



SLOVENSKI STANDARD
SIST EN 12767:2019/oprA1:2024
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Pasivna varnost nosilnih konstrukcij za opremo cest - Zahteve in preskusne metode - Dopnilo A1

Passive safety of support structures for road equipment - Requirements and test methods

Passive Sicherheit von Tragkonstruktionen für die Straßenausstattung - Anforderungen und Prüfverfahren

Sécurité passive des structures supports d'équipements de la route - Exigences et méthodes d'essai

Ta slovenski standard je istoveten z: EN 12767:2019/prA1

[SIST EN 12767:2019/oprA1:2024](https://standards.net/slovenia/catalog/standards/sist/2766751c-801c-466c-83a7-1e34786890ca/sist-en-12767-2019-oprA1-2024)

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ICS:

93.080.30	Cestna oprema in pomožne naprave	Road equipment and installations
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EUROPEAN STANDARD
NORME EUROPÉENNE
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English Version

Passive safety of support structures for road equipment - Requirements and test methods

Sécurité passive des structures supports
d'équipements de la route - Prescriptions et méthodes
d'essai

Passive Sicherheit von Tragkonstruktionen für die
Straßenausstattung - Anforderungen und
Prüfverfahren

This draft amendment is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 226.

This draft amendment A1, if approved, will modify the European Standard EN 12767:2019. If this draft becomes an amendment, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration.

This draft amendment was established by CEN 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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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

This document (EN 12767:2019/prA1:2024) has been prepared by Technical Committee CEN/TC 226 “Road equipment”, the secretariat of which is held by AFNOR.

This document is currently submitted to the CEN Enquiry.

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EN 12767:2019/prA1:2024 (E)

1 Modifications to the European foreword

Replace the whole 5th paragraph with the following one:

"The significant technical changes incorporated in this revision are:

- incorporation of the Regulation (EU) No 305/2011 of the European Parliament and of the Council of 9 March 2011 laying down harmonized conditions for the marketing of construction products and repealing Council Directive 89/106/EEC terminology;
- introduction of a push-pull test to enable a comparison to be made between the backfills used in the test and those on-site;
- harmonization of the boundary values for occupant safety (ASI and THIV) independent of the energy absorption class;
- replacement of the occupant safety level by an alphanumeric character instead of a number to make a clear distinction with the old (EN 12767:2007) approach. Now, NE-C, LE-C and HE-C have the same occupant safety. The best occupant safety is achieved for A;
- introduction of collapse modes to classify if test items become detached or do not become detached;
- introduction of direction sensitivities to take into account any sensitiveness to impact angle;
- improved test description, include installation manual and translation of roof deformation into a measurable value, to reduce the influence of the vehicle structure on the test results;
- introduction of an extra test at 50 km/h for cases where the test-item is not activated at low speed. An explanation of the definition of "activated" is also given;
- better rules for the determination of product ranges (former product families) based on the tested limit(s);
- introduction of a risk assessment approach, in line with the EN 1317-1:2010, for assessing changes of a version, and the use of (for example) virtual testing in this;
- possibility to declare, under certain conditions, intermediate speed levels."

Replace the whole 7th paragraph with the following one:

"Some added changes mentioned above are expressed in a new performance classification for the product. This results in a longer description of the overall passive safety performance, but at the end, it gives a clearer indication of product performance. For example, an old performance classification like "100, HE, 3" could be translated to "100-HE-C-S-SE-MD-1". In this example, the last 4 sub-indications stands for backfill type (S), collapse mode (SE), direction sensitivity (MD) and risk of roof indentation (1)."

2 Modifications to the Introduction

Replace the 2nd paragraph with the following:

"Passive safety is intended to reduce the severity of injury to vehicle occupants of a car in an impact with support structures of road equipment. Passive safety for vulnerable road users, e.g. motorcyclists, is not covered by this document."