

<b>STN</b>	<b>Cestné vozidlá pre kombinovanú dopravu</b> <b>Náves</b> <b>Vertikálna prekládka</b>	<b>STN</b> <b>EN 16973</b>  26 9350
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Road vehicles for combined transport - Semitrailer - Vertical transhipment

Táto norma obsahuje anglickú verziu európskej normy.  
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 02/18

Obsahuje: EN 16973:2017

**126272**

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Úrad pre normalizáciu, metrológiu a skúšobníctvo Slovenskej republiky, 2018  
Podľa zákona č. 264/1999 Z. z. o technických požiadavkách na výrobky a o posudzovaní zhody a o zmene a doplnení niektorých zákonov v znení neskorších predpisov sa slovenská technická norma a časti slovenskej technickej normy môžu rozmnožovať alebo rozširovať len so súhlasom slovenského národného normalizačného orgánu.

EUROPEAN STANDARD

**EN 16973**

NORME EUROPÉENNE

EUROPÄISCHE NORM

November 2017

ICS 43.080.10

English Version

## Road vehicles for combined transport - Semitrailer - Vertical transshipment

Véhicules routiers destinés au transport combiné -  
Semi-remorque - Transbordement vertical

Straßenfahrzeuge für den kombinierten Verkehr -  
Sattelanhänger - Vertikalumschlag

This European Standard was approved by CEN on 21 August 2017.

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EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
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<b>Contents</b>	<b>Page</b>
<b>European foreword</b> .....	<b>3</b>
<b>1 Scope</b> .....	<b>4</b>
<b>2 Normative references</b> .....	<b>4</b>
<b>3 Terms and definitions</b> .....	<b>4</b>
<b>4 General requirements</b> .....	<b>4</b>
<b>4.1 Swept envelope</b> .....	<b>4</b>
<b>4.2 King pin</b> .....	<b>7</b>
<b>4.3 Air suspension</b> .....	<b>7</b>
<b>4.4 Grappler pockets</b> .....	<b>7</b>
<b>4.4.1 Dimensions and positioning of the grappler pockets</b> .....	<b>7</b>
<b>4.4.2 Lifting strength</b> .....	<b>9</b>
<b>4.5 Structural strength of the semi-trailer</b> .....	<b>9</b>
<b>5 Marking</b> .....	<b>9</b>
<b>Bibliography</b> .....	<b>11</b>

## European foreword

This document (EN 16973:2017) has been prepared by Technical Committee CEN/TC 119 “Intermodal Loading Units and Cargo Securing (ILUCS)”, 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 May 2018, and conflicting national standards shall be withdrawn at the latest by May 2018.

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.

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## 1 Scope

This European Standard describes the railway-specific requirements relating to semi-trailers which are transported by rail with pocket wagons. For this, the semi-trailers is meant to be suitable for handling by crane. They are handled by gantry cranes or mobile transshipment equipment by the grapples pockets using grabs and lifted into the pocket wagons. The semi-trailers rests with their wheels on the sunken loading area (pocket) of the wagon and at the front with the fifth-wheel plate on the jack. The king pin is locked in the jack and is responsible for the fixing of the semi-trailer in all directions and hence also for withstanding the relevant forces.

## 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 13044-3, *Intermodal Loading Units — Marking — Part 3: Markings of semi-trailers related to rail operation*

UIC 596-5, *Transport of road vehicles on wagons - Technical Organisation - Conveyance of semi-trailers with P coding or N coding on recess wagons*

UIC 596-6, *Conditions for coding intermodal transport units in combined transport, Combined transport lines and wagons*

**koniec náhľadu – text ďalej pokračuje v platenej verzii STN**