

Leisure karts - Part 2: Safety requirements for karting facilities

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

| | |
|---|--|
| See Eesti standard EVS-EN 16230-2:2016 sisaldab Euroopa standardi EN 16230-2:2016 ingliskeelset teksti. | This Estonian standard EVS-EN 16230-2:2016 consists of the English text of the European standard EN 16230-2:2016. |
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English Version

Leisure karts - Part 2: Safety requirements for karting facilities

Karts de loisir - Partie 2 : Prescriptions de sécurité
relatives aux installations de karting

Freizeitkarts - Teil 2: Sicherheitstechnische
Anforderungen für Kartbahnen

This European Standard was approved by CEN on 20 August 2016.

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European foreword

This document (EN 16230-2:2016) has been prepared by Technical Committee CEN/TC 354 “Non-type approved light motorized vehicles for the transportation of persons and goods and related facilities”, 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of an identical text or by endorsement, at the latest by May 2017, and conflicting national standards shall be withdrawn at the latest by May 2017.

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.

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

Karting facilities come in a wide range of types. Such a wide range implies a gradation of the safety requirements, considering the specific level of hazards.

On the basis of regular risk assessment, karting facilities operators should take reasonable measures to ensure the safety of users taking into consideration the risks as well as the restrictions imposed by technical and commercial factors.

Karting facilities operators should also consider EN 16230-1:2013+A1:2014, when carrying out risk assessments.

This European Standard includes requirements, guidance and notes. While compliance with requirements is mandatory, guidance, which can be used in accordance with a risk assessment and notes, gives additional information and/or explanations.

1 Scope

This European Standard is applicable for karting facilities, as defined in 3.1 below, relating to karts that are not intended to be used on public roads.

This European Standard applies to:

- operation of leisure karts only;
- operation of karts propelled by a combustion engine, including LPG (liquefied petroleum gas) combustion engines;
- operation of karts used on indoor and outdoor tracks, permanent or temporary;
- operation of karts used on supervised tracks designed for leisure karting, with a permanent hard surface (such as asphalt, concrete, timber and steel);

This part 2 does not consider the use of karts on ice or snow.

This European Standard does not apply to:

- operation of karts used for competition organized by and under the responsibility of Commission International of Karting (CIK), Federation International of Automobile (FIA) and/or ASN (a national automobile club or other national body recognized by the FIA as sole holder of sporting power in a country), ensuring through the granting of licenses by an ASN or one of its affiliated members as defined in the International Sporting code, compliance with the safety, sporting, disciplinary and technical rules of the CIK-FIA and/ or ASN;
- operation of karts designed exclusively for competition and toys;
- operation of cross country karts;
- operation of karts with two or more seats;
- operation of karts used on tracks not mentioned above (such as mud, earth);
- operation of karts used in amusement parks.

The requirements related to the hazards of electrical propulsion are not covered in this European Standard. Other than when the hazards of electrical propulsion dictate the operational standards herein are applicable to electrical carts.

This European Standard specifies appropriate measures to eliminate or reduce the risks arising from significant hazards, hazardous situations and events (see Clause 6) during operation and maintenance of the karts, when carried out as intended by the manufacturer.

This document is the part 2 covering track design and operation referred to in the scope of part 1.

This document serves to provide guidance for circuit operators regarding the safe operation of karting facilities. It does not remove the participants' responsibility for their own safety, nor does it remove the overriding principle that motorsport, due to its very nature, can be dangerous.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1838, *Lighting applications - Emergency lighting*

EN 12193, *Light and lighting - Sports lighting*

EN 16230-1:2013+A1:2014, *Leisure karts - Part 1: Safety requirements and test methods for karts*

UNECE 22, *Regulation No. 22; Uniform provisions concerning the approval of protective helmets and their visors for drivers and passengers of motor cycles and mopeds*

3 Terms and definitions

For the purposes of this document terms and definitions given in EN 16230-1:2013+A1:2014 and the following apply.

3.1

karting facility

area including kart track, paddock, pits, briefing area, garage/workshop and other facilities directly related to the karting on the track

3.2

karting facilities operator

designated person/organization responsible for the operation of the karting facilities in terms of health and safety

3.3

mechanical/technical staff

trained and competent persons responsible for the maintenance of the technical equipment

Note 1 to entry: E. g. Mechanics.

3.4

kart track operations staff

trained and competent persons responsible for the safe supervision of participants on the track and pits

Note 1 to entry: E. g. race directors and marshals.

3.5

pits

clearly defined area with restricted access to and from track where karts are parked and drivers join and leave karts

3.5.1

pit entrance

clearly defined access to pits from tracks

3.5.2

pit exit

clearly defined access to tracks from pits