



## Safety recommendation no. 147

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Safety deficit	<p>In Crans-Montana, on Monday, 20 January 2020 at around 1.45pm, on the Funitel that links the Violettes hut to the Plaine Morte glacier, the door of a cableway cabin carrying around 15 passengers opened just outside the lower station. The installation was immediately stopped by staff. A reverse manoeuvre was performed to return the cabin to the station. The passengers disembarked and the cabin was taken out of service. There were no injuries.</p> <p>The unexpected opening of the door of cabin No 15, at the exit of the lower station, occurred because the guide rail carriage on the door leaf was faulty.</p> <p>The following contributed to the incident:</p> <p>The guide carriage did not correspond to the production drawings.</p> <p>The unexpected opening of a cabin door on the line represents a danger to passengers. The danger is greatly increased when passengers travel standing up. If one of the guide carriages breaks, the door is no longer locked and the door leaf can be opened by simply pressing against the door.</p> <p>The planned maintenance interval does not prescribe a check of the mechanical condition (impairment of the mechanical properties of the object) of the door guide bracket.</p>
Safety recommendation	The STSB recommends that the Federal Office of Transport (FOT) inform the operators of similar installations of the defects on the Funitel in Crans-Montana, so that similar parts of their installations can be thoroughly inspected in order to detect possible construction defects in the guide carriages.
Addressees	Bundesamt für Verkehr
Stage of the implementation	Implemented. The FOT reports that the cableway manufacturer has informed the two concerned cable car companies in Switzerland by sending them a service bulletin, and requested an inspection for possible defects. The companies have found that the door slides are welded only on the side. However, they found no cracks or traces of corrosion. They found other plants or operators, including foreign ones, were not affected.
Investigation report concerning the safety recommendation	<u>Rapport de première information</u> <u>Rapport intermédiaire</u> <u>Rapport final</u>