



National Standards Authority of Ireland

IRISH STANDARD

**I.S. EN 15152:2007**

ICS 45.060.10

**RAILWAY APPLICATIONS - FRONT  
WINDSCREENS FOR TRAIN CABS**

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EUROPEAN STANDARD  
NORME EUROPÉENNE  
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August 2007

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English Version

## Railway applications - Front windscreens for train cabs

Applications ferroviaires - Vitres frontales des cabines des  
trains

Bahnanwendungen - Frontscheiben von Führerräumen

This European Standard was approved by CEN on 13 July 2007.

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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 Management Centre has the same status as the official versions.

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## **Foreword**

This document (EN 15152:2007) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by February 2008 and conflicting national standards shall be withdrawn at the latest by February 2008.

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 Directives 96/48 as modified by EU Directive 2004/50.

For relationship with EU Directive 96/48, see informative Annex ZA, which is an integral part of this document.

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, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

## EN 15152:2007 (E)

### 1 Scope

This European Standard specifies the functional requirements for cab windscreens of high speed trains including testing and conformity assessment. The same requirements can be applied to the windscreens of other types of rolling stock if some of the performance criteria are adjusted to suit the application. Such changes should be based on national standards or infrastructure controller's regulations where they exist.

This European Standard does not specify all interfaces between the windscreen and the vehicle.

This European Standard does not apply to the renewal of windscreens of high speed rolling stock already in operation.

### 2 Normative references

The following referenced documents are indispensable for the application 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 2155-9, *Aerospace series — Test methods for transparent materials for aircraft glazing — Part 9: Determination of haze*

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

EN ISO 4892 (all parts), *Plastics — Methods of exposure to laboratory light sources*

ISO 3537, *Road vehicles — Safety glazing materials — Mechanical tests*

ISO 3538:1997, *Road vehicles — Safety glazing materials — Test methods for optical properties*

ISO 6362-2:1990, *Wrought aluminium and aluminium alloy extruded rods/bars, tubes and profiles — Part 2: Mechanical properties*

CIE 15:2004, *Colorimetry*<sup>1)</sup>

CIE 38:1977, *Radiometric and photometric characteristics of materials and their measurement*<sup>1)</sup>

CIE S 004:2001, *Colours of light signals*<sup>1)</sup>

### 3 Terms and definitions

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

#### 3.1

##### **high speed train**

train which is designed to operate at speeds equal to or greater than 190 km/h

NOTE This includes Class 1 and Class 2 high speed trains as defined in the HS TSI RS.

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