



NSAI
Standards

Irish Standard
I.S. EN 16404:2016

Railway applications - Re-railing and recovery requirements for railway vehicles

I.S. EN 16404:2016

Incorporating amendments/corrigenda/National Annexes issued since publication:

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I.S. xxx: Irish Standard — national specification based on the consensus of an expert panel and subject to public consultation.

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NSAI
1 Swift Square,
Northwood, Santry
Dublin 9

T +353 1 807 3800
F +353 1 807 3838
E standards@nsai.ie
W NSAI.ie

Sales:
T +353 1 857 6730
F +353 1 857 6729
W standards.ie

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National Foreword

I.S. EN 16404:2016 is the adopted Irish version of the European Document EN 16404:2016, Railway applications - Re-railing and recovery requirements for railway vehicles

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EUROPEAN STANDARD

EN 16404

NORME EUROPÉENNE

EUROPÄISCHE NORM

January 2016

ICS 45.060.01

Supersedes EN 16404:2014

English Version

Railway applications - Re-railing and recovery requirements for railway vehicles

Applications ferroviaires - Exigences relatives au réenraillement et au rétablissement de véhicules ferroviaires

Bahnanwendungen - Anforderungen für das Aufgleisen und Bergen von Schienenfahrzeugen

This European Standard was approved by CEN on 22 November 2015.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

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-CENELEC Management Centre has the same status as the official versions.

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CEN-CENELEC Management Centre: Avenue Marnix 17, B-1000 Brussels

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EN 16404:2016 (E)**European foreword**

This document (EN 16404:2016) 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 July 2016, and conflicting national standards shall be withdrawn at the latest by July 2016.

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 supersedes EN 16404:2014.

The main changes from the previous edition are listed below:

- clarification of the use of re-railing beams and/or support points;
- clarification of jacking equipment clearances;
- additional requirements for lifting low floor vehicles;
- definition of smaller jack space envelopes for jacks up to 20 t capacity;
- requirements for the use of jack adaptors with lifting brackets;
- lifting requirements when using cranes;
- Annex E: Definition of a non-standard 340 kN lifting bracket as used on GB locomotives.

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.

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.

Introduction

Rail vehicles are designed so that re-railing and recovery operations after a derailment or accident can be safely undertaken without exposing persons to undue risk during lifting and jacking operations.

For rolling stock of interoperable trains there is a need to define common requirements in terms of lifting and jacking operations, equipment space envelopes and lifting accessories.

Foreseeable factors that can influence a re-railing or recovery operation include:

- final vehicle position relative to the track;
- weight transfer due to final vehicle orientation (inclination or roll);
- vehicle load, possible overloading or uneven loading;
- load movement or shifting;
- embedding of parts of the vehicle in the ground;
- sinking of jacks (soft ground);
- structural distortion/damage;
- jerking or snatching of lifting equipment.

The majority of these factors cannot be quantified either in advance or during a recovery operation and therefore precise requirements cannot be set out in this European Standard and accordingly design scenarios are used. The resulting requirements together with competent persons undertaking the re-railing or recovery operation using the documentation specified are considered to be sufficient to ensure that the overall objectives are satisfied.

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