



NSAI
Standards

Irish Standard
I.S. EN 15734-2:2010

Railway applications - Braking systems of high speed trains - Part 2: Test methods

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I.S. EN 15734-2:2010

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English version
Version Française
Deutsche Fassung

Railway applications - Braking systems of high speed trains - Part 2: Test methods

Applications ferroviaires - Systèmes de freinage pour trains à grande vitesse -
Partie 2 : Méthodes d'essai

Bahnanwendungen - Bremssysteme für Hochgeschwindigkeitszüge - Teil 2:
Prüfverfahren

This corrigendum becomes effective on 5 December 2012 for incorporation in the official English version of the EN.

Ce corrigendum prendra effet le 5 décembre 2012 pour incorporation dans la version anglaise officielle de la EN.

Die Berichtigung tritt am 5. Dezember 2012 zur Einarbeitung in die offizielle Englische Fassung der EN in Kraft.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: Avenue Marnix 17, B-1000 Brussels

1 Modification to 5.2.4, 3rd paragraph

Replace

"... include the information listed in 5.2.6 and 8.1.3 ..."

with

"... include the information listed in 5.2.6 and 7.1.3 ..."

2 Modification to Table 1, 6.1.12.3

Replace

"The exhaust and filling times at the brake cylinders in operational mass in working order (see Clause 6) shall be..."

with

"The exhaust and filling times at the brake cylinders in operational mass in working order (see 5.3) shall be..."

3 Modification Table 1, 6.1.14.4

Add "check mark" (✓) in column type test/check

4 Modification to Table 3, 6.3.15.1

Add "check mark" (✓) in column routine test/check

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English Version

Railway applications - Braking systems of high speed trains - Part 2: Test methods

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Hochgeschwindigkeitszüge - Teil 2: Prüfverfahren

This European Standard was approved by CEN on 23 October 2010.

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Foreword

This document (EN 15734-2:2010) 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of an identical text or by endorsement, at the latest by May 2011, and conflicting national standards shall be withdrawn at the latest by May 2011.

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.

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

EN 15734, *Railway applications — Brake systems of high speed trains*, consists of the following parts:

- *Part 1: Requirements and definitions*
- *Part 2: Test methods*

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

1 Scope

This European Standard specifies test methods and acceptance criteria for a brake system for use in high speed trains as described in the TSI Rolling Stock, operating on routes of the trans-European high-speed rail system.

The tests defined in this document have the purpose of verifying that the braking performance and functions of the train's brake system comply at least with the respective requirements of EN 15734-1.

This European Standard is applicable to:

- new vehicles of high speed trains;
- new constructions of existing vehicle types;
- major overhauls of the above-mentioned vehicles if they involve redesigning or extensive alteration to the brake system of the vehicle concerned.

The functional testing requirements set out in this document assume the vehicles are fitted with a brake system architecture that follows the UIC air brake pipe control principles.

High Speed Rolling Stock can be fitted with alternative brake system architectures that do not employ brake pipe control. In these cases equivalent testing requirements will need to be generated to test the functional performance of brake system fitted.

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 15220-1, *Railway applications — Brake indicators — Part 1: Pneumatic operation brake indicators*

EN 15327-1, *Railway applications — Passenger alarm subsystem — Part 1: General requirements and passenger interface for the passenger emergency brake system*

EN 15355, *Railway applications — Braking — Distributor valves and distributor-isolating devices*

EN 15595, *Railway applications — Braking — Wheel slide protection*

EN 15611, *Railway applications — Braking — Relay valves*

EN 15663, *Railway applications — Definition of vehicle reference masses*

EN 15734-1:2010, *Railway applications — Braking systems of high speed trains — Part 1: Requirements and definitions*

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

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

UIC 544-1:2004, *Brakes — Braking power*

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