



SLOVENSKI STANDARD

SIST EN 15595:2019+A1:2023

01-december-2023

Nadomešča:
SIST EN 15595:2019

Železniške naprave - Zavore - Preprečevanje zdrsa koles (vključuje dopolnilo A1)

Railway applications - Braking - Wheel slide protection

Bahnanwendungen - Bremse - Gleitschutz

Applications ferroviaires - Freinage - Anti-enrayeur

Ta slovenski standard je istoveten z: EN 15595:2018+A1:2023

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ICS:
45.040 Materiali in deli za železniško Materials and components
 tehniko for railway engineering

SIST EN 15595:2019+A1:2023 **en,fr,de**

EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN 15595:2018+A1

October 2023

ICS 45.040

Supersedes EN 15595:2018

English Version

Railway applications - Braking - Wheel slide protection

Applications ferroviaires - Freinage - Anti-enrayeur

Bahnanwendungen - Bremse - Gleitschutz

This European Standard was approved by CEN on 3 August 2018 and includes the Corrigendum issued by CEN on 17 February 2021 and Amendment 1 approved by CEN on 23 July 2023.

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European foreword

This document (EN 15595:2018+A1:2023) 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of an identical text or by endorsement, at the latest by April 2024, and conflicting national standards shall be withdrawn at the latest by April 2024.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document supersedes A1 EN 15595:2018 and EN 15595:2018/AC:2021 A1.

This document includes the corrigendum EN 15595:2018/AC:2021 which corrects the wording of the 1st sentence of 8.3.3.3.1, the 2nd sentence of 8.3.3.3.2 and the 2nd sentence of 8.3.3.3.3.

The start and finish of text introduced or altered by corrigendum is indicated in the text by tags AC AC.

This document includes Amendment 1 approved by CEN on 23 July 2023.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1.

A1 *deleted text* A1

The rationale behind the changes between Revision 1 and this Revision of this standard is given in Annex H.

Any feedback and questions on this document should be directed to the users' national standards body. A complete listing of these bodies can be found on the CEN website.

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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

Introduction

A Wheel Slide Protection (WSP) system is designed to make the best use of available adhesion and to improve adhesion by a controlled reduction and restoration of the brake force to prevent wheel sets from locking and uncontrolled sliding due to low adhesion. Thus the braking performance is optimized and the occurrence of wheelset damage is minimized.

The Wheel Rotation Monitoring (WRM) system is designed to detect locked wheels and to give immediate information in this case.

Trains fitted with WSP systems may consist of single vehicles, locomotive and trailing vehicles or may be high speed trains, multiple units, commuter trains, Light Rail Vehicles (LRV) and Tram Trains of any track gauge, etc.

Such trains will be equipped with friction brakes and may also be equipped with additional braking systems, e.g. dynamic brakes, wheel/rail adhesion independent brakes, and may also be fitted with adhesion improving systems, e.g. sanding.

This European Standard is not intended to be used to determine the stopping performance of a WSP equipped train under all environmental conditions.

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EN 15595:2018+A1:2023 (E)**1 Scope**

This document specifies the criteria for system acceptance and type approval of a wheel slide protection (WSP) system. It also specifies criteria for the implementation of WSP to specific vehicle applications and specific operating conditions, as well as requirements for wheel rotation monitoring (WRM). This includes the design, testing and quality assessment of the WSP and WRM systems and their components.

This European Standard does not apply to vehicles on rubber tyred wheels or vehicles equipped with hydraulic brakes.

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 14478:2017, *Railway applications — Braking — Generic vocabulary*

EN 15663, *Railway applications — Vehicle reference masses*

EN 16834:2019, *Railway applications — Braking — Brake performance*

EN 45545 (all parts), *Railway applications — Fire protection on railway vehicles*

EN 50121-3-2, *Railway applications — Electromagnetic compatibility — Part 3-2: Rolling stock — Apparatus*

EN 50125-1, *Railway applications — Environmental conditions for equipment — Part 1: Rolling stock and on-board equipment*

EN 50126-1, *Railway Applications — The Specification and Demonstration of Reliability, Availability, Maintainability and Safety (RAMS) — Part 1: Generic RAMS Process*

EN 50128, *Railway applications — Communication, signalling and processing systems — Software for railway control and protection systems*

EN 50129, *Railway applications — Communication, signalling and processing systems — Safety related electronic systems for signalling*

EN 50155, *Railway applications — Rolling stock — Electronic equipment*

EN 60529, *Degrees of protection provided by enclosures (IP Code) (IEC 60529)*

EN 61373, *Railway applications — Rolling stock equipment — Shock and vibration tests (IEC 61373)*

EN ISO 228-2, *Pipe threads where pressure-tight joints are not made on the threads — Part 2: Verification by means of limit gauges (ISO 228-2)*

EN ISO/IEC 17025, *General requirements for the competence of testing and calibration laboratories (ISO/IEC 17025)*

ISO 8573-1, *Compressed air — Part 1: Contaminants and purity classes*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 14478:2017 and the following apply.

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

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

3.1

adhesion profile

predefined set of data representing the adhesion characteristics of a section of running line

3.2

relative air consumption

ratio of the total volume of air consumed during a braking stop with WSP activity against that which would be consumed during a stop with no WSP activity

3.3

supplementary reservoir

pressure reservoir used for determination of relative air consumption during WSP testing

3.4

crush laden

vehicle load condition based on the design mass under exceptional payload in accordance with EN 15663

3.5

dry rail

conditions where 100 % of the brake force of the vehicle can be applied with no axle sliding more than 2 %

3.6

dry rail stopping distance

actual measured stopping distance in dry rail conditions

3.7

low adhesion

conditions where the wheel/rail adhesion is in the range 0,08 to 0,05

3.8

very low adhesion

conditions where the wheel/rail adhesion is in the range 0,05 to 0,03

3.9

extremely low adhesion

conditions where the wheel/rail adhesion is below 0,03

3.10

reference speed

signal generated and generally used by the WSP or WRM to determine an approximation to the true train speed

EN 15595:2018+A1:2023 (E)**3.11****nominal initial train speed**

specified speed at start of braking during brake tests

Note 1 to entry: True train speed can slightly differ.

Note 2 to entry: This may be known as target speed.

3.12**uncoupled test**

method of brake testing where the vehicle (or single unit) under test is uncoupled from the rear of the test train and brakes separately, also referred to as a slip test

3.13**brake to stop test**

brake test starting from a nominal initial speed going to a stop, performed with either an individual vehicle (locomotive, coach) or a train set as the tested unit

3.14**absolute wheel slide**

difference between true train speed and circumferential speed

3.15**relative wheel slide**

absolute wheel slide divided by true train speed

3.16**undesired brake force reduction**

reduction in brake force not justified by behaviour of wheelsets

3.17**brake blending curve**

curve describing the characteristics of blending of dynamic and pneumatic brakes as function of speed

3.18**WSP controller**

device having the electronic hardware and software to receive the signals from the speed sensors and provide the outputs to the WSP brake control elements, for example dump valves, enabling the modulation of the brake force

3.19**WSP actuator**

device used by the WSP controller to control the brake force

3.20**WSP dump valve**

WSP actuator to control the brake cylinder pressure

3.21**speed sensor**

device used to generate an individual wheelset or wheel speed signal to a WSP controller

3.22**service interface**

access point for diagnostic information and maintenance test

3.23**validation**

process of analysis followed by a judgment based on evidence to determine whether an item (e.g. process, documentation, software or application) fits the user needs, in particular with respect to safety and quality and with emphasis on the suitability of its operation in accordance to its purpose in its intended environment

3.24**verification**

process of examination followed by a judgment based on evidence that output items (process, documentation, software or application) of a specific development phase fulfils the requirements of that phase with respect to completeness, correctness and consistency

Note 1 to entry: Verification is mostly based on document reviews (design, implementation, test documents, etc.).

3.25**designed deceleration**

maximum deceleration which is provided by the brake system of the vehicle, in a normal manner on level track and which is defined by calculation

3.26**slide test**

test performed under degraded adhesion conditions

3.27**dry rail test**

test performed where the adhesion conditions will support the maximum brake force

3.28**drag test**

test to simulate braking on a falling gradient, performed with an auxiliary tractive unit to achieve a constant speed with a constant brake application

3.29**brake test**

test where the brakes are applied to achieve a deceleration

3.30**tare laden**

vehicle load condition based on the design mass in working order in accordance with EN 15663

Note 1 to entry: This can have to include additional test equipment and personnel.

EN 15595:2018+A1:2023 (E)**4 Symbols and abbreviations**

For the purposes of this document, the following symbols and abbreviations apply.

g	acceleration due to gravity, in m/s^2
v_{nom}	nominal initial train speed, in km/h
v_{ref}	WSP vehicle reference speed, in km/h
v_t	true train speed, in km/h
μ	adhesion coefficient
ρ	coefficient of inertia of rotating masses
τ	initial adhesion coefficient
AR	auxiliary reservoir
BP	brake pipe
BSR	brake supply reservoir; may also be referred to as an auxiliary reservoir
EB	emergency brake
ER	(fr: événement redouté) anticipated event – used in safety analysis
MMI	Man Machine Interface
MTB	magnetic track brake
NI	normal litre
RAMS	reliability, availability, maintainability and safety
VIT	Vehicle Implementation Test
WRM	wheel rotation monitoring system (sometimes called DNRA, detection of non-rotating axle)
WSP	wheel slide protection

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The objectives of fitting WSP systems to trains are to assist in achieving the following:

- minimum extension in stopping distance compared to stopping on clean dry rails (i.e. good adhesion conditions);
- minimum level of wheelset damage due to wheel slide or wheel lock;
- minimum level of track damage;
- for pneumatic brake systems, minimum increase in air consumption compared to a dry rail stop with no WSP activity.

The particular priority of these objectives may vary for different classes of applications or even for a particular application.