

SLOVENSKI STANDARD
SIST EN 14198:2017/oprA1:2017
01-junij-2017

Železniške naprave - Zavore - Zahteve, ki jih morajo izpolnjevati zavorni sistemi vlakov, vlečeni z lokomotivami

Railway applications - Braking - Requirements for the brake system of trains hauled by locomotives

Bahnanwendungen - Bremsen - Anforderungen an die Bremsausrüstung lokbespannter Züge

Applications ferroviaires - Freinage - Exigences concernant le système de freinage des trains tractés par locomotive

Ta slovenski standard je istoveten z: EN 14198:2016/prA1

ICS:

45.040	Materiali in deli za železniško tehniko	Materials and components for railway engineering
45.060.01	Železniška vozila na splošno	Railway rolling stock in general

SIST EN 14198:2017/oprA1:2017 **en,fr,de**

EUROPEAN STANDARD
NORME EUROPÉENNE
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ICS 45.040; 45.060.01

English Version

Railway applications - Braking - Requirements for the brake system of trains hauled by locomotives

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concernant le système de freinage des trains tractés
par locomotive

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Bremsausrüstung lokbespannter Züge

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

This draft amendment A1, if approved, will modify the European Standard EN 14198:2016. 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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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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

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European foreword

This document (EN 14198:2016/prA1:2017) 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 CEN Enquiry.

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.

For relationship with EU Directive, see informative Annex ZA, which is an integral part of EN 14198:2016.

1 Modification to 5.4.5.1, Installation of the brake equipment on a vehicle

In the 11th paragraph, replace the third sentence

“However if metallic reinforced flexible connections are used (for example to enhance their fire protection) then the flexible hose connection shall be electrically isolated from the rest of the vehicle.”

by

“However if metallic reinforced flexible connections are used (for example to enhance their fire protection) the electrical conductivity shall be considered. Electrical current along the metallic reinforced flexible connection shall be prevented, e.g. between different cars or locomotives with different electrical potentials / electrical supply (e.g. separate batteries).”

2 Modification to Table 3, Minimum inside diameters of the continuous BP and MRP related to types of vehicle

Change the content of Table 3 as follows:

Vehicle type	Min BP diameter	Min MRP diameter
locos	25 ^b	25
coaches	25	25
wagons	32	25 ^a
^a If fitted. ^b the minimum inside diameter of the continuous pipe should be at least 31mm according to EN 10305-4 and EN 10305-6.		

3 Modification to 5.7.2, Manual mode

Replace the second sentence

“A dynamic brake which has been applied separately by the dynamic brake handle may be substituted automatically by the local friction brake at low speed only (shunting speed max. 40 km/h).”

by

“A dynamic brake which has been applied separately by the dynamic brake handle may be substituted automatically by the local friction brake at low speed only (e.g. max. shunting speed).”

4 Modification to 6.3.2, Coaches

Replace the whole subclause by:

“The brake performance calculation shall consider the following load conditions (as described in EN 15663):

- minimum load: “design mass in working order”;
- normal load: “design mass under normal payload”;
- maximum braking load: load condition lower or equal to “design mass under exceptional payload”.

For braking purposes the following shall be considered:

- 0 kg/m² in the standing area for trains with restricted seat reservation system which means no standing passengers at all;
- 160 kg/m² in the standing area for high speed and long distance trains;
- 300 kg/m² in the standing area for vehicles other than high speed and long distance trains;
- any special cases of load condition defined by the design specification.

All other conditions (seats occupied, luggage areas, etc.) are in line with the definition for the design mass under exceptional payload in accordance with EN 15663.”