



SLOVENSKI STANDARD
SIST EN 14813-1:2007/kFprA1:2010
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Železniške naprave - Klimatske naprave v voznških kabinah - 1. del: Parametri za določevanje udobja - Dopnilo A1

Railway applications - Air conditioning for driving cabs - Part 1: Comfort parameters

Bahnanwendungen - Luftbehandlung in Führerräumen - Teil 1: Behaglichkeitsparameter

Applications ferroviaires - Conditionnement de l'air pour cabines de conduite - Partie 1: Paramètres de bien-être

Ta slovenski standard je istoveten z: EN 14813-1:2006/FprA1

ICS:

23.120	Zračniki. Vetrniki. Klimatske naprave	Ventilators. Fans. Air-conditioners
45.060.01	Železniška vozila na splošno	Railway rolling stock in general

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English Version

Railway applications - Air conditioning for driving cabs - Part 1: Comfort parameters

Applications ferroviaires - Conditionnement de l'air pour
cabines de conduite - Partie 1: Paramètres de bien-être

Bahnanwendungen - Luftbehandlung in Führerräumen -
Teil 1: Behaglichkeitsparameter

This draft amendment is submitted to CEN members for unique acceptance procedure. It has been drawn up by the Technical Committee CEN/TC 256.

This draft amendment A1, if approved, will modify the European Standard EN 14813-1:2006. If this draft becomes an amendment, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration.

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Foreword

This document (EN 14813-1:2006/FprA1:2010) has been prepared by Technical Committee CEN/TC 256 "Railway applications", the secretariat of which is held by DIN.

This document is currently submitted to the Unique Acceptance Procedure.

The "Recast" Directive 2008/57/EC of the European Parliament and of the Council on the interoperability of the rail system within the Community was published on 17th June 2008. The two previous EU Directives 96/48/EC and 2001/16/EC on the interoperability of the High Speed and Conventional rail systems within the Community will therefore be repealed with effect from 19th July 2010. At this date the harmonised standards for the railway field will have to refer to the new Directive.

Annex Z is amended to address this need.

EN 14813-1:2006/FprA1:2010 (E)**1 Modification to the Foreword**

Replace the third and fourth paragraphs with the following:

"This document has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document."

2 Modification to Annex ZA

Replace Annex ZA with the following:

"

Annex ZA
(informative)

Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC

This European Standard has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association to provide a means of conforming to Essential Requirements of the Directive 2008/57/EC¹⁾.

Once this standard is cited in the Official Journal of the European Union under that Directive and has been implemented as a national standard in at least one Member State, compliance with the clauses of this standard given in Table ZA.1 for High speed Rolling Stock and Table ZA.2 for Locomotives and Passenger Rolling Stock confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding Essential Requirements of that Directive and associated EFTA regulations.

1) This Directive 2008/57/EC adopted on 17 June 2008 is a recast of the previous Directives 96/48/EC 'Interoperability of the trans-European high-speed rail system' and 2001/16/EC 'Interoperability of the trans-European conventional rail system' and revisions thereof by 2004/50/EC 'Corrigendum to Directive 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system'

Table ZA.1 — Correspondence between this European Standard, the HS TSI RST published in the OJEU dated 26 March 2008 and Directive 2008/57/EC

Clause/ sub-clauses of this European Standard	Chapter/§/annexes of the TSI	Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Comments
9.6 Air quantities 10.6.3 Emergency ventilation	4 Characteristics of the subsystem 4.2 Functional and technical specification of the subsystem 4.2.7 System protection § 4.2.7.7. Air conditioning	Annex III, Essential requirements 2 Requirements specific to each subsystem 2.4 Rolling stock 2.4.1 Safety §8 2.4.3 Technical compatibility §3	

Table ZA.2 — Correspondence between this European Standard, the CR LOC and PASS RST TSI (final draft Rev 4.0 dated 24 November 2009) and Directive 2008/57/EC

Clause/ sub-clauses of this European Standard	Chapter/§/annexes of the TSI	Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Comments
9.5 Air speed 9.6 Air quantities 10.6.3 Emergency ventilation	4 Characteristics of the Rolling stock subsystem 4.2 Functional and technical specification of the sub-system 4.2.9 Driver's cab § 4.2.9.1.7 Climate control and air quality	Annex III, Essential requirements 2 Requirements specific to each subsystem 2.4 Rolling stock 2.4.1 Safety §8 2.4.3 Technical compatibility §3	This standard does not give specific requirements about carbon monoxide and dioxide levels in the cab because it is known by experience how much carbon dioxide is emitted by a person and that the fresh air input per hour and person specified in this EN is sufficient to remain within the health and safety levels given in the TSI.

WARNING — Other requirements and other EU Directives may be applicable to the product(s) falling within the scope of this standard."