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Railway applications - Methods for calculation of stopping and slowing distances and immobilization braking - Part 1: General algorithms utilizing mean value calculation for train sets or single vehicles

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. 04/16

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English Version

Railway applications - Methods for calculation of stopping and slowing distances and immobilization braking - Part 1: General algorithms utilizing mean value calculation for train sets or single vehicles

Applications ferroviaires - Méthodes de calcul des distances d'arrêt, de ralentissement et d'immobilisation - Partie 1 : Algorithmes généraux utilisant le calcul par la valeur moyenne pour des rames ou des véhicules isolés

Bahnanwendungen - Verfahren zur Berechnung der Anhalte- und Verzögerungsbremswege und der Feststellbremsung - Teil 1: Allgemeine Algorithmen für Einzelfahrzeuge und Fahrzeugverbände unter Berücksichtigung von Durchschnittswerten

This European Standard was approved by CEN on 27 June 2015.

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Contents

Page

European foreword 4

Introduction 4

1 Scope 6

2 Normative references 6

3 Definitions, symbols and abbreviations 6
3.1 Terms and definitions 6
3.2 Symbols and indices 8

4 Stopping and slowing distances calculation 11
4.1 General 11
4.2 Accuracy of input values 11
4.3 General characteristics 11
4.3.1 Train formation 11
4.3.2 Characteristics of a train 12
4.4 Brake equipment type characteristics 14
4.4.1 General 14
4.4.2 Tread braking 15
4.4.3 Disc braking 15
4.4.4 Forces of friction brake (tread brake) equipment 16
4.4.5 Forces of friction brake (disc brake) equipment 21
4.4.6 Mean dynamic coefficient of friction (μ_m) tread and disc brakes 25
4.4.7 Brake forces of other brake equipment types 25
4.4.8 Time characteristics 34
4.4.9 Blending concept 37
4.4.10 Sharing, proportioning of the brake forces - achieved forces 38
4.5 Initial and operating characteristics 38
4.5.1 Gradient of the track 38
4.5.2 Initial speed 39
4.5.3 Coefficient of adhesion 39
4.5.4 Level of the brake demand 40
4.5.5 Quantity of each brake equipment type available 40
4.5.6 Calculation in degraded conditions 40
4.6 Total decelerating force at train level 40
4.7 External forces 41
4.7.1 Gradient 41
4.7.2 Wind force on the train 41
4.7.3 Train resistance 41
4.8 Stopping and slowing distance calculation based on mean values 42
4.8.1 General 42
4.8.2 Mean braking force with respect to the distance 42
4.8.3 Equivalent deceleration (a_e) based on mean forces 42
4.8.4 Mean decelerations supplied by each braking force ($\overline{a_i}$) 43
4.8.5 Equivalent free run distance (s_0) 43
4.8.6 Stopping and slowing distance on level track (s) 44
4.8.7 Stopping and slowing distance on a gradient (s_{grad}) 44

4.8.8 Other specific formulae for the calculation of stopping distance **45**
4.9 Supplementary dynamic calculations **45**
4.9.1 General **45**
4.9.2 Mass to be braked (m_B) **46**
4.9.3 Braking energy **46**
4.9.4 Maximum braking power of each brake equipment type **48**
4.9.5 Maximum specific power flux for each type of friction brake **48**
4.10 Specific expressions of braking performance **49**
4.10.1 General **49**
4.10.2 Braked weight percentage (λ) **49**
4.10.3 Braked weight **49**
4.10.4 Braking ratio **49**
4.10.5 Equivalent brake force **49**

5 Immobilization brake calculation **49**
5.1 General **49**
5.2 General characteristics **49**
5.3 Static coefficient of friction **50**
5.4 Train and operating characteristics **50**
5.5 Immobilization force provided by equipment type **50**
5.5.1 General **50**
5.5.2 Force of a screw hand brake (Tread brake) **51**
5.5.3 Force of a screw hand brake (Disc brake) **51**
5.5.4 Force of a tread brake unit **51**
5.5.5 Force of a disc brake unit arrangement **52**
5.5.6 Force of a permanent magnetic track brake **52**
5.6 Immobilization force for each axle **53**
5.7 Total immobilization force per train **53**
5.8 Immobilization safety factor **54**
5.9 Coefficient of adhesion required by each braked axle **54**
5.10 Maximum achievable gradient **55**

Annex A (informative) **Workflow of stopping and slowing distance calculation method** **56**

Annex B (informative) **Workflow of immobilization calculations** **58**

Annex C (informative) **Brake equipment type example calculations** **59**

Annex D (informative) **Train stopping distance and immobilization brake calculation example** **71**

D.1 General **71**

D.2 Train stopping calculations **72**

D.3 Train stopping calculations on a gradient **74**

D.4 Train immobilization (parking) brake calculations **74**

Annex E (informative) **Development of the formula for the mean brake force with respect to the braking distance** **76**

Annex F (informative) **Slowing or stopping distance calculation using alternative method of equivalent response time calculation as French Railway requirements in particular for trains operating in 'G' position** **77**

Annex ZA (informative) **Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC** **79**

Bibliography **82**

European foreword

This document (EN 14531-1:2015) 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 2016, and conflicting national standards shall be withdrawn at the latest by June 2016.

This document supersedes EN 14531-1:2005.

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.

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

This series of European standards EN 14531, *Railway applications — Methods for calculation of stopping and slowing distances and immobilization braking* consists of:

— *Part 1: General algorithms utilizing mean value calculation for train sets or single vehicles*;

— *Part 2: Step-by-step calculations for train sets or single vehicles*.

The two parts are interrelated and should be considered together when conducting the step-by-step calculation of stopping and slowing distances.

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.

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, 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

This European Standard describes a common calculation method for railway applications. It describes the general algorithms utilizing mean value calculation for use in the design and validation of brake equipment and braking performance for all types of train sets and single vehicles. In addition the algorithms provide a means of comparing the results of other braking performance calculation methods.

EN 14531 was originally planned to have six parts covering the calculation methodology to be used when conducting calculations relating to the braking performance of various types of railway vehicles under the heading EN 14531, Railway applications – Methods for calculation of stopping, slowing distances and immobilization braking. The six parts were as follows:

— Part 1: General algorithms

— Part 2: Application to single freight wagon

— Part 3: Application to mass transit (LRV's and D- and E- MU's)

— Part 4: Application to single passengers coach

— Part 5: Application to locomotive

— Part 6: Application to high speed trains

EN 14531-1 was originally published in 2005 followed by EN 14531-6 which was published in 2009.

Following the above it was decided that a common methodology could be used for Parts 2 to 5 and this should be contained under a revised version of Part 1 with a title of *Railway applications — Methods for calculation of stopping and slowing distances and immobilisation braking — Part 1: General algorithms utilizing mean value calculation for train sets or single vehicles* while revising Part 6 to be Part 2 with the title of *Railway applications - Methods for calculation of stopping and slowing distances and immobilization braking - Part 2: Step by step calculations for train sets or single vehicles*.

EN 14531-1:2005 and EN 14531-6:2009 are referenced in the current technical specifications for interoperability (TSIs) (Freight wagons and locomotive and passenger rolling stock (RST)). The tables of the Annex ZA give the equivalence of the TSI referenced clauses of the original EN 14531 series to the clauses of this issue of EN 14531-1 and EN 14531-2.

1 Scope

This European Standard describes general algorithms for the brake performance calculations to be used for all types of train sets, units or single vehicles, including high speed, locomotive and passenger coaches, conventional vehicles and wagons.

This European Standard does not specify the performance requirements. It enables the estimation and/or comparison by calculation of the various aspects of the performance: stopping or slowing distances, dissipated energy, power, force calculations and immobilization braking.

If it is required to validate, verify or assess braking performance it is recommended that a more detailed calculation is performed in accordance with EN 14531-2, i.e. a step by step calculation.

This European Standard contains generic examples of the calculation of brake forces for individual brake equipment types and calculation of stopping distance and immobilization braking relevant to a train (see Annexes C and D).

2 Normative references

The following referenced 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 14067-4, *Railway applications - Aerodynamics - Part 4: Requirements and test procedures for aerodynamics on open track*

EN 14478, *Railway applications - Braking - Generic vocabulary*

EN 14531-2, *Railway applications – Methods for calculation of stopping and slowing distances and immobilisation braking – Part 2: Step by step calculations for trains or single vehicles*

prEN 15328, *Railway applications - Braking - Brake pads*

EN 16452, *Railway applications – Braking – Brake blocks*

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

koniec náhľadu – text ďalej pokračuje v platenej verzii STN