

Raudteealased rakendused. Veeremi uksesüsteemid

Railway applications - Bodyside entrance systems

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

<p>Käesolev Eesti standard EVS-EN 14752:2006 sisaldab Euroopa standardi EN 14752:2005 ingliskeelset teksti.</p> <p>Käesolev dokument on jõustatud 27.02.2006 ja selle kohta on avaldatud teade Eesti standardiorganisatsiooni ametlikus väljaandes.</p> <p>Standard on kättesaadav Eesti standardiorganisatsioonist.</p>	<p>This Estonian standard EVS-EN 14752:2006 consists of the English text of the European standard EN 14752:2005.</p> <p>This document is endorsed on 27.02.2006 with the notification being published in the official publication of the Estonian national standardisation organisation.</p> <p>The standard is available from Estonian standardisation organisation.</p>
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<p>Käsitlusala:</p> <p>The requirements of this European Standard apply to passenger bodyside doors of all newly designed railway vehicles such as tram, metro, suburban, mainline and high-speed trains that carry passengers.</p>	<p>Scope:</p> <p>The requirements of this European Standard apply to passenger bodyside doors of all newly designed railway vehicles such as tram, metro, suburban, mainline and high-speed trains that carry passengers.</p>
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English Version

Railway applications - Bodyside entrance systems

Applications ferroviaires - Systèmes de porte d'accès pour
matériel roulant

Bahnanwendungen - Seiteneinstiegssysteme

This European Standard was approved by CEN on 14 November 2005.

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 Central Secretariat 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 Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.



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

Management Centre: rue de Stassart, 36 B-1050 Brussels

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Foreword

This European Standard (EN 14752:2005) 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 2006, and conflicting national standards shall be withdrawn at the latest by June 2006.

This European Standard 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 96/48.

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this European Standard.

Annex H refers to the agreement governing the exchange and use of coaches in international traffic (RIC).¹⁾

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

1) Can be purchased from: UIC, Bureau RIV RIC, Rue Jean Rey 16, F-75015 Paris.

Introduction

This European Standard specifies the minimum requirements for construction and operation of railway passenger access doors to ensure

- safe access and egress from passenger trains through bodyside doors,
- a minimum risk of injury to persons as a result of door operation,
- that the doors remain closed when the vehicle is in motion and
- safe maintenance of the door systems.

1 Scope

The requirements of this European Standard apply to passenger bodyside doors of all newly designed railway vehicles such as tram, metro, suburban, mainline and high-speed trains that carry passengers. The requirements of this European Standard also apply to existing vehicles undergoing refurbishment of the door equipment, as far as it is reasonably practicable.

This European Standard makes reference to manual and power operated doors. For manual doors clauses referring to power operation are not applicable.

This European Standard does not apply to doors for equipment access, inspection or maintenance purposes and for crew only use.

Doors or hatches specifically provided for escape of emergency conditions are excluded.

2 Normative references

The following referenced documents are indispensable for the application of this European Standard. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 12663, *Railway applications – Structural requirements of railway vehicle bodies*

EN 13272, *Railway applications – Electrical lighting for rolling stock in public transport systems*

EN 14067 (all parts), *Railway applications – Aerodynamics*

prEN 45545 (parts 1, 2, 3, 4, 6 and 7), *Railway applications – Fire protection of railway vehicles*

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

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

EN 50126, *Railways applications – The specification and demonstration of reliability, availability, maintainability and safety (RAMS)*

EN 50153, *Railway applications – Rolling stock – Protective provisions relating to electrical hazards*

EN 50155, *Railway applications – Electronic equipment used on rolling stock*

EN 50215, *Railway applications – Testing of rolling stock after completion of construction and before entry into service*

EN 60077-1:2002, *Railway applications – Electric equipment for rolling stock – Part 1: General service conditions and general rules (IEC 60077-1:1999, modified)*

EN ISO 140-3, *Acoustics – Measurement of sound insulation in buildings and of building elements – Part 3: Laboratory measurements of airborne sound insulation of building elements (ISO 140-3:1995)*

UIC 566:1990, *Loadings of coach bodies and their components*

UIC 660:2002, *Measures to ensure the technical compatibility of high-speed trains*

DIN 6164-1:1980-02, *DIN colour chart – System based on the 2° standard colorimetric observer*

DIN 6164-2:1980-02, *DIN colour chart – Specification of colour samples*

DIN 6164-3:1981-07, *DIN colour chart – System based on the 10° standard colorimetric observer*

3 Terms and definitions

For the purposes of this European Standard, the following terms and definitions apply.

3.1

door

bodyside panel or panels available for passenger access and egress, including its components

3.2

automatic closing

powered closing of the door without intervention by the passenger

3.3

local closing

powered closing by intervention of the passenger

3.4

door operation

all door operating sequences

3.5

door button

device to initiate door opening or closing command

3.6

enabled door

door released by the train crew or an automatic system to permit operation by the door button

3.7

locked door

closed door held closed by a mechanical device

3.8

isolated door

door which is locked and not available for use

3.9

unlocked door

door with mechanical door locking released

3.10

train crew

persons authorised to carry out the duties for door operation

3.11

routine test

test to which each door equipment is subjected during or after manufacturing