

საქართველოს სტანდარტი

ავტოსატრანსპორტო საშუალებების ამწეები

საქართველოს სტანდარტებისა და მეტროლოგიის
ეროვნული სააგენტო
თბილისი

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საინფორმაციო მონაცემები

1 შემუშავებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს სტანდარტების დეპარტამენტის მიერ

2 დამტკიცებულია და შემოღებულია სამოქმედოდ საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს 2019 წლის 6 დეკემბრის № 98 განკარგულებით

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4 პირველად

5 რეგისტრირებულია საქართველოს სტანდარტების და მეტროლოგიის ეროვნული სააგენტოს რეესტრში: 2019 წლის 6 დეკემბერი №268-1.3-016248

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English Version

Vehicle lifts

Elévateurs de véhicules

Fahrzeug-Hebebühnen

This European Standard was approved by CEN on 26 June 2010.

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Contents

Page

Foreword.....4

Introduction5

1 Scope6

2 Normative references6

3 Terms and definitions7

4 List of hazards..... 10

5 Safety requirements and/or measures 14

5.1 General..... 14

5.2 Preventing unauthorised operation 14

5.3 Control devices 14

5.4 Control positions 15

5.5 Duplicated drive systems 16

5.6 Speeds 16

5.7 Structural design of the supporting structure 16

5.8 Driving machinery..... 25

5.9 Load carrying devices 28

5.10 Additional requirements for lifts with balconies 30

5.11 Limiting the travel of the load carrying device 31

5.12 Unintended blocking of the load carrying device 31

5.13 Safety against rupture of mechanical bearing devices 31

5.14 Safety against leakage 32

5.15 Additional requirements for lifts with several drives or lifting elements..... 32

5.16 Additional requirements for movable and mobile lifts 33

5.17 Protection against pinching and shearing..... 33

5.18 Safety devices 35

5.19 Protection against damage 35

5.20 Manually driven vehicle lifts 36

5.21 Electrical equipment..... 36

5.22 Special requirements for vehicle lifts where it is permitted to stand under the load during lifting and lowering movement..... 36

6 Verification of the safety requirements and/or measures 37

6.1 General..... 37

7 Information for use 39

7.1 General..... 39

7.2 Marking 39

7.3 Operation instructions 40

7.4 Name plate 41

Annex A (informative) Structural calculations 42

A.1 Permissible stresses 42

Annex B (informative) Examples of solutions 46

Annex C (normative) Design of rope drives 52

Annex D (informative) Example of information about wind 54

Annex E (normative) Protection against leakage 55

Annex F (normative) Additional requirements for cableless controls and control systems 57

F.1 Introduction 57

საინფორმაციო ნაწილი. სრული ტექსტის სახსრავად შეიძინეთ სტანდარტი.

F.2	General	57
F.3	Control limitation	57
F.4	Stop	57
F.5	Serial data communication	57
F.6	Use of more than one operator control station	59
F.7	Battery-powered operator control stations	59
F.8	Wireless control components	59
Annex G (normative) Noise		60
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2006/42/EC		61
Bibliography		62

Foreword

This document (EN 1493:2010) has been prepared by Technical Committee CEN/TC 98 “Lifting platforms”, the secretariat of which is held by DIN.

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 February 2011, and conflicting national standards shall be withdrawn at the latest by February 2011.

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 held responsible for identifying any or all such patent rights.

This document supersedes EN 1493:1998+A1:2008.

This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

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საინფორმაციო ნაწილი. სრული ტექსტის სანახავად შეიძინეთ სტანდარტი.

Introduction

This document is a type C standard as stated in EN ISO 12100-1:2003.

The machinery concerned and the extent to which hazards, hazardous situations and hazardous events are covered are indicated in the scope of this document. In addition, machinery should comply as appropriate with EN ISO 12100-1 for hazards which are not covered by this standard.

When provisions of this type C standard are different from those which are stated in type A or B standards, the provisions of this type C standard take precedence over the provisions of the other standards, for machines that have been designed and built according to the provisions of this type C standard.

The object of this European Standard is to define rules for safeguarding persons against the risk of accidents associated with the operation of vehicle lifts.

While elaborating this standard it was assumed that only authorized persons operate the vehicle lifts and that the working area is sufficiently lit.

The requirement concerning loading control is not deemed pertinent to this standard insofar as:

- experience and the state of the art suggests that failing to observe this requirement has not historically given rise to unsafe situations;
- such devices which would give protection against overall and local overloading are not currently available in forms which cover all eventualities;
- the weight and weight distribution is freely available for the type of vehicles to be lifted and as such it is the responsibility of the user to prevent an unsafe situation arising;
- vehicle lifts are generally designed to suit the maximum weight of vehicle to which it would reasonably be subjected, hence the normal duty of a lift is substantially lower than the maximum.