

Irish Standard I.S. EN 16185-2:2014

Railway applications - Braking systems of multiple unit trains - Part 2: Test methods

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#### I.S. EN 16185-2:2014

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### Railway applications - Braking systems of multiple unit trains -Part 2: Test methods

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## Foreword

This document (EN 16185-2:2014) 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of an identical text or by endorsement, at the latest by June 2015, and conflicting national standards shall be withdrawn at the latest by June 2015.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.

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

This series of European Standards Railway applications — Braking systems of multiple unit trains consists of:

- 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, 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.

#### 1 Scope

This European Standard specifies test methods and acceptance criteria for a brake system for use in self propelling thermal and electric trains, in the following document called EMU/DMU, operating on routes of the European conventional rail system network.

This European Standard is applicable to:

- all new vehicles designs of self-propelling thermal and electric trains;
- all major overhauls of the EMU/DMU if they involve redesigning or extensive alteration to the brake system of the vehicle concerned.

This European Standard does not cover:

- locomotive hauled trains which are specified by EN 14198;
- mass transit rolling stock which is specified by EN 13452 (all parts);
- high speed trains being operated at speeds greater than 200 km/h which are specified by EN 15734-1 and tests in EN 15734-2.

The functional testing requirements set out in this European Standard assume the vehicles are fitted with brake system architecture as defined in EN 16185-1.

The braking performance obtained by applying the tests defined in this European Standard can be used to assess compliance with the required braking performance as defined in EN 16185-1.

#### 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 14478:2005, Railway applications — Braking — Generic vocabulary

EN 15595, Railway applications — Braking — Wheel slide protection

EN 15663, Railway applications — Definition of vehicle reference masses

EN 15734-2:2010<sup>1)</sup>, Railway applications — Braking systems of high speed trains — Part 2: Test methods

EN 16185-1:2014, Railway applications — Braking systems of multiple unit trains — Part 1: Requirements and definitions

EN 16207:2014, Railway applications — Braking — Functional and performance criteria of Magnetic Track Brake systems for use in railway rolling stock

EN 16334, Railway applications — Passenger Alarm System — System requirements

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

<sup>1)</sup> This document is currently impacted by the corrigendum EN 15734-2:2010/AC:2012.



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