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Railway applications - Braking - Passenger coach test procedure

Táto norma obsahuje anglickú verziu európskej normy.  
This standard includes the English version of the European Standard.

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## Railway applications - Braking - Passenger coach test procedure

Applications ferroviaires - Freinage - Procédure d'essai  
des voitures voyageurs

Bahnanwendungen - Bremsen - Prüfverfahren für  
Reisezugwagen

This European Standard was approved by CEN on 15 February 2018.

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**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

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**EN 17065:2018 (E)****European foreword**

This document (EN 17065:2018) 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of an identical text or by endorsement, at the latest by December 2018, and conflicting national standards shall be withdrawn at the latest by December 2018.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN 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.

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

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, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## 1 Scope

This document specifies test methods and acceptance criteria for a brake system used in passenger coaches including driving trailers for use in general operation.

This document is applicable to all new passenger coaches including driving trailers, which are designed for general operation in the European conventional rail system network in accordance with EN 14198.

This document does not cover the homologation tests of any brake component.

## 2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 14198, *Railway applications — Braking — Requirements for the brake system of trains hauled by locomotives*

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

EN 14531-1, *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*

EN 14531-2, *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 14601, *Railway applications — Straight and angled end cocks for brake pipe and main reservoir pipe*

EN 15220, *Railway applications — Brake indicators*

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

EN 15877-2:2013, *Railway applications — Markings of railway vehicles — Part 2: External markings on coaches, motive power units, locomotives and on track machines*

EN 16207, *Railway applications — Braking — Functional and performance criteria of Magnetic Track Brake systems for use in railway rolling stock*

EN 16334, *Railway applications — Passenger Alarm System — System requirements*

prEN 16834, *Railway applications — Braking — Brake performance*

**koniec náhľadu – text ďalej pokračuje v platenej verzii STN**