ICS 45.060.20 SLOVENSKÁ TECHNICKÁ NORMA Jún 2015

| STN | **Železnice. Konštrukčné požiadavky na skrine koľajových vozidiel. Časť 1: Rušne a koľajové vozidlá pre osobnú dopravu (a alternatívna metóda pre nákladné vozne).** | **STN EN 12663-1+A1**<br><br>28 2225 |
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Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 05/15

Obsahuje: EN 12663-1:2010+A1:2014

Oznámením tejto normy sa ruší
STN EN 12663-1 (28 2225) z marca 2011

**120708**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

# EN 12663-1:2010+A1

December 2014

ICS 45.060.20

Supersedes EN 12663-1:2010

English Version

# Railway applications - Structural requirements of railway vehicle bodies - Part 1: Locomotives and passenger rolling stock (and alternative method for freight wagons)

Applications ferroviaires - Prescriptions de dimensionnement des structures de véhicules ferroviaires - Partie 1 : Locomotives et matériels roulants voyageurs (et méthode alternative pour wagons)

Bahnanwendungen - Festigkeitsanforderungen an Wagenkästen von Schienenfahrzeugen - Teil 1: Lokomotiven und Personenfahrzeuge (und alternatives Verfahren für Güterwagen)

This European Standard was approved by CEN on 23 January 2010 and includes Amendment 1 approved by CEN on 23 September 2014.

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

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Ref. No. EN 12663-1:2010+A1:2014 E

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# Foreword

This document (EN 12663-1:2010+A1:2014) 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of an identical text or by endorsement, at the latest by June 2015, and conflicting national standards shall be withdrawn at the latest by June 2015.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 includes Amendment 1 approved by CEN on 2014-09-23.

[A1] This document supersedes EN 12663-1:2010. [A1]

The start and finish of text introduced or altered by amendment is indicated in the text by tags [A1] [A1].

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 [A1] EU Directive 2008/57/EC [A1].

For relationship with [A1] EU Directive 2008/57/EC [A1], see informative Annex ZA, which is an integral part of this document.

This European Standard is part of the series EN 12663, *Railway applications — Structural requirements of railway vehicle bodies*, which consists of the following parts:

— *Part 1: Locomotives and passenger rolling stock (and alternative method for freight wagons)*

— *Part 2: Freight wagons*

[A1] *deleted text* [A1]

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

The structural design of railway vehicle bodies depends on the loads they are subject to and the characteristics of the materials they are manufactured from. Within the scope of this European Standard, it is intended to provide a uniform basis for the structural design of the vehicle body.

The loading requirements for the vehicle body structural design and testing are based on proven experience supported by the evaluation of experimental data and published information. The aim of this European Standard is to allow the supplier freedom to optimise his design whilst maintaining requisite levels of safety.

# 1 Scope

This European Standard specifies minimum structural requirements for railway vehicle bodies.

This European Standard specifies the loads vehicle bodies should be capable of sustaining, identifies how material data should be used and presents the principles to be used for design validation by analysis and testing. This European Standard applies to locomotives and passenger rolling stock. EN 12663-2 provides the verification procedure for freight wagons and also refers to the methods in this standard as an alternative for freight wagons.

The railway vehicles are divided into categories which are defined only with respect to the structural requirements of the vehicle bodies. Some vehicles may not fit into any of the defined categories; the structural requirements for such railway vehicles should be part of the specification and be based on the principles presented in this European Standard.

The standard applies to all railway vehicles within the EU and EFTA territories. The specified requirements assume operating conditions and circumstances such as are prevalent in these countries.

In addition to the requirements of this European Standard the structure of all vehicles associated with passenger conveyance may generally be required to have features that will protect occupants in the case of collision accidents. These requirements are given in EN 15227.

# 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 10002-1, *Metallic materials — Tensile testing — Part 1: Method of test at ambient temperature*

EN 13749, *Railway applications — Wheelsets and bogies — Methods of specifying structural requirements of bogie frames*

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

〈A1〉

EN 16404:2014, *Railway applications — Re-railing and recovery requirements for railway vehicles* 〈A1〉