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[SIST EN 15437-1:2009/oprA1:2021](https://standards.iteh.ai/catalog/standards/sist/a492f2a6-4cfd-45c2-bc2f-3719da6997eb/sist-en-15437-1-2009-oprA1-2021)

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EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**DRAFT**  
**EN 15437-1:2009**  
**prA1**

May 2021

ICS 45.060.01

English Version

## Railway applications - Axlebox condition monitoring - Interface and design requirements - Part 1: Track side equipment and rolling stock axlebox

Applications ferroviaires - Surveillances des boîtes  
d'essieux - Exigences liées aux interfaces - Partie 1:  
Equipements des voies et conception des boîtes  
d'essieux pour matériel roulant

Bahnanwendungen - Zustandsüberwachung von  
Radsatzlagern - Schnittstellen und  
Gestaltungsanforderungen - Teil 1:  
Heißläuferortungsanlagen und  
Radsatzlagergehäusegestaltung

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 15437-1:2009. 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.

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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.

**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**

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## European foreword

This document (EN 15437-1:2009/prA1:2021) 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 2016/797.

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

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**EN 15437-1:2009/prA1:2021 (E)****1 Modification to Clause 2, "Normative references"**

Replace the current list of references with the following

"

EN 15273-3:2013+A1:2016, *Railway applications — Gauges — Part 3: Structure gauges*

EN 50121-3-1:2017/A1:2019, *Railway applications — Electromagnetic compatibility — Part 3-1: Rolling stock — Train and complete vehicle*

EN 50121-4:2015, *Railway applications — Electromagnetic compatibility — Part 4: Emission and immunity of the signalling and telecommunications apparatus*

EN 50125-3:2003, *Railway applications — Environmental conditions for equipment — Part 3: Equipment for signalling and telecommunications*

EN 60950-1:2006, *Information technology equipment — Safety — Part 1: General requirements (IEC 60950-1:2005, modified)*

ISO 14837-1:2005, *Mechanical vibration — Ground-borne noise and vibration arising from rail systems — Part 1: General guidance*

"

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**2 Modification to 5.3, "Electromagnetic interference emissions"**

Replace the text in subclause 5.3 with the following:

"The electromagnetic interference emissions (EMC) of the rolling stock shall not affect the functional behaviour of the HABD system, for example by incorrectly triggering the HABD to indicate the presence of a wheelset when a wheelset is not present."

**3 Modification to Annex ZA, "Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC"**

Replace the current Annex ZA with the following:

"

## Annex ZA (informative)

### Relationship between this European Standard and the Essential Requirements of EU Directive 2016/797/EC

This European Standard has been prepared under a Commission's standardization request "M/483 Mandate to CEN and CENELEC for Standardisation in the field of interoperability of the rail system" to provide one voluntary means of conforming to (parts of) Essential Requirements of Directive 2016/797/EU of the European Parliament and of the Council of 11 May 2016 on interoperability of the rail system (recast) as specified in the relevant technical specifications for interoperability (TSI).

Once this standard is cited in the Official Journal of the European Union under that Directive, compliance with the normative clauses of this standard given in Table ZA.1 for the TSI Freight Wagons and Table ZA.2 for the TSI LOC&PAS confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding Essential Requirements of that Directive as specified in the technical specifications for interoperability (TSI), and associated EFTA regulations.

**Table ZA.1 — Correspondence between this European Standard, Commission Regulation (EU) N° 321-2013 concerning the technical specification for interoperability relating to the 'rolling stock — freight wagons subsystem of the rail system in the European Union\* and Directive (EU) 2016/797**

NOTE The Technical Specification for Interoperability (TSI) may refer to other clauses of this standard making the application of those clauses mandatory. Possible references to such clauses are found in the Appendix D to the TSI.

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Essential Requirements of Directive (EU) 2016/797	Clauses of the Annex to the Technical Specification for Interoperability (TSI)	Clause/ subclauses of this European Standard	Comments
Section 3 of the Annex to the TSI indicates the correspondence between the TSI clauses and the Essential Requirements of Directive (EU) 2016/797	§4.2.3.4 Axle bearing condition monitoring	5.3	