



SLOVENSKI STANDARD

oSIST prEN 16834:2025

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Železniške naprave - Zavore - Značilnosti zavore

Railway applications - Braking - Brake performance

Bahnanwendungen - Bremse - Bremsvermögen

Applications ferroviaires - Freins - Performance de freinage

Ta slovenski standard je istoveten z: prEN 16834

ICS:

45.040

Materiali in deli za železniško tehniko

Materials and components for railway engineering

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English Version

Railway applications - Braking - Brake performance

Applications ferroviaires - Freins - Performance de freinage

Bahnanwendungen - Bremse - Bremsvermögen

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Contents

Page

European foreword	5
5.1 General.....	11
5.2 Brake assessment with braked weights	12
5.3 Brake assessment with deceleration's method	13
6.1 Test methods	13
6.2 Load conditions for tests	15
6.3 Speeds to be used for testing	17
6.4 Method of execution of the test.....	18
6.5 Test in degraded mode and degraded conditions.....	19
6.6 Evaluating the test results for stopping distance.....	20
6.7 Stationary brake testing	28
6.8 Calculation of the longitudinal jerk during braking	29
7.1 General.....	29
7.2 Physical principles	30
7.3 Determining the parameters required for brake performance	31
7.4 Assessment of performance under degraded conditions	34
8.1 General.....	36
8.2 Coaches and multiple units	37
8.3 Additional assessment for coaches operating with a speed above 160 km/h from vehicles test.....	37
8.4 Freight wagons in P	38
8.5 Freight wagons and coaches in G	38
8.6 Locomotives	38
8.7 Magnetic track brake and eddy current brake	39
8.8 EP brake (direct EP brake and EP assist)	39
8.9 Brake pipe accelerators.....	39
Annex A (normative) Brake assessment for trains.....	41
A.1 Assessment sheet for trains using brake positions P, P+X, R, R+X	41
A.2 Overview of the mathematical formulae for the assessment curves for trains using brake positions P, P+X, R, R+X	43
Annex B (normative) Brake assessment for single vehicles	44
B.1 Assessment sheet for single vehicles using brake positions P, P+X, R, R+	44
B.2 Overview of the mathematical formulae for the assessment curves for single vehicles using brake positions P, P+X, R, R+X	46
Annex C (informative) Checking of the friction pairing of disc-braked single vehicles.....	47
C.1 Diagram for checking the friction pairing of disc-braked single vehicles	47
C.2 Overview of the mathematical formulae for the assessment curves for checking the friction pairing of disc-braked single vehicles.....	49
Annex D (normative) Determining the brake performance of freight wagons fitted with cast iron brake blocks (P10) or fully certified and exchangeable LL-blocks	50
Annex E (normative) Determining the equivalent brake response time	53
E.1 General.....	53

E.2	Determining the equivalent brake response time based on train deceleration	53
E.3	Determining the equivalent brake response time based on brake cylinder filling times	53
E.4	Determining the equivalent brake response time based on calculation	54
Annex F (informative) Conversion model for ERTMS/ETCS.....		55
F.1	Introduction	55
F.2	Symbols for this annex.....	55
F.3	Scope of validity of model.....	57
F.4	Brake model	58
F.5	Example of calculation of the stopping or slowing distance	65
Annex G (normative) Assessment sheet for individual vehicles running at speeds of less than 100 km/h using brake positions P and R.....		66
G.1	Assessment sheet for individual vehicles fitted with cast iron blocks (P10) at speeds below 100 km/h	66
G.2	Overview of the mathematical formulae used in assessment curves for individual vehicles fitted with cast iron blocks (P10) at speeds below 100 km/h.....	68
G.3	Assessment sheet for individual vehicles fitted with EN-UIC brake system and disc brakes or K-blocks at speeds below 100 km/h	68
G.4	Overview of the mathematical formulae used in assessment curves for individual vehicles fitted with EN-UIC disc brakes or composite brake blocks at speeds below 100 km/h.....	70
Annex H (normative) Procedure for verifying the maximum utilization of adhesion between wheel and rail		71
H.1	Symbols for this annex.....	71
H.2	General	71
H.3	Prerequisites.....	71
H.4	Determination of the maximum equivalent mean deceleration based on distance relevant for adhesion $\bar{a}_{\max, \tau}$	72
H.5	Calculation of the mean friction coefficient for the friction brake μ_m of the test	72
H.6	Calculation of the maximum utilization of adhesion between wheel and rail τ_{\max}	72
Annex I (informative) Example for verifying the maximum utilization of adhesion between wheel and rail for non-homogenous friction brake equipment.....		74
I.1	Non-homogenous friction brake equipment	74
I.2	Variation of brake cylinder pressure during brake application.....	74
Annex J (informative) Example for correction and validation of test results exceeding mandatory test conditions — treatment of curve radii lower than 1 000 m		77
J.1	Introduction of a correction factor α_{curve}	77
J.2	Determination correction factor α_{curve}	77
Annex K (informative) Examples of correction of the mean stopping distance to nominal state of the brake system.....		79
K.1	Description of the train	79

prEN 16834:2025 (E)

K.2	Simplified method	80
K.3	Speed-range method.....	82
K.4	Step-by-step method.....	85
Annex L (informative) Recommendations for the use of braked weight percentage in operation		86
L.1	General.....	86
L.2	Principles of use for trains operating in P mode.....	86
L.3	Adjustment for trains comprising a locomotive and coaches.....	86
L.4	Adjustments for freight trains braked in the P mode.....	88
L.5	Principles of use for trains operating in G mode.....	89
Bibliography		91

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European foreword

This document (prEN 16834:2025) 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 16834:2019.

prEN 16834:2025 includes the following significant technical changes with respect to EN 16834:2019:

- railbound construction and maintenance machines have been included to the scope;
- normative references have been updated;
- definitions for terms “minimum load” and “normal load” have been deleted;
- definitions for terms “changeover mass” and “maximum design speed” have been added;
- symbols and abbreviations have been revised;
- brake assessment with braked weights has been revised;
- test methods in general and for freight wagons, coaches, EMU/DMU have been revised;
- load conditions for tests have been revised;
- testing speeds have been revised;
- method of the test execution has been revised;
- test in degraded mode and degraded conditions has been revised;
- determination of brake performance for the ETCS system has been deleted;
- evaluation of the test results for stopping distance has been revised;
- stationary brake testing has been revised;
- calculation of the longitudinal jerk during braking has been added;
- assessment for deceleration method has been revised;
- assessment of the braked weight has been revised;
- content of the recommendation for the use of braked weight percentage in operation has been moved to an informative Annex (Annex L);
- assessment of gradient capability of stationary brakes has been revised;
- normative Annex B “Brake assessment for single vehicles” has been revised with addition of speeds at 180 km/h and 200 km/h;
- normative Annex E “Determining the equivalent brake response time” has been revised;