Irish Standard
I.S. EN 15954-1:2013

Railway applications - Track - Trailers and associated equipment - Part 1: Technical requirements for running and working

I.S. EN 15954-1:2013

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Bahnanwendungen - Oberbau - Anhänger und zugehörige Ausstattung - Teil 1: Technische Anforderungen an das Fahren und den Arbeitseinsatz

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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Foreword

This document (EN 15954-1:2013) 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of an identical text or by endorsement, at the latest by October 2013, and conflicting national standards shall be withdrawn at the latest by October 2013.

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.

EN 15954 *Railway applications — Track — Trailers and associated equipment* consists of the following parts:

— *Part 1: Technical requirements for running and working* (the present document);

— *Part 2: General safety requirements*.

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, 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.

Introduction

The machinery concerned and the extent to which hazards, hazardous situations and events are covered are indicated in the scope of this document.

This European Standard was prepared to meet the basic requirements of EU Directives to facilitate an open market for goods and services.

Trailers as specified in 3.1 form the object of this standard.

This standard deals with railway specific risks of the trailers, defined in Clause 4, when running and working on railway infrastructures.

The safety requirements in relation to the Machinery Directive 2006/42/EC are dealt with in EN 15954-2 of this series of standards.

Deviations or special national conditions are dealt with in Annex B.

The risks which exist in all mechanical, electrical, hydraulic, pneumatic and other components of trailers and which are dealt with in the relevant European Standards are not within the scope of this European Standard. If necessary, references are made to appropriate standards of this type.

1 Scope

1.1 General

This European Standard specifies the technical requirements to minimise the specific railway hazards of trailers and associated equipment, which can arise during the commissioning, the operation and the maintenance of trailers when carried out in accordance with the specification given by the manufacturer or his authorised representative. This European Standard applies to trailers that are not intended to interact with operating signalling and control systems. Other machines are dealt with in other European Standards; see Annex E.

These trailers are not designed or intended for operating signalling and control systems and are only intended to work and run under special operating conditions specifically designated by the infrastructure manager.

These trailers are not intended to be vehicles as defined in the Interoperability Directive and are not permitted to run on the railway lines open to normal traffic. If this is required, they will need to be authorised or placed into service as set out in the Interoperability Directive 2008/57/EC.

Part 1 of this European Standard deals with the technical railway requirements; Part 2 deals with requirements for the trailer to be declared conformant by the manufacturer, except in the case of trailers classified in Annex 4 of the Machinery Directive 2006/42/EC which require conformity check in conjunction with a notified body.

Additional requirements can apply for running on infrastructures with narrow gauge or broad gauge lines, lines of tramways, railways utilising other than adhesion between the rail and rail wheels, and underground infrastructures.

This European Standard is also applicable to trailers and associated equipment that in working configuration are partly supported on the ballast or the formation.

Where two or more trailers are used together to transport loads in a fixed formation, e.g. where a metal container is fixed to two small trailers, the whole system is treated as a trailer for the purposes of compliance with the requirements of this European Standard.

This European Standard does not apply to the following:

— requirements for quality of the work or performance of the trailer;

— specific requirements established by the railway infrastructure operator for the use of trailers, which will be the subject of negotiation between the manufacturer and the operator;

— separate machines temporarily mounted on the trailer.

This European Standard does not establish the additional requirements for the following:

— operation subject to special rules, e.g. potentially explosive atmospheres;

— hazards due to natural causes, e.g. earthquake, lightning, flooding, etc;

— working methods;

— operation in severe working conditions requiring special measures, e.g. work in tunnels or in cuttings, extreme environmental conditions (below – 20 °C or above + 40 °C), corrosive environment, contaminating environments, strong magnetic fields;

— hazards due to errors in software;

— hazards occurring when used to handle suspended loads which may swing freely.

The intended use of these trailers may have operational parameters specified by each infrastructure manager; for example, the maximum speed allowed for these trailers is likely to be limited by the infrastructure manager; compliance with the clauses of this standard does not confer permission for trailers to travel at this speed. These trailers will not be allowed on a track open to normal railway traffic.

1.2 Validity of this European Standard

This European Standard applies to all trailers, which are ordered one year after the publication date by CEN of this standard.

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 791, *Drill rigs — Safety*

EN 12663-1:2010, *Railway applications — Structural requirements of railway vehicle bodies — Part 1: Locomotives and passenger rolling stock (and alternative method for freight wagons)*

EN 13309, *Construction machinery — Electromagnetic compatibility of machines with internal electrical power supply*

EN 13715, *Railway applications — Wheelsets and bogies — Wheels — Tread profile*

EN 14033-1:2011, *Railway applications — Track — Railbound construction and maintenance machines — Part 1: Technical requirements for running*

EN 14033-2:2008+A1:2011, *Railway applications — Track — Railbound construction and maintenance machines — Part 2: Technical requirements for working*

EN 14363:2005, *Railway applications — Testing for the acceptance of running characteristics of railway vehicles — Testing of running behaviour and stationary tests*

EN 14601, *Railway applications — Straight and angled end cocks for brake pipe and main reservoir pipe*

EN 15273-2:2013, *Railway applications — Gauges — Part 2: Rolling stock gauge*

EN 15528, *Railway applications — Line categories for managing the interface between load limits of vehicles and infrastructure*

EN 15954-2:2013, *Railway applications — Track — Trailers and associated equipment — Part 2: General safety requirements*

EN 50121-3-1:2006, *Railway applications — Electromagnetic compatibility — Part 3-1: Rolling stock — Train and complete vehicle*

EN 50121-3-2:2006, *Railway applications — Electromagnetic compatibility — Part 3-2: Rolling stock — Apparatus*

EN 50122-1, *Railway applications — Fixed installations — Electrical safety, earthing and the return circuit — Part 1: Protective provisions against electric shock*