
Sent to: All contractors in Group 8 and submitting engineers

1. INTRODUCTION

This bulletin is intended to inform the ski industry stakeholders about adoption of the new edition of CSA Z98-01 Passenger Ropeway Standard to replace the previous standard referenced in Section 19 of the Elevating Devices Code Adoption Document in accordance with the requirements stated in this bulletin.

2. ORDER

2.1 Newly Installed or Altered Passenger Ropeway

a) Each newly installed or altered passenger ropeway for which the DESIGN is submitted to the TSSA for registration on or after: the 31st day of May 2002 shall conform to the requirements of:

CSA Z98-01 Passenger Ropeway Standard.

b) Compliance with this new edition of the Z98 Standard shall be stated in the design submission, in item 192 of the specification sheet or in a separate affidavit.

c) The DESIGN submitted to the TSSA in accordance with the Section 15 of the Regulation 209/01 shall, also, contain the information listed in the Appendix A “Approved Checklist” of the newly adopted passenger ropeways standard.

2.2 Existing Passenger Ropeway

a) For the purpose of this Director’s Order, “existing” when used in reference to a passenger ropeway or part thereof for which DESIGN is submitted to the TSSA on or prior to the 3rd day of June 2002.

b) In the case of existing passenger ropeways the application of the newly adopted standard is restricted to the Section 11 “Inspection, Testing, Operation, and Maintenance of Passenger Ropeways”, unless otherwise required by the Regulation 209/01 under the Technical Standards and Safety Act.

c) Sub-clause 2.2 “Definitions” and sub-clause 3.4.3 “Designer” of the newly adopted passenger ropeways standard shall be applied in the interpretation of the Section 11 referenced in the sub-section (b) of this Order.

2.3 Every Passenger Ropeway

The following appendices referenced in the newly adopted passenger ropeways standard shall be considered a mandatory part of the standard for every passenger ropeway:
3. INSTRUCTIONS

   a) The CSA-Z98-00 Passenger Ropeways Standard, is available from the Canadian Standards Association, 178 Rexdale Blvd., Rexdale, Ontario M9W 1R3, Telephone: 1-800-463-6727, e-mail: sales@csa-international.org or web site www.csa.ca.

   b) The Regulation under the Technical Standards and Safety Act requires that all mechanics to have full knowledge the standards applicable to the passenger ropeways on which they are assigned to work. Thus, we would expect that the mechanics involved in the construction, installation, alterations, inspection, testing, and maintenance of passenger ropeways will obtain a copy of the subject standard and this Director’s Order.

4. NOTES

   • The format and layout of the newly adopted standard are basically that of the 1996 edition. The general arrangement has been revised by moving inspection, testing, operation and maintenance requirements to Clause 11 to make its placement logical in the formation of the standard.

   • Additional changes are incorporated in every section. The major change is the introduction of requirements concerning ropeways for secondary carriers (e.g. tube-tows) in Clause 8. In the future, requirements concerning belt tows will be introduced in Clause 9.

   • Braking Systems:

     Testing of brake shall be in accordance with the Sub-section 11.23.5 of the newly adopted standard. When measuring stopping times and distances for circulating passenger ropeways (e.g. chair lifts) by using the tabulation listed in an appendix, the following standards are referenced for use of appropriate table:

     I. Appendix J of the newly adopted standard shall be used for new ropeway defined in the sub-section 1.1 of this Director’s Order, unless braking system of existing ropeway is altered to allow the maximum deceleration rate of 1.5 m/s² and the minimum rate of 0.45 m/s². Particular attention shall be paid to Sections 5.6.4 of CSA Z98-01 when applying Appendix J.

     II. Appendix J of the CAN/CSA-Z89-96 “Passenger Ropeways” Standard shall be used for existing ropeway defined in the sub-section 1.2(a) of this Director’s Order. The table in the Appendix J is based on the maximum deceleration rate of 2 m/s² and the minimum rate of 0.45 m/s².

   • Any passenger ropeway that is relocated shall meet all the requirements of the adopted standard in this bulletin and the Technical Standards and Safety Act, Ontario Regulation, and CAD.

Ted Dance, Director under the Act