



# SLOVENSKI STANDARD oSIST prEN 16116-1:2020

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## Železniške naprave - Izvedbene zahteve za stopnice, ograje in dostop za osebje - 1. del: Potniški vagoni, vagoni in lokomotive

Railway applications - Design requirements for steps, handrails and associated access  
for staff - Part 1: Passenger vehicles, vans and locomotives

Bahnanwendungen - Konstruktionsanforderungen an Tritte, Handgriffe und  
entsprechende Zugänge für das Personal - Teil 1: Passagierfahrzeuge, Gepäckwagen  
und Lokomotiven

Applications ferroviaires - Exigences pour la conception des marchepieds, mains  
courantes et accès destinés au personnel - Partie 1: Véhicules voyageurs, fourgons et  
locomotives

**Ta slovenski standard je istoveten z: prEN 16116-1**

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### **ICS:**

45.060.20      Železniški vagoni      Trailing stock

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**DRAFT**  
**prEN 16116-1**

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ICS 45.060.20

Will supersede EN 16116-1:2013

English Version

## Railway applications - Design requirements for steps, handrails and associated access for staff - Part 1: Passenger vehicles, vans and locomotives

Applications ferroviaires - Exigences pour la  
conception des marchepieds, mains courantes et accès  
destinés au personnel - Partie 1 : Véhicules voyageurs,  
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Tritte, Handgriffe und entsprechende Zugänge für das  
Personal - Teil 1: Passagierfahrzeuge, Gepäckwagen  
und Lokomotiven

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

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a 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 (prEN 16116-1:2019) 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 will supersede EN 16116-1:2013.

This European standard is part of the series EN 16116, Railway applications — Design requirements for steps, handrails and associated access for staff, which consists of the following parts:

- Part 1: Passenger vehicles, vans and locomotives;
- Part 2: Freight wagons.

The technical changes with respect to the previous edition are listed below:

- a) New normative referenced documents EN 16839, prEN 17343:2019 (Clause 2);
- b) requirements for free space for shunter during coupling are substituted by reference to EN 16839 (6.2.1);
- c) requirements for free space around the draw hook are substituted by reference to EN 16839 (6.2.3);
- d) alignment of terms and definitions to prEN 17343:2019;
- e) clarification of requirements for movable steps (7.1, 7.4).

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 2016/797/EU.

For relationship with EU Directive 2016/797/EU, see informative Annex ZA, which is an integral part of this document.

**prEN 16116-1:2019 (E)**

## **Introduction**

Passenger vehicles, vans and locomotives are designed so that staff are not exposed to undue risk during coupling and access to the vehicle or to special equipment. It is therefore essential to define common requirements for rolling stock.

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## 1 Scope

This document specifies the minimum ergonomic and structural integrity requirements for steps and handrails used by staff to access the following heavy rail vehicles:

- passenger vehicles;
- vans;
- locomotives;
- power units of rolling stock;
- passenger-rated car carriers.

This document defines the required spaces necessary for shunter handrails and shunter's stand and gives references for the required spaces necessary for handling of screw couplings with side buffers. For staff access, it defines footsteps, handrails and their dimensions and free spaces. To fulfil the requirements for loads which are applied by the staff, it defines dimensions and requirements for materials or design loads.

This document also defines the general requirements of steps and handrail for access to external equipment, for example windscreens, wipers or external lights.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 131-1:2015+A1:2019, *Ladders - Part 1: Terms, types, functional sizes*  
<https://standards.iteh.ai/catalog/standards/sist/b047584-2130-4ca5-9d62->

EN 131-2:2010+A2:2017, *Ladders - Part 2: Requirements, testing, marking*

EN 10025-2:2019, *Hot rolled products of structural steels - Part 2: Technical delivery conditions for non-alloy structural steels*

EN 14752:2019, *Railway applications — Bodyside entrance systems*

EN 15085-1:2007+A1:2013, *Railway applications - Welding of railway vehicles and components - Part 1: General*

prEN 16116-2:2019, *Railway applications — Design requirements for steps, handrails and associated staff access — Part 2: Freight wagons*

EN 16839:2017, *Railway applications - Rolling stock - Head stock layout*

prEN 17343:2019, *Railway applications — General terms and definitions*

## prEN 16116-1:2019 (E)

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in prEN 17343:2019 and the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <http://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

#### 3.1

##### **clearance**

defined free space which is needed to ensure space for the correct functioning of, and safety when handling, devices

#### 3.2

##### **step**

footstep with defined properties solely for staff use

#### 3.3

##### **shunter**

shunting staff who couple and uncouple vehicles and direct movements

#### 3.4

##### **shunter's step**

specific step used for the shunter's stand

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#### 3.5

##### **handrail**

handrail with defined properties solely for staff use

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#### 3.6

##### **shunter handrail**

specific handrail fitted at headstock under each buffer

#### 3.7

##### **shunter's stand**

shunter's step in combination with handrail for the specific use of shunting staff to allow travel outside the vehicle during shunting

#### 3.8

##### **reserved spaces**

defined free space which is needed to ensure safe working conditions for the shunting staff during coupling and uncoupling of screw couplings



### 3.9

#### safe working position

position for the shunter allowing sight for directing driving during shunting operations

Note 1 to entry: These positions can be:

- a shunter's stand;
- a platform;
- a step with a corresponding handrail;
- the driver's cab or
- vestibule of a passenger car with sight in the direction of travel.

## 4 General requirements for steps and handrails

Steps and handrails shall withstand the loads applied by staff.

For confidence in the safety of steps and handrails an appropriate stiffness should be provided. The corresponding stiffness criteria (permissible elastic deformation under load) for steps and handrails are optional and should be defined in the specification.

The following requirements shall be demonstrated by analyses or tests:

- steps used as a safe working position for the shunter shall be able to withstand separately acting forces of 2,0 kN vertically and 1,5 kN laterally or longitudinally, applied by staff at any point without causing permanent deformation to it or its fixings;
- other steps shall be capable of withstanding separately acting forces of 1,5 kN vertically and 1,5 kN laterally or longitudinally, applied by staff at any point without causing permanent deformation to it or its fixings;
- handrails shall be capable of withstanding a force applied by staff of 1,5 kN at any point in any direction without causing permanent deformation to it or its fixings.

When demonstrated by tests it is recommended that the component is preloaded to stabilize any residual stresses induced during manufacture and the maximum force is applied at least twice. The results of the final tests shall not show permanent deformations.

Handrails shall not have any sharp edges; where handrails have a rectangular section the corners shall be rounded. Unless otherwise specified in this standard, the cross sectional dimensions shall be:

- for round shape between 20 mm and 35 mm or
- for oval shape: minimum dimension of 12 mm thickness and 35 mm width and maximum dimension of 40 mm.

Unless otherwise specified in this standard, the handrails should have a minimum clearance of 100 mm that may be reduced to a minimum of 40 mm if necessary.

Steps and handrails used by staff shall be secured as follows:

- with positive locking or
- with bolts of adequate length and appropriate self-locking or

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- with high-strength lock ring-bolts or
- welded into place in accordance with EN 15085-1.

All steps shall be made with a non slip surface and shall not have sharp edges causing obstacles for the shoes of the staff.

Steps or platforms used as a safe working position for the shunter, walkways and access steps to the platform and drivers cab at shunting powered units which could be covered with ice because they are not sheltered from weather conditions shall be made of metal gratings and fulfil the following criteria:

- 1) Resistance to friction: The average value of the coefficient of friction measured in 3 directions (lengthwise, widthwise and diagonally) shall reach the following minimum values:
  - a) in dry and wet (water) condition: 0,65
  - b) in oiled condition: 0,30

Coefficient of friction values shall be ascertained by means of a 100 mm × 100 mm movable plate, on which a rubber pad with 80 shore hardness shall be glued; this plate shall be loaded with a weight of 75 kg. For the measurements carried out with water and oil, the grating shall be fully immersed.

- 2) Grating structure: To ensure that the gratings are sufficiently well-adapted to winter conditions, a ratio of at least 50 % of “void” area to total area shall be observed. Only apertures that can be penetrated by a ball-shaped object with a diameter of 10 mm and have a minimum area of 400 mm<sup>2</sup> shall be taken into account to determine this ratio.

NOTE The “void” area is the free space afforded by the grating apertures in the vertical direction.

Examples which fulfil the above criteria are given in Annex A.

Other steps which are not sheltered from weather conditions should be sufficiently well-adapted to conditions in relation with their use.

All dimensions given in this standard with respect to top of rail shall be derived for vehicles in working order standing on a horizontal track.

## **5 Requirements for handling screw couplings with side buffers**

### **5.1 General**

Vehicles which have to be coupled to trains of variable consist by screw couplings shall provide:

- safe working positions for the shunter at each vehicle end fitted with screw couplings;
- a shunter handrail under each buffer and
- reserved spaces for safe operation by the shunter.

A safe working position shall be accessible from both sides of the vehicle from 200 mm below top of rail.

If defined in the specification, a safe working position for the shunter may be omitted on the vehicle (e.g. dining cars or sleeping cars with side end doors only on one vehicle end or according to national regulations). In this case other operational solutions shall allow shunting of such vehicles and this shall be defined in the specification.

On passenger coaches and vans fitted with side end doors, where there are no outside handholds or steps for passengers, when the door is closed, special handrails and steps for shunters may be omitted. In this

case, the inner handrails and the inner door steps shall serve as a working position for the shunter when the door is open. The shunter shall have the possibility to open the doors from outside or inside and sliding doors shall not cause danger to the shunter during the shunting process.

Powered units that are exclusively or mainly intended for shunting purposes shall be provided at least at one end with a transverse platform accessible from both sides.

For the different types of vehicles, the following Table 1 provides the requirements for the working position and reserved spaces for the shunter and the corresponding clauses of this standard for the detailed descriptions. To avoid the risk of train surfing, the safe working position based on steps and corresponding handrails, which are accessible when the doors are closed, is not allowed for passenger coaches.

**Table 1 — Requirements for safe working position of the shunter**

Type of vehicle		Safe working position for shunter	Corresponding clauses for		
			steps	hand-rails	reserved spaces
Passenger coaches	With side end doors	Side end doors or position inside vehicle with sight for directing driving	5.1	5.1	6.2.1
	Without side end doors	Position inside vehicle with sight for directing driving	5.1	5.1	6.2
	Car carriers	Lower deck	8.1	8.1	6.2.1
Cab ends of driving trailers		Drivers cab and/or step with a corresponding handrail or shunter's stand <sup>a</sup>	5.2, 5.3.1	5.4.2	6.2
Powered units	Intended for shunting purposes	Transverse platform	5.5	5.5	6.2.1
		Steps at each of the four corners	5.3.2	5.4.3	6.2
	Not intended for shunting purposes	Drivers cab and/or step with a corresponding handrail or shunter's stand <sup>a</sup>	5.2, 5.3.1	5.4.2	6.2

<sup>a</sup> For power units not intended for shunting purposes and cab ends of driving trailers, steps with a corresponding handrail or a shunter's stand are not necessary but can be required by the specification.

Vehicles which have to be coupled by screw couplings shall be equipped with two shunter handrails as described in 5.4.1.

## 5.2 Shunter's stand

If a shunter's stand is required the shunter's step shall be designed according to 5.3.1 in combination with the corresponding handrails according to 5.4.2.

The position and dimensions required for the shunter's step and the corresponding handrails shall comply with the requirements specified in prEN 16116-2:2019, Clause 4.

If applicable the rear edge of the shunter's step should lie in the buffer vertical fixing plane.

The minimum distance of the step end to the contact plane of the fully compressed buffers shall be 150 mm.