



NSAI
Standards

Irish Standard
I.S. EN 16186-1:2014

Railway applications - Driver's cab - Part 1: Anthropometric data and visibility

I.S. EN 16186-1:2014

Incorporating amendments/corrigenda/National Annexes issued since publication:

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This document is based on:

EN 16186-1:2014

Published:

2014-12-17

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

2015-01-19

ICS number:

45.060.10

NOTE: If blank see CEN/CENELEC cover page

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Údarás um Chaighdeáin Náisiúnta na hÉireann

EUROPEAN STANDARD

EN 16186-1

NORME EUROPÉENNE

EUROPÄISCHE NORM

December 2014

ICS 45.060.10

English Version

Railway applications - Driver's cab - Part 1: Anthropometric data and visibility

Applications ferroviaires - Cabines de conduite - Partie 1:
Données anthropométriques et visibilité

Bahnanwendungen - Führerraum - Teil 1:
Anthropometrische Daten und Sichtbedingungen

This European Standard was approved by CEN on 18 October 2014.

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Contents

Page

Foreword	3
1 Scope	4
2 Normative references	4
3 Terms, definitions and abbreviations	4
3.1 Terms and definitions	4
3.2 Abbreviations	5
4 Driver's anthropometric data	6
4.1 General	6
4.2 Data	6
5 Forward visibility	8
5.1 General	8
5.2 Forward visibility requirements	8
5.3 Windscreen requirements	9
6 Lateral visibility	10
7 Rear visibility	11
Annex A (normative) Forward visibility reference surfaces	12
Annex B (normative) Forward visibility reference eye points	13
B.1 Method 1 – Fixed foot rest and adjustable seat	13
B.2 Method 2 – Adjustable foot rest and fixed seat	14
B.3 Method 3 – Adjustable foot rest and adjustable seat	15
Annex C (informative) Forward visibility reference surfaces for UK and Ireland	16
C.1 General	16
C.2 Reference Cube	16
C.3 Cases	17
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC	18
Bibliography	21

Foreword

This document (EN 16186-1:2014) 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of an identical text or by endorsement, at the latest by June 2015 and conflicting national standards shall be withdrawn at the latest by June 2015.

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

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 2008/57/EC [1].

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

EN 16186, *Railway applications — Driver’s cab* consists of the following parts:

- *Part 1: Anthropometric data and visibility;*
- *Part 2: Integration of displays, controls and indicators;*
- *Part 3: Design of displays.*

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: 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, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

EN 16186-1:2014 (E)**1 Scope**

This part of EN 16186 applies to driver's cabs of interoperable rolling stock.

This part of EN 16186 applies to driver's desks installed on the left, on the right, or in a central position in the driver's cab.

For OTMs, see EN 14033-1 [2] and EN 15746-1 [3].

This part of EN 16186 defines:

- anthropometric data;
- visibility conditions from the driver's cab, including forward visibility and the reference positions of line-side signals to be considered;
- assessment methods.

NOTE Due to railway systems constraints the level of visibility provided to the persons outside the defined anthropometric range may vary. Usually the operators manage the potential restriction of front visibility, if the driver uses extreme seat positions combined with extreme body heights.

The occupational aptitude of drivers regarding visibility, whether drivers are in or outside the range of anthropometric data of this standard is outside the scope of this document.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 15152, *Railway applications — Front windscreens for train cabs*

3 Terms, definitions and abbreviations**3.1 Terms and definitions**

For the purposes of this document, the following terms and definitions apply.

3.1.1**driver**

person tasked with operating a vehicle or a train by operating controls in a driver's cab or on a remote control unit

3.1.2**driver's cab**

compartment of a vehicle which is equipped with controls and instruments with which the driver controls traction unit(s) in the train

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