
**Railway applications — Railway
braking — Country specific
applications for ISO 20138-1**

*Applications ferroviaires — Freinage ferroviaire — Applications
spécifiques nationales de l'ISO 20138-1*



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Published in Switzerland

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Foreword

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This document was prepared by Technical Committee ISO/TC 269, *Railway applications*, Subcommittee SC 2, *Rolling stock*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Railway applications — Railway braking — Country specific applications for ISO 20138-1

1 Scope

This document provides additional information to assist the understanding and the use of ISO 20138-1. The calculations in this document follow the same principles but they are slightly different.

This document contains country specific calculation approaches currently in use and represents the state of knowledge including for calculating:

- stopping and slowing distances;
- equivalent response time;
- brake performance;
- brake ratio.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

4 Slowing or stopping distance calculation using a method implemented in France

4.1 General

This calculation is based on the alternative method of equivalent response time calculation, as used in the French railway requirements, in particular for trains operating in “G” position.

4.2 Terms, symbols and abbreviations

For the purpose of Clause 4, the terms, symbols and abbreviations defined in [Table 1](#) apply.