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Railway applications - Ride comfort for passengers - Measurement and evaluation

Bahnanwendungen - Fahrkomfort für Fahrgäste - Messung und Auswertung

Applications ferroviaires - Confort de marche des voyageurs - Mesurage et évaluation
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voyageurs - Mesurage et évaluation

Bahnanwendungen - Fahrkomfort für Fahrgäste - Messung
und Auswertung

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Contents

Page

Foreword.....	6
1 Scope	7
2 Normative references	7
3 Terms and definitions	7
4 Symbols, units and abbreviations	9
5 General description	12
5.1 General.....	12
5.2 Passenger exposure to vibrations	12
5.3 Application	12
5.4 Characteristics of railway vehicle motions	13
5.5 Ride comfort.....	13
5.6 Direct and indirect measurements.....	14
5.7 Summary table of procedures	14
5.8 Application of comfort indices	15
6 Mean Comfort and Continuous Comfort	15
6.1 General.....	15
6.2 Base of the method.....	16
6.3 Methodology.....	16
6.4 Test conditions	17
6.4.1 General.....	17
6.4.2 Selection of test sections	17
6.4.3 Test speed	17
6.4.4 Wheel-rail contact geometry.....	17
6.4.5 Vehicle condition	17
6.5 Parameters to be measured.....	17
6.5.1 General.....	17
6.5.2 Location of measuring points	17
6.5.3 Filtering.....	18
6.6 Definition of intermediate quantities	19
6.6.1 Symbols and indices	19
6.6.2 Rms-values of weighted accelerations.....	20
6.6.3 95th and 50th percentiles.....	20
6.7 Definition of comfort indexes	20
6.7.1 Continuous Comfort.....	20
6.7.2 Mean Comfort Standard Method	21
6.7.3 Mean Comfort Complete Method	21
6.8 Test report	21
7 Comfort on Curve Transitions	21
7.1 General.....	21
7.2 Base of the method.....	22
7.3 Methodology.....	22
7.4 Test conditions	22
7.4.1 General.....	22
7.4.2 Selection of test sections	22
7.4.3 Test speed	23
7.4.4 Wheel-rail contact geometry.....	23
7.4.5 Vehicle condition	23
7.5 Parameters to be measured.....	23
7.5.1 General.....	23
7.5.2 Location of measuring points	23
7.5.3 Filtering.....	23
7.6 Definition of intermediate quantities	23
7.6.1 Symbols and indices	23

7.6.2	Averaging procedure.....	24
7.6.3	Identification of transition periods	24
7.6.4	Intermediate quantities	25
7.7	Definition of comfort index P_{CT}	25
7.8	Test report	25
7.9	Example diagrams	26
8	Comfort on Discrete Events	28
8.1	General.....	28
8.2	Base of the method	28
8.3	Methodology	28
8.4	Test conditions	29
8.4.1	General.....	29
8.4.2	Selection of test sections	29
8.4.3	Test speed	29
8.4.4	Wheel-rail contact geometry	29
8.4.5	Vehicle condition	29
8.5	Parameters to be measured	29
8.5.1	General.....	29
8.5.2	Location of measuring points	29
8.5.3	Filtering.....	29
8.6	Definition of intermediate quantities	30
8.6.1	Symbols and indices	30
8.6.2	Averaging procedure.....	30
8.6.3	Intermediate quantities	30
8.7	Definition of comfort index P_{DE}	31
8.8	Test report	31
8.9	Example diagrams	31
9	Guide for the interpretation of the results (Informative)	31
9.1	General.....	31
9.2	Mean Comfort.....	32
9.3	Continuous Comfort.....	32
9.4	Comfort on Curve Transitions.....	32
9.5	Comfort on Discrete Events	33
Annex A	(normative) Reference system	34
Annex B	(normative) Measurement techniques.....	36
B.1	General.....	36
B.2	Measuring equipment.....	36
B.2.1	General.....	36
B.2.2	Accelerometers and processing amplifiers	36
B.2.3	Recording equipment.....	37
B.2.4	Fixing transducers to the floor.....	37
B.3	Seat measuring devices and their applications	37
Annex C	(normative) Weighting curves	40
C.1	General.....	40
C.2	Filter functions	40
C.2.1	General.....	40
C.2.2	Band-limiting filter	41
C.2.3	Acceleration to velocity transition.....	41
C.2.4	Upward gradient	41
C.2.5	Overall frequency weighting	41
C.2.6	Reduction of the upper limit of the frequency range in vertical direction.....	42
C.3	Tolerances	42
C.4	Diagrams	44
Annex D	(informative) Presentation of test report.....	47
D.1	General.....	47
D.2	Aim of test	47
D.3	Test performer	47
D.4	References	47

EN 12299:2009 (E)

D.5	Test conditions	47
D.5.1	General information.....	47
D.5.2	Vehicle	47
D.5.3	Seat (for Mean Comfort Complete Method)	48
D.5.4	Seat occupant (for Mean Comfort Complete Method)	48
D.5.5	Track	48
D.5.6	Speed profile	48
D.5.7	Test configurations.....	48
D.6	Measurements and processing	48
D.6.1	Measurements.....	48
D.6.2	Processing.....	49
D.7	Report on Mean Comfort and Continuous Comfort	49
D.7.1	General.....	49
D.7.2	Time series	49
D.7.3	Statistical results	49
D.7.4	Comfort evaluation	49
D.7.5	Spectral analyses.....	49
D.7.6	Examples of diagrams.....	50
D.8	Report on comfort in curve transitions	53
D.9	Reporting on Comfort on Discrete Events	53
Annex E	(normative) Vehicle assessment with respect to Mean Comfort Standard Method	55
E.1	General.....	55
E.2	Track geometric quality	55
E.3	Test conditions	55
E.3.1	Selection of test sections and test zones	55
E.3.2	Test speed	56
E.3.3	Wheel-rail contact geometry.....	56
E.3.4	Vehicle condition	56
E.4	Acceptable modifications of the methods for Mean Comfort evaluation	56
E.5	Test report	57
Annex F	(informative) Guideline for the application of direct tests	58
Annex G	(informative) Workflow for numerical integration	59
Annex H	(informative) Determining quantities.....	60
Bibliography	62
Figures		
Figure 1	— Locations of measuring points Passenger coach (Conventional or articulated).....	18
Figure 2	— Location of measuring points Double-Deck vehicle (Conventional or articulated)	18
Figure 3	— Interpretation of the terms, $ \ddot{y}_{1s} _{\max}$ and $ \ddot{y}_{1s} _{\max}$ in the P_{CT} formula	26
Figure 4	— Interpretation of the term $ \dot{\phi}_{1s} _{\max}$ in the P_{CT} formula	27
Figure 5	— Relevant time periods A_i on curve transition.....	27
Figure 6	— Interpretation of $ \ddot{y}_{2s}(t) $ and $\ddot{y}_{pp}(t)$ for calculation of P_{DE}	31
Figure A.1	— Local reference system for a vehicle body.....	34
Figure A.2	— Local reference systems for a person in a seated position.....	35
Figure A.3	— Local reference system for a person in standing position	35
Figure B.1	— Seat pan measuring device (for y- and z-direction).....	37
Figure B.2	— Seat pan measuring device	38
Figure B.3	— Seat back measurement device	39
Figure C.1	— Tolerances for W_b	42

Figure C.2 — Tolerances for W_c	43
Figure C.3 — Tolerances W_d	43
Figure C.4 — Tolerances for W_p	44
Figure C.5 — Magnitude of the alternative frequency weighting W_b for vertical vibration along the z-axis on the floor and seat pan	44
Figure C.6 — Magnitude of the frequency weighting W_c for horizontal vibration along the x-axis, for the seat back	45
Figure C.7 — Magnitude of the frequency weighting W_d for horizontal vibration along the x- or y-axis on the floor, or along the y-axis on the seat pan	45
Figure C.8 — Magnitude of the frequency weighting W_p for lateral acceleration for P_{CT} and P_{DE} , and for roll velocity for P_{CT} evaluation.....	46
Figure D.1 — Continuous Comfort - Collection of five-minute periods (selected periods marked grey)	50
Figure D.2 — Example of Continuous Comfort and statistical distribution for a five-minute period.....	51
Figure D.3 — Example of weighted (bold line) and un-weighted (thin line) power spectral density of floor level acceleration in x, y and z directions (Duration: 307,2 s / Sampling rate: 400 Hz / FFT : 2048 points).....	52
Figure D.4 — Example of time series for P_{DE} evaluation	54
STANDARD PREVIEW (standards.iteh.ai)	
Tables	
Table 1 — Symbols, units and abbreviation.....	9
Table 2 — Items considered by this standard.....	13
Table 3 — Motion quantities and measurement position for estimation of ride comfort	14
Table 4 — Specification of different comfort indices for estimations of ride comfort and Vehicle assessment with respect to ride comfort.....	15
Table 5 — Guidance to use the different comfort indices for other applications.....	15
Table 6 — Constants for P_{CT} comfort index.....	25
Table 7 — Constants for P_{DE} comfort index	31
Table 8 — Scale for the N_{MV} comfort index	32
Table 9 — Preliminary scale for the $C_{Cy}(t)$ and $C_{Cz}(t)$ comfort indexes	32
Table B.1 — Frequency range for the global transfer function	36
Table C.1 — Weighting curves	40
Table C.2 — Parameters and transfer functions of the frequency weightings	40
Table C.3 — Tolerances on weighting curves	42
Table H.1 — Determining quantities for Mean Comfort.....	60
Table H.2 — Determining quantities for Comfort in Curve Transitions and Discrete Events	61

Foreword

This document (EN 12299:2009) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, 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 October 2009, and conflicting national standards shall be withdrawn at the latest by October 2009.

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.

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1 Scope

This standard specifies methods for quantifying the effects of vehicle body motions on ride comfort for passengers and vehicle assessment with respect to ride comfort. The effect considered is:

— discomfort, associated with relatively low levels of acceleration and roll velocity.

Other effects, not included in the standard, are associated with higher acceleration levels:

— health risk effect: physical damage and psychological deterioration.

The standard applies to passengers travelling in railway vehicles on railway lines, including main, secondary and suburban lines. This standard could be used as a guide for other railway vehicles, for example locomotives, metros, trams, etc.

The standard applies to passengers in good health.

This standard applies to measurements of motions. It also applies to simulated motions.

2 Normative references

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

EN 14363, *Railway applications — Testing for the acceptance of running characteristics of railway vehicles — Testing of running behaviour and stationary tests*

EN ISO 5353, *Earth-moving machinery, and tractors and machinery for agriculture and forestry - Seat index point (ISO 5353:1995)*

EN ISO 8041, *Human response to vibration - Measuring instrumentation (ISO 8041:2005)*

ISO 2631-1, *Mechanical vibration and shock — Evaluation of human exposure to whole-body vibration — Part 1: General requirements*

ISO 5348, *Mechanical vibration and shock — Mechanical mounting of accelerometers*

3 Terms and definitions

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

3.1

passengers

people travelling in a railway vehicle, without specific activities related to the transport

3.2

ride comfort

complex sensation produced during the application of oscillations and/or inertia forces, via whole-body transmission caused by the railway vehicle body motions

3.3

interfaces

contact parts between the vehicle body or seat and the passenger with the function of sustaining and guiding the passenger and of transmitting the weight of the same to the vehicle body itself, e.g. floor-feet

EN 12299:2009 (E)**3.4****Mean Comfort**

perceived comfort level, continuously adjusted, as evaluated through measurement on a long-time basis (at least some minutes)

3.5**Continuous Comfort**

level of accelerations, ISO frequency weighted continuously evaluated as a set of rms (root mean square) values in vertical, lateral and longitudinal direction over a short time period (typical 5 s)

3.6**Comfort on Curve Transition**

discomfort, due to a perceived curve transition

3.7**Comfort on Discrete Event**

discomfort, due to a perceived transient oscillation

3.8**whole-body transmission**

motion transmitted to the whole body through the interfaces between vehicle body and passenger

3.9**indirect measurement**

measurement of motion environment by different motion quantities, such as acceleration or roll velocity

3.10**direct measurement**

measurement of actual passenger reactions, for example by asking passengers to fill in a questionnaire

3.11**vehicle assessment with respect to ride comfort**

identifying the vehicle's contribution to the ride comfort by relating the measured ride comfort to the condition of the track (geometry, irregularities, turnout, bridges, etc.) and operation condition (speed, cant deficiency, etc.)

3.12**test section**

part of a line used for the comfort test

3.13**test zone**

continuous five-minute period, which is used for Mean Comfort evaluation

3.14**five-second time period**

sampling period, of which 60 forms the test zone

3.15**reference system**

local reference system for a vehicle body is defined through:

Origin: on the floor of the vehicle body, in the central position between the two body-bogie centre pivots (existing or ideally defined)

Axis:

- x-axis: longitudinal
- y-axis: lateral
- z-axis: vertical

Roll motions (φ) are defined as rotation around the x-axis.

For human body reference system, right hand system is used with vertical direction defined upwards.

A more detailed definition of the reference system is given in Annex A.

4 Symbols, units and abbreviations

Table 1 defines the symbols, units and abbreviations used in this standard.

Table 1 — Symbols, units and abbreviation

General parameters			
Parameter	Symbol	Unit	
Time	t	[s]	
Time period	T	[s]	
Integration variable	τ	[s]	
Vehicle speed	V	[km/h]	
Frequency	f	[Hz]	
Interface, the floor (Plancher in French)	P	[-]	
Interface, the seat pan (Assise in French)	A	[-]	
Interface, the seat back (Dossier in French)	D	[-]	
Frequency weighting curve for vertical direction	W_b	[-]	
Frequency weighting curve for longitudinal direction (backrest),	W_c	[-]	
Frequency weighting curve for lateral/longitudinal direction,	W_d	[-]	
Low-pass filter	W_p	[-]	
n-tile	k	[-]	
Percentile	n	[%]	
Number of samples	N	[-]	
Imaginary unit	i	[-]	
Root mean square	rms	[-]	
Parameter	Longitudinal axis	Lateral Axis	Vertical Axis
Translational Accelerations on running gear [m/s ²]			
Wheel set i	–	\ddot{y}_i	–
Translational Accelerations in vehicle body [m/s ²]			
Leading end of passenger compartment	–	\ddot{y}_{EI}^*	\ddot{z}_{EI}^*
Over leading bogie	–	\ddot{y}_1^*	\ddot{z}_1^*
Body centre	\ddot{x}_M^*	\ddot{y}_M^*	\ddot{z}_M^*

Table 1 (continued)

Parameter	Longitudinal axis	Lateral Axis	Vertical Axis
Over trailing bogie	–	\ddot{y}_{II}^*	\ddot{z}_{II}^*
Trailing end of passenger compartment	–	\ddot{y}_{EII}^*	\ddot{z}_{EII}^*
Floor, rms	a_{XP}	a_{YP}	a_{ZP}
Translational Weighted accelerations [m/s²]			
Seat, weighted W_c, W_b	$\ddot{x}_{D,Wc}^*$	–	$\ddot{z}_{A,Wb}^*$
Vehicle body, weighted W_d, W_b	$\ddot{x}_{P,Wd}^*$	$\ddot{y}_{P,Wd}^*$	$\ddot{z}_{P,Wb}^*$
Vehicle body, weighted W_p	–	$\ddot{y}_{P,Wp}^*$	–
Seat, weighted W_c, W_d, W_b , rms	a_{XD}^{Wc}	a_{YA}^{Wd}	a_{ZA}^{Wb}
Floor, weighted W_d, W_b , rms	a_{XP}^{Wd}	a_{YP}^{Wd}	a_{ZP}^{Wb}
Floor, Weighted W_d, W_b , rms, 50 th percentile	a_{XP50}^{Wd}	a_{YP50}^{Wd}	a_{ZP50}^{Wb}
Seat, weighted W_c, W_d, W_b , rms, 95 th percentile	a_{XD95}^{Wc}	a_{YA95}^{Wd}	a_{ZA95}^{Wb}
Floor, weighted W_d, W_b , rms, 95 th percentile	a_{XP95}^{Wd}	a_{YP95}^{Wd}	a_{ZP95}^{Wb}
One-second average	–	$\ddot{y}_{1s}(t)$	–
Two-second average	–	$\ddot{y}_{2s}(t)$	–
Peak to peak	–	$\ddot{y}_{pp}(t)$	–
One-second average, maximum absolute value	–	$ \ddot{y}_{1s} _{\max}$	–
Two-second average, absolute value	–	$ \ddot{y}_{2s}(t) $	–
Translational jerk in vehicle body [m/s³]			
One-second average	–	$\ddot{\dot{y}}_{1s}(t)$	–
One-second average, maximum absolute value	–	$ \ddot{\dot{y}}_{1s} _{\max}$	–
Angular velocity in vehicle body [rad/s]			
Body	$\dot{\phi}^*(t)$	–	–
Weighted W_p	$\dot{\phi}_{Wp}^*(t)$	–	–
One-second average	$\dot{\phi}_{1s}(t)$	–	–
One-second average, maximum absolute value	$ \dot{\phi}_{1s} _{\max}$	–	–

Table 1 (continued)

Parameter	Longitudinal axis	Lateral Axis	Vertical Axis
Comfort indexes [-]			
Mean Comfort Standard Method	N_{MV}		
Mean Comfort Standard Method, partial index	N_{MVx}	N_{MVy}	N_{MVz}
Mean Comfort Complete Method, seated passenger (in French: VA=voyageur assis)	N_{VA}		
Mean Comfort Complete Method, standing passenger (in French: VD=voyageur debout)	N_{VD}		
Continuous Comfort	C_{Cx}	C_{Cy}	C_{Cz}
Comfort on Curve Transitions	P_{CT}		-
Comfort on Discrete Events	-	P_{DE}	-
Constants for Passenger Comfort on curve transitions and discrete events			
Parameter	Symbol	Unit	
Constant in acceleration component in Curve Transitions	A	[s ² /m]	
Constant in acceleration component in Curve Transitions	B	[s ³ /m]	
Constant in acceleration component in Curve Transitions	C	[-]	
Constant in roll velocity component in Curve Transitions	D	[s/rad]	
Constant in roll velocity component in Curve Transitions	E	[-]	
Constant in acceleration component in Discrete Events	a	[s ² /m]	
Constant in acceleration component in Discrete Events	b	[s ² /m]	
Constant in acceleration component in Discrete Events	e	[-]	
Transfer functions			
Parameter	Symbol	Unit	
Corner frequencies, n=1,2,3,4,5,6	f_n	[Hz]	
Resonant quality factors, n=1,2,3,4	Q_n	[-]	
Gain	K	[-]	
High pass transfer function	$H_h(f)$	[-]	
Low pass transfer function	$H_l(f)$	[-]	
Acceleration to velocity transfer function	$H_t(f)$	[-]	
Upward gradient transfer function	$H_s(f)$	[-]	

EN 12299:2009 (E)**5 General description****5.1 General**

The comfort of passengers in a railway vehicle is influenced by a number of different factors (temperature, noise, vibration, etc.). This standard considers only that part of the comfort influenced by the vibrations and motions of the vehicle. This is described as ride comfort or as passenger comfort. The standard can also be used for vehicle assessment with respect to ride comfort.

This standard defines as the Standard Method:

- a) The Standard Method for Mean Comfort evaluation, taking into account the effects of vibration exposure measured on the floor of the vehicle body.

This standard also defines several methods for special applications:

- b) taking into account the short time effects of vibration exposure measured on the floor of the vehicle body as Continuous Comfort for the longitudinal, lateral, and vertical direction;
- c) taking into account the vibration exposure measured on the seat or other interfaces on ride comfort as the Complete Method for Mean Comfort evaluation;
- d) taking into account the effects of:
 - 1) discrete events (Comfort on Discrete Events) and
 - 2) running on curve transitions (Comfort on Curve Transitions) on ride comfort.
- e) taking into account the vibration exposure measured on the floor of the vehicle body for the purpose of vehicle assessment with respect to ride comfort.

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5.2 Passenger exposure to vibrations

Railway transport exposes passengers to vibrations related to the dynamic motions of the vehicle body.

The motions of the vehicle body transmit their effects to the human body through the following interfaces:

- a) in the standing position:
 - 1) floor – feet
- b) in the seated position:
 - 1) headrest – neck
 - 2) arm rest – arms
 - 3) seat – hip
 - 4) backrest – back
 - 5) floor – feet

The type of transmission is whole-body transmission which acts on the whole body through the interfaces.

5.3 Application

Table 2 lists the items included or excluded from this standard:

Table 2 — Items considered by this standard

Item	Included	Excluded
Effects of vibration exposure	<ul style="list-style-type: none"> — on ride comfort — on vehicle assessment with respect to ride comfort 	<ul style="list-style-type: none"> — on health — on activities — on motion sickness
Vibration transfer	<ul style="list-style-type: none"> — on whole body through interfaces — through floor interface 	<ul style="list-style-type: none"> — on single body part — on whole surface
Test procedure	<ul style="list-style-type: none"> — definitions — reference system — requirements — measurement and evaluation rules — report guidance 	<ul style="list-style-type: none"> — notes or attributes related to service quality and/or passenger expectation — limiting values
Posture and activities of passenger	<ul style="list-style-type: none"> — standing — seated 	<ul style="list-style-type: none"> — lying — performing specific actions (reading, writing etc.)
Type of measurement	<ul style="list-style-type: none"> — indirect measurement, i.e. measurement of motion environment by different motion quantities 	<ul style="list-style-type: none"> — direct measurements (by asking test subjects) — combined measurements

5.4 Characteristics of railway vehicle motions

The basic typical motion characteristics, referred to the type of measurement and evaluation, are:

- a) Different properties, depending on the type of evaluation:
 - 1) quasi-stationary (Mean Comfort)
 - 2) non-stationary (Comfort on Curve Transitions and Comfort on Discrete Events).
- b) The frequency range of motions expected in rail vehicles includes, in the lateral direction:
 - 1) up to 15 Hz: due to track characteristics, vehicle body swing-roll and yaw modes at lower frequencies, and suspensions characteristics and vehicle body modes at higher frequencies;
- c) The frequency range of motions expected in rail vehicles includes, in the vertical direction:
 - 1) up to 40 Hz: due to track characteristics, suspensions characteristics, wheel defects, vehicle body modes;
- d) Range of frequencies from 0 Hz (quasi-static) to 2 Hz for Comfort on Curve Transitions and for Discrete Events.

5.5 Ride comfort

The ride comfort for passengers is the complex sensation, produced on the passenger by the vehicle body motions of the railway vehicle, transmitted to the whole body through the interfaces.