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Railway applications - Braking systems of high speed trains - Part 2: Test methods

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN 15734-2:2010+A1:2021 sisaldab Euroopa standardi EN 15734-2:2010+A1:2021 ingliskeelset teksti.	This Estonian standard EVS-EN 15734-2:2010+A1:2021 consists of the English text of the European standard EN 15734-2:2010+A1:2021.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation and Accreditation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 15.12.2021.	Date of Availability of the European standard is 15.12.2021.
Standard on kättesaadav Eesti Standardimis- ja Akrediteerimiskeskusest.	The standard is available from the Estonian Centre for Standardisation and Accreditation.

Tagasisidet standardi sisu kohta on võimalik edastada, kasutades EVS-i veebilehel asuvat tagasiside vormi või saates e-kirja meiliaadressile standardiosakond@evs.ee.

ICS 45.060.01

EUROPEAN STANDARD

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EUROPÄISCHE NORM

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English Version

Railway applications - Braking systems of high speed trains - Part 2: Test methods

Applications ferroviaires - Systèmes de freinage pour trains à grande vitesse - Partie 2 : Méthodes d'essai

Bahnanwendungen - Bremssysteme für Hochgeschwindigkeitszüge - Teil 2: Prüfverfahren

This European Standard was approved by CEN on 23 October 2010 and includes Corrigendum 1 issued by CEN on 5 December 2012 and Amendment 1 approved by CEN on 4 October 2021.

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

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Foreword

This document (EN 15734-2:2010+A1:2021) 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of an identical text or by endorsement, at the latest by June 2022, and conflicting national standards shall be withdrawn at the latest by June 2022.

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 includes a Corrigendum, approved by CEN on 2012-12-05.

This document includes Amendment 1, approved by CEN on 2021-10-04.

This document supersedes ⟦A1⟩ EN 15734-2:2010 ⟨A1⟧.

The start and finish of text introduced or altered by corrigendum is indicated in the text by tags ⟦AC⟩ ⟨AC⟧.

The start and finish of text introduced or altered by amendment is indicated in the text by tags ⟦A1⟩ ⟨A1⟧.

⟦A1⟩ *Deleted paragraphs* ⟨A1⟧

EN 15734, *Railway applications — Brake systems of high speed trains*, consists of the following parts:

— *Part 1: Requirements and definitions*

— *Part 2: Test methods*

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

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, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, 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 high speed trains as described in the TSI Rolling Stock, operating on routes of the trans-European high-speed rail system.

The tests defined in this document have the purpose of verifying that the braking performance and functions of the train's brake system comply at least with the respective requirements of EN 15734-1.

This European Standard is applicable to:

— new vehicles of high speed trains;

— new constructions of existing vehicle types;

— major overhauls of the above-mentioned vehicles if they involve redesigning or extensive alteration to the brake system of the vehicle concerned.

The functional testing requirements set out in this document assume the vehicles are fitted with a brake system architecture that follows the UIC air brake pipe control principles.

High Speed Rolling Stock can be fitted with alternative brake system architectures that do not employ brake pipe control. In these cases equivalent testing requirements will need to be generated to test the functional performance of brake system fitted.

2 Normative references

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

EN 15220-1, *Railway applications — Brake indicators — Part 1: Pneumatic operation brake indicators*

EN 15327-1, *Railway applications — Passenger alarm subsystem — Part 1: General requirements and passenger interface for the passenger emergency brake system*

EN 15355, *Railway applications - Braking - Distributor valves and distributor-isolating devices*

EN 15595, *Railway applications - Braking - Wheel slide protection*

EN 15611, *Railway applications - Braking - Relay valves*

EN 15663, *Railway applications — Definition of vehicle reference masses*

EN 15734-1:2010, *Railway applications - Braking systems of high speed trains - Part 1: Requirements and definitions*

EN 50125-1, *Railway applications - Environmental conditions for equipment - Part 1: Rolling stock and on-board equipment*

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

UIC 544-1:2004, *Brakes — Braking power*