



NSAI
Standards

Irish Standard
I.S. EN 15153-4:2020

Railway applications - External visible and audible warning devices - Part 4: Audible warning devices for urban rail

I.S. EN 15153-4:2020

Incorporating amendments/corrigenda/National Annexes issued since publication:

The National Standards Authority of Ireland (NSAI) produces the following categories of formal documents:

I.S. xxx: Irish Standard — national specification based on the consensus of an expert panel and subject to public consultation.

S.R. xxx: Standard Recommendation — recommendation based on the consensus of an expert panel and subject to public consultation.

SWiFT xxx: A rapidly developed recommendatory document based on the consensus of the participants of an NSAI workshop.

This document replaces/revises/consolidates the NSAI adoption of the document(s) indicated on the CEN/CENELEC cover/Foreword and the following National document(s):

NOTE: The date of any NSAI previous adoption may not match the date of its original CEN/CENELEC document.

This document is based on:

EN 15153-4:2020

Published:

2020-01-15

This document was published under the authority of the NSAI and comes into effect on:

2020-02-03

ICS number:

45.060.10

45.140

NOTE: If blank see CEN/CENELEC cover page

NSAI
1 Swift Square,
Northwood, Santry
Dublin 9

T +353 1 807 3800
F +353 1 807 3838
E standards@nsai.ie
W NSAI.ie

Sales:
T +353 1 857 6730
F +353 1 857 6729
W standards.ie

Údarás um Chaighdeáin Náisiúnta na hÉireann

National Foreword

I.S. EN 15153-4:2020 is the adopted Irish version of the European Document EN 15153-4:2020, Railway applications - External visible and audible warning devices - Part 4: Audible warning devices for urban rail

This document does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

For relationships with other publications refer to the NSAI web store.

Compliance with this document does not of itself confer immunity from legal obligations.

In line with international standards practice the decimal point is shown as a comma (,) throughout this document.

This page is intentionally left blank

EUROPEAN STANDARD

EN 15153-4

NORME EUROPÉENNE

EUROPÄISCHE NORM

January 2020

ICS 45.060.10; 45.140

English Version

Railway applications - External visible and audible warning devices - Part 4: Audible warning devices for urban rail

Applications ferroviaires - Dispositifs externes
d'avertissement optiques et acoustiques - Partie 4 :
Avertisseurs sonores pour le rail urbain

Bahnanwendungen - Optische und akustische
Warneinrichtungen am Schienenfahrzeug - Teil 4:
Akustische Warneinrichtungen für städtische
Schienenbahnen

This European Standard was approved by CEN on 6 October 2019.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists 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, 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, Turkey and United Kingdom.



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
Introduction		4
1	Scope	5
2	Normative references	5
3	Terms and definitions	5
4	Symbols and abbreviations	7
5	Requirements	8
5.1	General	8
5.2	Devices for long-range audible warning	9
5.3	Devices for medium-range audible warning	9
5.4	Devices for alerting / drawing attention at short range	10
6	Test requirements	11
6.1	General	11
6.2	Test conditions	11
6.3	Test report	11
Bibliography		12

European foreword

This document (EN 15153-4:2020) 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 July 2020, and conflicting national standards shall be withdrawn at the latest by July 2020.

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 series of documents *Railway applications — External visible and audible warning devices* consists of the following parts:

- Part 1: *Head, marker and tail lamps for heavy rail*;
- Part 2: *Warning horns for heavy rail*;
- Part 3: *Visible warning devices for urban rail*;
- Part 4: *Audible warning devices for urban rail* (this document).

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, Turkey and the United Kingdom.

EN 15153-4:2020 (E)

Introduction

This document sets out the requirements for external audible warning devices for urban rail vehicles as defined in the CEN-CENELEC Guide 26.

1 Scope

This document defines the functional and technical requirements for exterior audible warning devices for urban rail vehicles as defined in the CEN-CENELEC Guide 26, i.e. metro systems, trams, light rail, and local rail systems.

This document also defines the requirements for testing and conformity assessment.

NOTE The requirements for exterior audible warning devices for heavy rail vehicles are found in EN 15153-2:2020.

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 15153-2:2020, *Railway applications - External visible and audible warning devices for trains - Part 2: Warning horns for heavy rail*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply. ISO and IEC maintain terminological databases for use in standardization at the following addresses:

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

3.1

Urban Guided Transport (UGT) systems

system covering metro, tram and light rail, and defined as public transport systems permanently guided at least by one rail, intended for the operation of local, urban and suburban passenger services with self-propelled vehicles and operated either segregated or not from general road and pedestrian traffic

Note 1 to entry: Adapted from CEN-CENELEC Guide 26.

3.2

metro system

UGT system operated on its own right of way and segregated from general road and pedestrian traffic; consequently designed for operations in tunnels, viaducts or on surface level but with physical separation in such a way that inadvertent access is not possible

Note 1 to entry: In different parts of the world, Metro systems are also known as the underground, the subway or the tube. Rail systems with specific construction issues operating on a segregated guideway (e.g. monorail, rack railways) are also treated as Metros as long as they are designated as part of the urban public transport network.

Note 2 to entry: Adapted from CEN-CENELEC Guide 26.

3.3

tram

UGT system not segregated from general road and pedestrian traffic, which shares its right of way with general road and/or pedestrian traffic and is therefore embedded in its relevant national road traffic legislation (highway codes and specific adaptations)

Note 1 to entry: Adapted from CEN-CENELEC Guide 26.

This is a free preview. Purchase the entire publication at the link below:

[Product Page](#)

-
- [Looking for additional Standards? Visit Intertek Inform Infostore](#)
 - [Learn about LexConnect, All Jurisdictions, Standards referenced in Australian legislation](#)
-