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Linbaneanläggningar – Säkerhetsregler för linbaneanläggningar för persontransport – Drivsystem och annan mekanisk utrustning

Safety requirements for cableway installations designed to carry persons – Drive systems and other mechanical equipment

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Denna standard ersätter SS-EN 13223:2004, utgåva 1.

The European Standard EN 13223:2015 has the status of a Swedish Standard. This document contains the official English version of EN 13223:2015.

This standard supersedes the Swedish Standard SS-EN 13223:2004, edition 1.

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EUROPEAN STANDARD

EN 13223

NORME EUROPÉENNE

EUROPÄISCHE NORM

July 2015

ICS 45.100

Supersedes EN 13223:2004

English Version

Safety requirements for cableway installations designed to carry persons - Drive systems and other mechanical equipment

Prescriptions de sécurité pour les installations à câbles transportant des personnes - Entraînements et autres dispositifs mécaniques

Sicherheitsanforderungen an Seilbahnen für den Personenverkehr - Antriebe und weitere mechanische Einrichtungen

This European Standard was approved by CEN on 18 November 2014.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Contents

	Page
Foreword.....	5
1 Scope	8
2 Normative references	8
3 Terms and definitions.....	9
4 General requirements.....	11
4.1 Application of the standard	11
4.2 Safety principles	11
4.2.1 General.....	11
4.2.2 Hazard scenarios	11
4.2.3 Safety measures	12
5 General requirements for hydraulic devices	12
6 General requirements for drive systems.....	12
6.1 General principles.....	12
6.2 Main drive system.....	12
6.3 Auxiliary drive	13
6.4 Recovery drive and evacuation drive	13
6.5 Types of control systems	14
6.6 Safety functions and control devices	14
6.7 Motors	15
6.7.1 General requirements.....	15
6.7.2 Internal combustion engines	15
6.8 Gearboxes	15
6.9 Power transmission devices	15
6.9.1 Mechanical power transmission	15
6.9.2 Hydraulic power transmission	15
7 Open-loop and closed-loop control systems	16
7.1 General.....	16
7.2 Speed control on the line and at the entrance to stations for reversible cableways and pulsed movement aerial ropeways	17
7.3 Control console and other control points	17
7.4 Position monitor	17
8 Safety functions and devices for drive systems	18
8.1 General.....	18
8.2 Monitoring actual speed, direction of travel and standstill.....	18
8.3 Speed monitoring on the line	19
8.4 Speed monitoring at the entrance to stations in reversible or pulsed movement cableways	19
8.5 Deceleration monitoring	20
8.6 Other safety functions and devices	20
9 Brakes for drive systems	21
9.1 General.....	21
9.2 General requirements for service brakes and safety brakes	22
9.3 Hydraulic devices for brakes	22
9.4 Pneumatic devices for brakes	23
9.5 Electrical devices for brakes	23
9.6 Design of brakes	23
9.7 Braking force control system	23

9.8	Braking force setting system	23
9.9	Service brake	23
9.10	Safety brake	24
10	Types of stop	24
10.1	General	24
10.2	Normal stopping	24
10.3	Emergency stop with drive motor.....	24
10.4	Emergency stop with service brake	25
10.5	Emergency stop with safety brake	25
11	Requirements for drive systems for ski-tows	25
11.1	General	25
11.2	Basis	25
11.3	Drive system	26
11.4	Drive motors.....	26
11.4.1	General requirements	26
11.4.2	Internal combustion motors	26
11.5	Gearboxes	26
11.6	Power transmission devices	26
11.6.1	Mechanical power transmission	26
11.6.2	Hydraulic power transmission	26
11.7	Control systems.....	26
11.8	Safety functions and devices	27
11.9	Brakes.....	28
11.10	Stopping the ski-tow	28
12	Sheaves	28
12.1	Dimensioning	28
12.2	Construction	28
13	Winch drives	29
13.1	General	29
13.2	Design.....	29
14	Shafts and axles for sheaves and winch drums	29
15	Bearings	30
15.1	Dimensioning	30
15.2	Design.....	30
16	Rope guides in stations	30
16.1	General	30
16.2	Guides for track ropes	30
16.3	Guides for moving ropes	30
16.4	Safety devices.....	31
17	Station equipment	31
17.1	Carrier rails.....	31
17.1.1	Main carrier rails	31
17.1.2	Sidings.....	31
17.1.3	Track end buffers.....	31
17.2	Attachment and detachment areas.....	32
17.3	Acceleration and deceleration devices	32
17.4	Devices for maintaining pitch between carriers on the line	33
17.5	Devices for moving carriers and passenger loading bands	33
17.5.1	Devices for moving carriers	33
17.5.2	Passenger loading bands	33
17.6	Closing and opening devices for carriers.....	34
17.7	Carrier guides	34
17.8	Safety devices for cableways with detachable grips.....	34
17.9	Other monitoring devices	34
17.10	Anchoring devices for detensioning the ropes.....	35

17.11	Support structures.....	35
18	Mechanical devices on the line	35
18.1	Guides for moving ropes	35
18.1.1	Rollers	35
18.1.2	Sheaves	36
18.1.3	Roller batteries for haulage and carrying-hauling ropes.....	36
18.1.4	Suspended supports for haul ropes	37
18.1.5	Deropement protection for carrying-hauling ropes	37
18.1.6	Re-engagement devices for haul ropes.....	37
18.1.7	Rope-catchers for carrying-hauling ropes	37
18.1.8	Devices for detection of a deropement	38
18.2	Guiding of track ropes.....	38
18.3	Guides for carriers of aerial ropeways	39
18.4	Other line support structure fittings	39
18.4.1	Rope lifting devices	39
18.4.2	Working platforms and ladders	39
18.4.3	Notices	40
19	Materials	40
19.1	Choice of materials.....	40
19.1.1	General requirements.....	40
19.1.2	Steels	40
19.1.3	Cast materials	40
19.1.4	Light metal alloys.....	40
19.1.5	Screw fasteners	40
19.2	Verifications and tests.....	41
20	Requirements for other mechanical devices for ski tows	41
20.1	General.....	41
20.2	Sheaves in stations	41
20.2.1	Dimensioning	41
20.2.2	Design	41
20.3	Shafts and axles.....	42
20.4	Bearings.....	42
20.4.1	Dimensioning	42
20.4.2	Design	42
20.5	Rope guides in stations	42
20.5.1	General.....	42
20.5.2	Guides for moving ropes	42
20.5.3	Safety devices	42
20.6	Devices in stations	43
20.6.1	Guidance of towhangers	43
20.6.2	Other safety devices.....	43
20.6.3	Anchor points for detensioning ropes	43
20.7	Mechanical devices on the line	43
20.7.1	Guides for moving ropes	43
20.7.2	Guidance of tow hangers	44
20.7.3	Other equipment for line support structures	45
20.8	Materials	45
Annex A (informative)	Effects of safety devices and functions for all cableway installations, excluding ski-tows.....	46
Annex B (informative)	Effects of safety devices and functions for ski tows	50
Annex C (informative)	Technical documentation	52
Annex ZA (informative)	Relationship between this European Standard and the Essential Requirements of EU Directive 2000/9/EC relative to cableway installations designed to carry persons	54
Bibliography	57

Foreword

This document (EN 13223:2015) has been prepared by Technical Committee CEN/TC 242 "Safety requirements for passenger transportation by rope", the secretariat of which is held by AFNOR.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by January 2016, and any conflicting national standards shall be withdrawn at the latest by January 2016.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be responsible for identifying any or all such patent rights.

This document supersedes EN 13223:2004.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports the essential requirements of EU Directive 2000/9/EG.

For the relationship with EU Directive 2000/9/EG, see informative Annex ZA, which is an integral part of this document.

With respect to EN 13223:2004, the following significant amendments have been made:

- In Clause 1, an addition about employee protection has been added.
- In Clause 3, terms and conditions have been removed.
- In 4.2.2, clauses l) and p) have been defined more precisely.
- In 6.2.6, the requirement for the interruption of the power flow to the main drive motor has been amended.
- In 6.3.1, the requirement for the speed of the auxiliary drive has been removed.
- In 6.8.4, it has been defined more precisely that only the safety components must be calculated with the mentioned safety factors.
- 6.9.2.3 has been expanded.
- In 7.3.1, the requirement has been narrowed in terms of the need for monitoring the types of control systems.
- In 8.2.2, the allowable difference in the speed value has been defined with 10 % of the nominal speed.
- In 8.3.2, the response effect of the 10 % overspeed trigger has been defined more precisely.
- In 8.3.3, the response effect of the 20 % overspeed trigger has been defined more precisely.
- In 8.4.2, the reference to Appendix A has been removed.
- 8.4.3 has been rewritten to uniformly define the safety requirement for braking systems.
- In 8.6.7, the requirement for sufficient static friction has been added.
- In 8.6.9, the monitoring requirement has been extended to all DC motors.

- 9.1.1 has been expanded.
- In 9.1.2, the requirement for the minimum delay has been redefined.
- 9.1.3 has been clarified.
- 9.3.1 has been clarified.
- In 9.3.6, the requirement of 20 % overspeed trigger has been removed.
- In 9.4, the reference standards for pneumatic systems have been added.
- 10.3.4 has been defined more precisely.
- 11.7.2 has been defined more precisely.
- 11.8.7 has been defined more precisely.
- In 11.9.1, the reference to the appendices has been removed.
- In 12.1.3, content has been revised. The safety factor for calculating fatigue has been defined.
- In 12.2.6, the requirement has been extended to all sheaves.
- In 12.2.8, the response effect of the monitoring has been defined more precisely. The requirement for evacuation ropes has been defined.
- 13.1.2 has been redrafted. The slip resistance has been defined.
- In 14.2 the requirement for evacuation ropes has been defined.
- 14.3 has been redrafted.
- 15.1.2 has been defined more precisely.
- In 17.1.1.4, the requirement was removed that the devices must be located in the stations.
- 17.8.3 has been defined more precisely.
- 17.9 has been clarified.
- In 18.1.1.2, the exceptions have been expanded to the station area of all types of systems.
- In 18.1.1.3, the exceptions have been expanded to the station area of aerial ropeways.
- In 18.1.1.4, the requirement for new and unformed linings has been applied.
- In 18.1.3.5, the option of using an appropriate safety device has been introduced.
- In 18.2.3, the requirement has been expanded to the entire track rope shoe.
- In 18.2.8, the option has been introduced to not require rope catching devices on the track rope shoes.
- 18.2.10 has been clarified.
- In 18.3.2 the requirement has been removed, because the reference to EN 12929-1 is sufficient.
- 20.3.2 has been redrafted.

- Annex A has been changed to “Informative”. The content of Table A. 1 has been revised.
- Annex B has been changed to “Informative”. The content of Table B. 1 has been revised.
- Annex ZA has been revised.

This European Standard is part of a series of standards on safety requirements for cableway installations designed for passenger transport. This series consists of the following standards:

- EN 1907, relating to *Terminology*
- EN 12929 (all parts), relating to *General requirements*
- EN 12930, relating to *Calculations*
- EN 12927 (all parts), relating to *Cables*
- EN 1908, relating to *Tensioning devices*
- EN 13223, relating to *Drive systems and other mechanical equipment*
- EN 13796 (all parts), relating to *Carriers*
- EN 13243, relating to *Electrical equipment other than for drive systems*
- EN 13107, relating to *Civil engineering works*
- EN 1709, relating to *Pre-commissioning inspection, maintenance, operational inspections and checks*
- EN 1909, relating to *Recovery and evacuation*
- EN 12397, relating to *Operation*
- EN 12408, relating to *Quality control*

Together these form a series of standards applicable to the design, manufacture, installation, maintenance and operation of all cableway installations designed for passenger transport.

In respect of ski-tows, the drafting of this document has been guided by the works of the International Organisation for Transportation by Rope (OITAF).

In accordance with CEN-CENELEC Internal Regulations, the national standards institutes of the countries listed below are required to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, the Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, FYR Macedonia, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey, and the United Kingdom.