



**SLOVENSKI STANDARD**  
**SIST EN 15663:2017/oprA1:2018**  
**01-julij-2018**

---

**Železniške naprave - Določitev mase železniškega vozila - Dopolnilo A1**

Railway applications - Vehicle reference masses

Bahnanwendungen - Fahrzeugreferenzmassen

Applications ferroviaires - Masses de référence des véhicules

**Ta slovenski standard je istoveten z: EN 15663:2017/prA1**

---

**ICS:**

45.060.01      Železniška vozila na splošno      Railway rolling stock in  
general

**SIST EN 15663:2017/oprA1:2018**                      **en,fr,de**



EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**DRAFT**  
**EN 15663:2017**  
**prA1**

May 2018

---

ICS 45.060.01

English Version

## Railway applications - Vehicle reference masses

Applications ferroviaires - Masses de référence des  
véhicules

Bahnanwendungen - Fahrzeugreferenzmassen

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 15663:2017. 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.

This draft amendment was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of 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, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.

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.

**Warning** : This document is not a European Standard. It is distributed for review and comments. It is subject to change without notice and shall not be referred to as a European Standard.



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

**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

---

## Contents

Page

European foreword.....	3
1      Modification to 7.2, Payloads for M-I (high speed and long distance units) .....	4

## **European foreword**

This document (EN 15663:2017/prA1:2018) 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.

## EN 15663:2017/prA1:2018 (E)

**1 Modification to 7.2, Payloads for M-I (high speed and long distance units)**

Replace Table 7 by the following:

"

**Table 7 — Payloads for M-I (high speed and long distance units)**

	<b>Design condition</b>	<b>Operational condition</b>
<b>Normal payload</b>	<p><b>Normal design payload (PND)</b></p> <p>Passenger mass = 80 kg (including luggage)</p> <p>100 % of normal seats occupied Tip up seats are not assumed to be occupied unless this forms part of the vehicle specification.</p> <p>0 kg/m<sup>2</sup> in standing areas in passenger areas unless a particular value is specified. Such values shall be in the range 0 kg/m<sup>2</sup> to 160 kg/m<sup>2</sup> (0 to 2 passengers/m<sup>2</sup>).</p> <p>100 kg/m<sup>2</sup> (1,25 passengers/m<sup>2</sup>) in standing areas in catering areas. This load is transferred from other parts of the train when passengers use catering services and shall not be included in the calculations concerning the mass of the whole train.</p> <p>300 kg/m<sup>2</sup> in luggage compartments</p> <p>0 kg/m<sup>2</sup> in luggage areas (the luggage mass is included in the passenger mass)</p>	<p><b>Normal operational payload (PNO)</b></p> <p>Passenger mass = 80 kg (including luggage)</p> <p>80 % of the normal payload passenger design mass (seated only)</p> <p>0 kg/m<sup>2</sup> in standing areas in passenger areas</p> <p>0 kg/m<sup>2</sup> in standing areas in catering areas.</p> <p>150 kg/m<sup>2</sup> in luggage compartments</p> <p>0 kg/m<sup>2</sup> in luggage areas</p>
<b>Exceptional payload</b>	<p><b>Exceptional payload (PXD)</b></p> <p>Passenger mass = 80 kg (including luggage)</p> <p>100 % of normal seats occupied</p> <p>Tip up seats are not assumed to be occupied unless this forms part of the vehicle specification.</p> <p>320 kg/m<sup>2</sup> in standing areas in passenger areas unless a particular value is specified. Such values shall be in the range 160 kg/m<sup>2</sup> to 320 kg/m<sup>2</sup> (2 to 4 passengers/m<sup>2</sup>).</p> <p>320 kg/m<sup>2</sup> in standing areas in catering areas unless a particular value is specified. Such values shall be in the range 160 kg/m<sup>2</sup> to 320 kg/m<sup>2</sup> (2 to 4 passengers/m<sup>2</sup>).</p> <p>300 kg/m<sup>2</sup> in luggage compartments</p>	<b>Not applicable</b>

	0 kg/m <sup>2</sup> in luggage areas (this luggage mass is included in the passenger mass)	
--	--	--

"