

STN	Železnice. Kabína rušňovodiča. Časť 1: Antropometrické údaje a viditeľnosť.	STN EN 16186-1
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Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

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English Version

Railway applications - Driver's cab - Part 1: Anthropometric data and visibility

Applications ferroviaires - Cabines de conduite - Partie 1:
Données anthropométriques et visibilité

Bahnanwendungen - Führerraum - Teil 1:
Anthropometrische Daten und Sichtbedingungen

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Foreword

This document (EN 16186-1:2014) 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of an identical text or by endorsement, at the latest by June 2015 and conflicting national standards shall be withdrawn at the latest by June 2015.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 [1].

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

EN 16186, *Railway applications — Driver’s cab* consists of the following parts:

- *Part 1: Anthropometric data and visibility;*
- *Part 2: Integration of displays, controls and indicators;*
- *Part 3: Design of displays.*

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1 Scope

This part of EN 16186 applies to driver's cabs of interoperable rolling stock.

This part of EN 16186 applies to driver's desks installed on the left, on the right, or in a central position in the driver's cab.

For OTMs, see EN 14033-1 [2] and EN 15746-1 [3].

This part of EN 16186 defines:

- anthropometric data;
- visibility conditions from the driver's cab, including forward visibility and the reference positions of line-side signals to be considered;
- assessment methods.

NOTE Due to railway systems constraints the level of visibility provided to the persons outside the defined anthropometric range may vary. Usually the operators manage the potential restriction of front visibility, if the driver uses extreme seat positions combined with extreme body heights.

The occupational aptitude of drivers regarding visibility, whether drivers are in or outside the range of anthropometric data of this standard is outside the scope of this document.

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 15152, *Railway applications — Front windscreens for train cabs*

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