BS EN 926-1:2015

BSI Standards Publication

Paragliding equipment — Paragliders

Part 1: Requirements and test methods for structural strength

This British Standard is the UK implementation of EN 926-1:2015. It supersedes BS EN 926-1:2006 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee SW/136/-/6, Sports, Playground and other Recreational Equipment - Paragliding.

A list of organizations represented on this committee can be obtained on request to its secretary.

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Compliance with a British Standard cannot confer immunity from legal obligations.

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Paragliding equipment - Paragliders - Part 1: Requirements and test methods for structural strength

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This European Standard was approved by CEN on 26 September 2015.

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This European Standard exists 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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European foreword

This document (EN 926-1:2015) has been prepared by Technical Committee CEN/TC 136 "Sports, playground and recreational equipment", 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of an identical text or by endorsement, at the latest by May 2016, and conflicting national standards shall be withdrawn at the latest by May 2016.

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 926-1:2006.

In comparison with the previous edition, the following significant changes have been made:

a) editorial revision;

b) revision of line strength calculation method;

c) revision of the definition of the same model and test specimen selection;

d) deletion of Shock Loading Test Procedure B;

e) clarification of measurement interval in the sustained loading test;

f) addition of Manufacturing Record and Marking requirements.

This European Standard is one of a series of standards on equipment for paragliding as follows:

— EN 926-1, *Paragliding equipment — Paragliders — Part 1: Requirements and test methods for structural strength*

— EN 926-2, *Paragliding equipment — Paragliders — Part 2: Requirements and test methods for classifying flight safety characteristics*

Other relevant standards on equipment for paragliding are:

— EN 1651, *Paragliding equipment — Harnesses — Safety requirements and strength tests*

— EN 12491, *Paragliding equipment — Emergency parachutes — Safety requirements and test methods*

According to the CEN/CENELEC Internal Regulations, the national standards organizations 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

The EN 926 series consists of two parts: EN 926-1 details paraglider structural strength requirements and EN 926-2 details paraglider flight tests requirements. Paragliders that have been tested and found to be compliant with both EN 926-1 and EN 926-2 are therefore compliant with the EN 926 series.

The aim of these standards is to enhance safety thus eliminating paragliders which display unacceptable behaviour in given situations on the basis of recognized tests set in these two standards.

1 Scope

This European Standard is applicable to paragliders as defined in 2.1.

This part of EN 926 specifies requirements and test methods for the resistance of a paraglider to static and dynamic loads and sets the minimum strength threshold for its qualification.

2 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

2.1
paraglider
ultra-light glider with no primary rigid structure, for which take-off and landing are on foot, with the pilot (and potentially one passenger) carried in a harness (or harnesses) connected to the wing

2.2
model of paraglider
paragliders of different sizes of a given design are considered to be the same model when fulfilling the following criteria:

a) the different sizes have been obtained by using a uniform scale factor;

b) for all sizes identical materials are used;

c) the way materials are processed is identical for all sizes

2.3
identically constructed lines
lines where the only elements that differ are the finished line length and/or cosmetic colour

2.4
main control lines
entire line systems that terminate at the two primary control handles

2.5
significant damage
rupture of any of main load bearing component of the structure

3 Requirements

3.1 Shock loading

When tested according to 4.4, a visual inspection of the wing shall not show significant damage.

3.2 Sustained loading

When tested according to 4.5 the wing shall sustain 4.5.2. 1) or 4.5.2 2).

3.3 Breaking strength of the suspension lines

The lines shall be tested according to 4.6. If identically constructed lines have already been tested, then the result may be used.

The minimum breaking strength of any line shall be greater than 200 N. The first level is defined as the lines attached to the risers.