



SLOVENSKI STANDARD

oSIST prEN 13796-1:2026

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Varnostne zahteve za žičniške naprave za prevoz oseb - Vozila - 1. del: Prižemke, tekala, vrvne zavore, kabine, sedeži, vozički, vozila za vzdrževanje, vlačila

Safety requirements for cableway installations designed to carry persons - Carriers - Part 1: Grips, carrier trucks, on-board brakes, cabins, chairs, carriages, maintenance carriers, tow-hangers

Sicherheitsanforderungen an Seilbahnen für die Personenbeförderung - Fahrzeuge - Teil 1: Befestigungen am Seil, Laufwerke, Fangbremsen, Kabinen, Sessel, Wagen, Instandhaltungsfahrzeuge, Schleppvorrichtungen

Prescriptions de sécurité pour les installations à câbles destinées au transport des personnes - Véhicules - Partie 1 : Attaches, chariots, freins embarqués, cabines, sièges, voitures, véhicules de maintenance, agrès

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Safety requirements for cableway installations designed to carry persons - Carriers - Part 1: Grips, carrier trucks, on-board brakes, cabins, chairs, carriages, maintenance carriers, tow-hangers

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This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 242.

If this draft becomes a European Standard, 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.

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

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European foreword

This document (prEN 13796-1:2025) has been prepared by Technical Committee CEN/TC 242 "Safety requirements for cableway installations designed to carry persons", the secretariat of which is held by AFNOR.

This document is currently subject to a CEN enquiry.

This document will supersede EN 13796-1:2017.

Compared with the preceding version of EN 13796-1:2017, the main changes are as follows:

- in 5.2.2, a hazard factor was added: in the event of prolonged stoppage, excessive temperature in enclosed carriers due to weather conditions;
- in 5.2.3, a safety measure was added: modification of enclosed carriers so as to allow their ventilation at least;
- in 6.2.2, a clarification is made between the assumed mass of a person with and without winter sports equipment (80 and 75 kg);
- in 6.2.3, it is specified to consider the actual wind allowed in operation, with a minimum pressure that remains fixed at $0,25 \text{ kN/m}^2$. For chairs without hoods, the determination of the force coefficient is simplified with a single value set at 1,1;
- in 6.2.9, it is specified that the values of the damping moments shall be verified if there are motorized actuators present that have an effect on the damping;
- in 6.2.14, the wording is repeated to clarify that the longitudinal impact force is determined on the basis of the useful load, taking into account the maximum deceleration experienced, regardless of the carrier capacity, the standard formulae given in this clause setting a minimum value for this force. It is also specified that the above rules apply to each compartment if the cabin has compartments;
- in 6.2.15, it is specified that if the carrier is divided into compartments, the rules apply to each compartment;
- in 6.2.20 (new paragraph), a new force is introduced: onboard brake spring force;
- in 6.3.2.1.3, it is specified that the safety factor of 2 concerns load cases with wind during operation;
- in 6.3.2.5.1, a new load case was added for the static dimensioning of the carrier trucks;
- in 6.3.2.5.3, a new load case was added for cabins that are not protected from the wind when not in operation;
- in 6.3.2.5.5, the sockets have been removed from the list of grips concerned by the load case mentioned, in so far as specific sizing requirements are laid down in clause 7.4 of the carrier standard;
- in 6.3.2.5.6 (new paragraph), a new load case table has been added for the dimensioning of the onboard brakes of bicable aerial ropeways;