



SLOVENSKI STANDARD
SIST EN 16362:2014

01-april-2014

Železniške naprave - Talna oskrba - Oprema za obnovo vodnih zalog

Railway applications - Ground based services - Water restocking equipment

Bahnanwendungen - Versorgungsdienste - Wassernachfülleinrichtungen

Applications ferroviaires - Stations service - Equipement de remplissage en eau

Ta slovenski standard je istoveten z: EN 16362:2013

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ICS:

45.060.20 Železniški vagoni Trailing stock

SIST EN 16362:2014

en,fr,de

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EUROPEAN STANDARD

EN 16362

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2013

ICS 45.060.20

English Version

Railway applications - Ground based services - Water restocking equipment

Applications ferroviaires - Services au sol - Equipements de remplissage en eau

Bahnanwendungen - Versorgungsdienste - Wassernachfülleinrichtungen

This European Standard was approved by CEN on 19 October 2013.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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Foreword

This document (EN 16362:2013) 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of an identical text or by endorsement, at the latest by June 2014, and conflicting national standards shall be withdrawn at the latest by June 2014.

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 has been prepared under a mandate given to CEN 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.

According to the CEN-CENELEC Internal Regulations, the national standards organisations 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.

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EN 16362:2013 (E)**1 Scope**

This European Standard specifies the interface requirements for water restocking equipment, and the on board system to preserve the quality of the water supply. It is applicable to railway vehicles fitted with water taps for use in toilets, washing facilities, water dispensers and catering equipment and the railway infrastructure at designated servicing sites.

This European Standard is not applicable to filling railway vehicles with water for the purpose of engine cooling, steam heating or work equipment on on-track machines.

2 Normative references

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

EN 806 (all parts), *Specification for installations inside buildings conveying water for human consumption*

EN 806-2:2005, *Specification for installations inside buildings conveying water for human consumption — Part 2: Design*

EN 12502-1, *Protection of metallic materials against corrosion — Guidance on the assessment of corrosion likelihood in water distribution and storage systems — Part 1: General*

EN 15877-2:2013, *Railway applications — Markings of railway vehicles — Part 2: External markings on coaches, motive power units, locomotives and on track machines*

3 Terms and definitions

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

3.1**railway infrastructure**

all installations required for the running of railway vehicles including operating and support facilities

EXAMPLE Tracks, crossings, catenaries, signals, maintenance depots.

4 Requirements**4.1 On vehicles****4.1.1 Water system****4.1.1.1 Standard temperature range**

Where a railway vehicle has a requirement for water taps for use in toilets, washing facilities, water dispensers and catering equipment using water it shall be fitted with a system to supply water for this purpose. The water system shall be designed and insulated such that:

- with the vehicle heating system operational the water system shall function normally at external temperature of -20 °C ;
- the water system shall function normally after the heating system is turned off with the vehicle internal temperature of 20 °C and external temperature of -10 °C for 12 h, and then the vehicle internal temperature returned to 20 °C .

The verification of this requirement shall be by successful completion of the test in accordance with Annex C.

4.1.1.2 Low ambient temperature range

It is permissible for water systems to be designed to withstand lower minimum temperature than shown in 4.1.1.1. The technical documentation shall state the minimum ambient temperature the system is designed for, where this is below $-20\text{ }^{\circ}\text{C}$.

NOTE For example T1 in EN 50125–1 requires a minimum of $-25\text{ }^{\circ}\text{C}$.

4.1.1.3 All water systems

The water system from the inlet up to and including the storage tank shall be able to withstand the maximum pressure and flow rate shown in 4.2.3.

NOTE Where a water level indicator is fitted then suitable examples are shown in Annex A.

4.1.2 Coupling for water supply

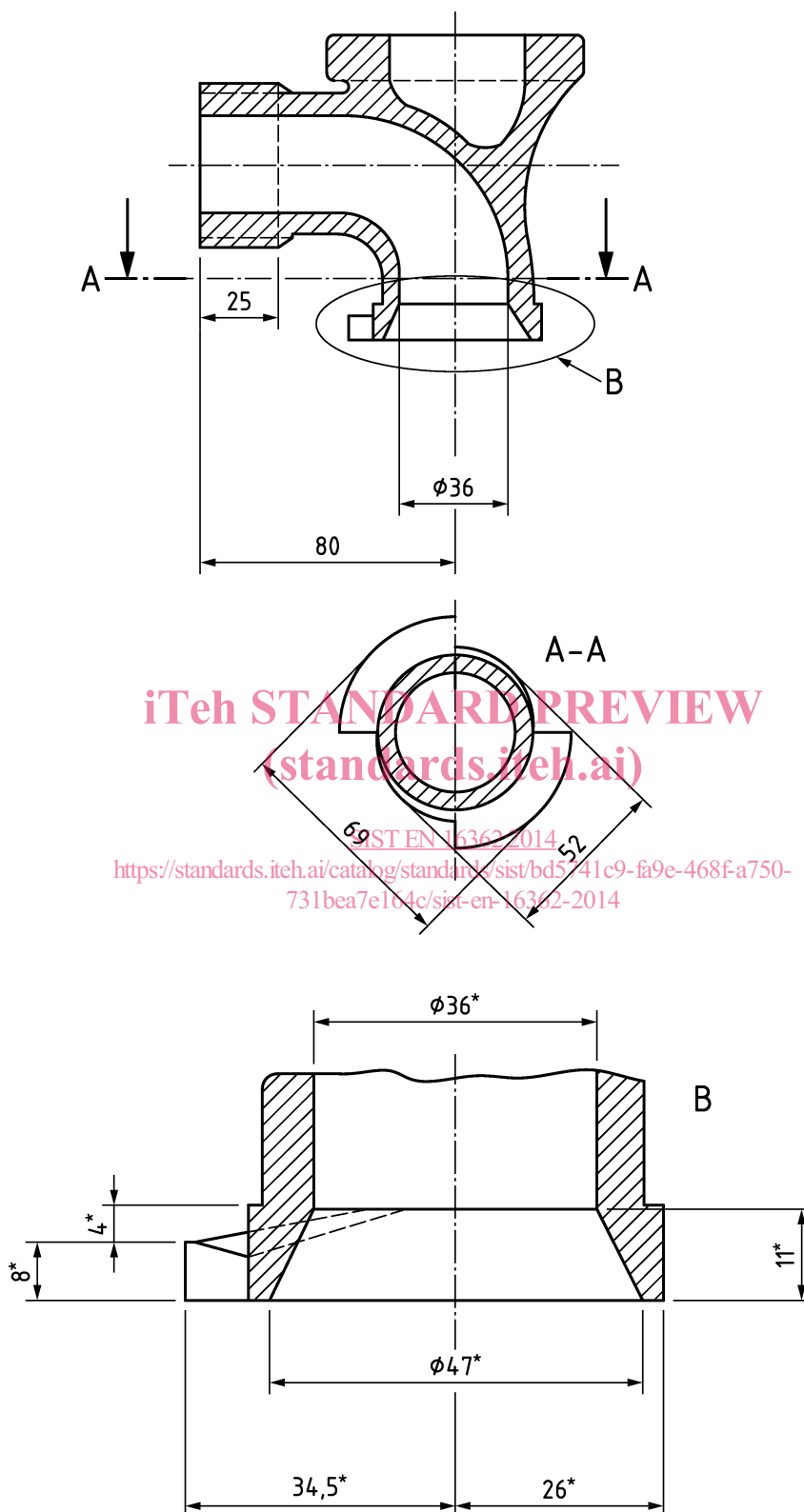
For each independent water system within scope of this standard, a filling coupling shown in Figure 1 shall be fitted on each side of the vehicle, or each side on a vehicle end. The filling coupling shall be positioned with the centre of the coupling aperture at a maximum 1 600 mm above rail level. Filling couplings shall be marked as shown in EN 15877-2:2013, 4.5.15, Figure 48 if compliant with 4.1.1.1 and EN 15877-2:2013, 4.5.15, Figure 47 if compliant with 4.1.1.2.

All other water systems used on railway vehicles, for example for engine cooling, steam heating or work equipment on on-track machines, shall be incapable of use with the filling coupling shown in Figure 1.

The inlet pipes between the filling coupling and the water tanks shall either have:

- an internal diameter of 36 mm, equal to that of the bore of the bayonet joint,
- or, is permitted to have a smaller diameter inlet pipe where it can be demonstrated that the vehicle can be filled within 4 min using a supply pressure of 3 bar.

Dimensions in millimetres

**Key**

* Mandatory dimensions

Figure 1 — Standard water filling coupling

The filling connection described in 4.1.2 shall not be used for the purpose of water filling for engine cooling, steam heating or work equipment on on-track machines.

4.1.3 Protection of coupling

The filling coupling shall be fitted with a shield to protect against contamination by dirt and snow. This shield shall cover the outside of the filling coupling with a minimum overlap of 12 mm all around the cover.

The shield shall be designed to allow condensation and overflow water to drain off freely, this is to ensure that the filling coupling will not become frozen. A typical example of a water filling coupling shield is shown in Figure B.1.

4.1.4 Drainage

Each vehicle water supply system shall be capable of completely draining by the operation of one switch or lever, it is also permitted that one button can discharge a complete train. It is permitted for the discharge to be operated additionally by a thermostat-controlled discharge valve which is actuated automatically before the water in the supply circuit freezes.

When the vehicle is level, it shall be possible to empty the water supply system completely with a minimum flow rate of 1 l/s, leaving no trapped liquid. It is permitted for this time limit to be deliberately exceeded in the case of thermostat-controlled graduated drainage, whenever there is a risk of parts of the system freezing up. It is also permitted for this time limit to be exceeded by individual items of catering equipment.

All water tanks and pipes shall be provided with a drainage system designed to ensure complete emptying and efficient rinsing. This is permitted to be individually per tank in addition to drainage as part of the centralised drainage system.

The devices facilitating the drainage of the water system for toilet compartments shall be identified immediately adjacent to the fitting controlling the operation of these devices with markings as shown in EN 15877-2:2013, 4.5.15, Figure 48 if compliant with 4.1.1.1 and EN 15877-2:2013, 4.5.15, Figure 47 if compliant with 4.1.1.2.

4.1.5 Drinking water system

Systems used to supply drinking water shall be constructed of materials, equipment and fittings that have proven suitability for use. As a minimum they shall use materials that are shown in EN 806-2:2005, Annex A.

4.2 On railway infrastructure

4.2.1 Depot supply hose to vehicle

The supply hose shall be flexible and have a coupling on the end to match with the water filling coupling shown in Figure 1. The depot supply pipework and hose shall be suitable for drinking water compliant with EN 12502-1 and EN 806-2.

The hose shall be designed so that it is always capable of draining when not in use.

4.2.2 Protection of end of supply hose

The filling system shall be designed so that the end coupling is always capable of either hanging clear of the ground or in a mild disinfectant solution, fulfilling the requirements of the EN 806 series.

It is permitted for the supply hose coupling to be capable of being fitted with a dirt cover, or capable of being coupled to a suitable protective device for storage. The cover or fixed protective device shall be designed to prevent the ingress of dust and contaminants into the flexible supply pipe whilst retaining the ability to drain the pipe.

EN 16362:2013 (E)**4.2.3 Water supply and equipment**

The devices shall withstand a water pressure of 6 bar and be able to deliver a water flow rate of 150 l/min.

European experience has shown that an acceptable vehicle filling time requires a minimum water pressure of 3 bar and a minimum flow rate of 80 l/min.

NOTE The TSIs HSR INF and CR INF require that the water supplied to the train is drinking water, as specified in Directive 98/83/EC.

4.2.4 Security of supply

There shall be a device to prevent water going backwards towards the water supply to prevent back siphoning.

A permissible method for achieving this requirement, for example non-return valve, sealed break tank, etc., will vary according to the location of the servicing point. It is recommended to seek guidance from the local water supply company.

4.2.5 Frost protection

Where there is a possibility of ambient temperatures below 0 °C the flexible water supply hose shall be self draining to prevent water remaining in the hose. In addition it is permissible to provide sufficient trace heating to prevent the water in the supply pipe to the flexible hose from freezing.

4.3 Information and instruction**4.3.1 For railway vehicles**

Where water is intended for use on the train as drinking water instructions shall be provided for the necessary hygiene requirements to retain the drinkability of the water supply. As a minimum these instructions shall include:

- on-board staff duties for the operation of any installed equipment associated with the provision of drinking water; and
- maintenance instructions to retain the integrity of equipment (e. g. steriliser cleaning regime, exchange rate of UV tubes, etc.);
- maintenance instructions to ensure drinking water quality in water system.

NOTE The initial maintenance instructions are normally best provided by the designer of the railway vehicle.

4.3.2 For fixed installations

Where a water supply at a servicing location is intended for the supply of drinking water for use on the train as drinking water instructions shall be provided for the necessary hygiene requirements to retain the drinkability of the water supply. As a minimum these instructions shall include:

- servicing point employees duties with regard to requirements before attaching pipe to vehicle;
- servicing point employees duties with regard to storage of flexible water connection;
- servicing point employees duties with regard to any other operating instruction to ensure continued hygiene and hence drinkability of water;

- maintenance instructions to retain the integrity of equipment (e. g. sterilising solution change); this shall include the recommendations for keeping the level of bacteriological contamination in accordance with Council Directive 98/83/EC.

NOTE The initial maintenance instructions are normally best provided by the designer of the water installation.

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