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Varnost zabaviščnih vozil in naprav za zabavo - Odgovori na zahteve za razlago standarda EN 13814:2019 in njegovih delov

Safety of amusement rides and amusement devices - Replies to requests for interpretation of EN 13814:2019 and its parts

Sicherheit von Fahrgeschäften und Vergnügungsanlagen - Antworten zu Anfragen zu EN 13814:2019 und dessen Teile

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Safety of amusement rides and amusement devices - Replies to requests for interpretation of EN 13814:2019 and its parts

Sicherheit von Fahrgeschäften und
Vergnügungsanlagen - Antworten zu Anfragen zu EN
13814:2019 und dessen Teile

This Technical Report was approved by CEN on 23 March 2024. It has been drawn up by the Technical Committee CEN/TC 152.

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European foreword

This document (CEN/TR 18042:2024) has been prepared by Technical Committee CEN/TC 152 “Fairground and amusement park machinery and structures - Safety”, the secretariat of which is held by UNI.

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

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

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Introduction

Interpretations and no-action decisions

This document contains replies to requests for interpretations concerning the understanding of clauses in EN 13814:2019 and its parts. The replies concern those requests that have resulted in an interpretation or a decision that no action is required as the standard is sufficiently clear.

An interpretation does not have the same status as the text of the standard. However, following an interpretation gives assurance that the relevant clause of the standard has been correctly applied. An interpretation is a clarification of the meaning of the standard.

Disclaimer

The interpretations have been derived by expert groups of CEN/TC 152/WG 1 and have been circulated to National Standards Bodies for approval. The information contained herein does not reflect the full formal approval by CEN or CEN member bodies. It should be noted that the interpretations are neither part of any standard nor have been referenced in the Official Journal of the European Union.

Requests for interpretations may be submitted by a CEN member body through its national committee or by a CEN/TC 152 liaison (but not directly by an individual or a company) – in accordance with the interpretation protocols agreed by CEN/TC 152/WG 1. The requests are then channelled to the CEN/TC 152/WG 1 interpretation panel, which will then deal with the request.

A request for an interpretation may lead to:

a) *an interpretation of the standard with no action to the standard (no revision and no amendment)*

This should reflect a reasonable interpretation of how the standard should be used, taking into account:

- the wording of the standard;
- the rationale of the standard;
- the history of the standard.

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This is also applicable when it is agreed that the standard appropriately specifies how amusement rides and amusement devices shall be assessed.

b) *a proposal for an amendment of the standard*

This is applicable when it is agreed that the standard is deficient in some way.

NOTE Interpretation and no-action decisions are published in EN 13814-1:2019/prA1:2023, which will be updated on a regular basis

Proposals for amendments will be progressed as new work item proposals in accordance with CEN rules.

c) *a future revision*

This is applicable when the standard is not clear and a suitable amendment cannot be found to fully clarify the question. It is also a case when an opportunity was identified to further add to the content. Further work is needed on existing requirements or new requirements may need to be drafted.

Proposals for a revision will be progressed as a new work item proposal in accordance with CEN rules.

Answers to requests for interpretations

Since requests for interpretations are submitted through a CEN member body, it is assumed that the member body will keep itself informed about decisions concerning the request and its progress and will itself inform the originator of the request as appropriate.

The information requests from the following countries have been included in this document:

AFNOR – France, ASI – Austria, DIN – Germany, DS – Denmark, ESMA – United Arab Emirates, NEN – the Netherlands, SFS – Finland, SII – Israel, SIS – Sweden, SN – Norway, SNV – Switzerland, TSI – Turkey, UNI – Italy.

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CEN/TR 18042:2024 (E)**1 Scope**

The purpose of this document is to provide replies to requests for interpretations of all parts to EN 13814:2019.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

4 EN 13814-1:2019, Safety of amusement rides and amusement devices — Part 1: Design and manufacture**4.1 General. Interpretation request – ESMA****Question**

I am contacting you following a visit to your website and reading about EN 13814.

We are in the Leisure Karting industry and we often face national administrations referring to EN 13814 when it comes to certification and applicable norms to our activities when we claim EN 16230-1 and EN 16230-2 is better adapted.

However, the answer I always get is the same and is: We don't know about EN 16230-1 and -2, we always worked with EN 13814, why should be apply one instead of the other? Is there a clear line of where one applies versus the other?

Initially, my understanding was that EN 13814 was only applying to mobile temporary rides but it also looks like it applies to permanently installed rides. In our industry, we only refer to permanent venues dedicated to Karting (or sometimes part of multi entertainment venues) and we can't figure out how to justify application of 1 norm versus the other.

Could you help with this?

Reply**No action/Clarification**

EN 13814 is applicable only to “go karts” installation which are part of amusement parks and fairgrounds:

“5.2.5 Speedways/Go-karts**5.2.5.1 General**

These requirements are specific to amusement parks and fairground go-karts.”

4.2 1. Scope

4.2.1 1. Scope (interpretation request – SII)

Question

SII expert committee is adopting the EN 13814: May 19 standards with national modifications.

In the scope of EN 13814-1, the rides that are not covered by the standard are specified, and then it is mentioned that “for all the equipment not covered by the requirements of EN 13814-1, the relevant standards apply”.

However, the next line of the scope states that the standard can be used in the design of any similar device not explicitly mentioned.

Our question is what standard applies in the case of such similar device if it is covered by a relevant standard. Does the relevant standard apply, does this standard apply, or both? Or was this line intended only for devices without relevant standards?

Furthermore, it would be helpful to learn whether the rides that are not included in the scope do have relevant standards that apply.

Reply

No action/Clarification

If applicable standards exist for particular equipment, they should be applied. EN 13814 can be applied in the absence of any applicable standards.

4.2.2 1. Scope (interpretation requests – UNI 002-013, 001-086)

Question

“This document is applicable to manufacturing and major modification of amusement devices and rides for designs after the effective date of publication”.

How it shall be interpreted, that it's applicable only to new Design developed after the date of publication of EN 13814:2019?

What about the ride manufactured in compliance with existing design but built after the date of publication of EN 13814-1:2019?

Reply

No action/Clarification

From November 2019 till May 2022 the versions EN 13814:2004 and EN 13814:2019 were valid.

The current version in force is 2019.

National regulation bodies and/or contractual agreement may decide which version they accept.

CEN/TR 18042:2024 (E)**4.3 3. Terms and definitions****4.3.1 3.4 Barrier (interpretation request – UNI 003-015)****Question**

What is it in practice the difference between 3.4 Barrier and 3.15 Guardrail?

Reply**Clarification**

A guardrail does not prevent a person for passing beneath it, whereas a barrier does.

Revision

Discuss the definitions of Barrier/Guardrail/Fence.

4.3.2 3.5 Closed restraint (interpretation request – DIN X5)**Question**

The term “closed restraint” should be rephrased because of distinction to “minimum closed restraint position” and also due to the missing information of the body-fitted requirement.

Explain what closed restraint in relation to restraint position means.

Suggestion for new revision:

Change the term 3.5 body-fitted restraint position: the restraint position in which the restraint (3.37) is closed tight to the individual body of the passenger and intended to remain during the operation of the device in order to restrain the passenger (3.28).

Reply

[SIST-TP CEN/TR 18042:2024](https://standards.iteh.ai/SIST-TP-CEN-TR-18042-2024)

<https://standards.iteh.ai/catalog/standards/sist/b739ea9a-157d-45a8-b7fe-f584e132ef2b/sist-tp-cen-tr-18042-2024>

Revision

An improvement for the definition of “closed restraint” will be proposed for the next revision.

4.3.3 3.23 Machinery component (interpretation request – UNI 004-014)**Question**

“machinery component

component which form part of an assembly in which at least one component moves (excluding vibration and deformation)”

Is it the complete definition or are there other requirements?

Reply**No action/Clarification**

At this stage this is the complete definition.