ICS 45.060.10 SLOVENSKÁ TECHNICKÁ NORMA Január 2020

STN	**Dráhové aplikácie Koľajové vozidlá Špecifikácia a overovanie spotreby energie**	**STN EN 50591 34 1513**

Railway Applications - Rolling Stock - Specification and verification of energy consumption

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. 12/19

Obsahuje: EN 50591:2019

Oznámením tejto normy sa od 02.08.2022 ruší
STN P CLC/TS 50591 (34 1513) z apríla 2014

130026

EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN 50591

August 2019

ICS 45.060.10 Supersedes CLC/TS 50591:2013

English Version

Railway Applications - Rolling Stock - Specification and verification of energy consumption

Applications ferroviaires - Spécification et vérification de la consommation d'énergie pour le matériel roulant ferroviaire

Bahnanwendungen - Fahrzeuge - Spezifikation und Überprüfung des Energieverbrauchs

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European foreword

This document (EN 50591:2019) has been prepared by CLC/SC 9XB “Electrical, electronic and electromechanical material on board rolling stock, including associated software” with contribution of UNIFE-UIC TECREC 100_001.

The following dates are fixed:

— latest date by which the existence of this document has to be announced at national level	(doa)	2019-11-02
— latest date by which this document has to be implemented at national level by publication of an identical national standard or by endorsement	(dop)	2020-02-02
— latest date by which the national standards conflicting with this document have to be withdrawn	(dow)	2022-08-02

This document supersedes CLC/TS 50591:2013.

The main changes in this edition compared to CLC/TS 50591:2013 are the adoption of existing CLC/TS 50591 enquiry comments, the harmonization with results from the European Lighthouse Project Roll2Rail and the inclusion of an HVAC energy quantification method. Since separate methods for traction and HVAC energy quantification are described, the document structure had to be revised.

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For the relationship with EU Directive(s) see informative Annex ZZ, which is an integral part of this document.

EN 50591:2019

1 Scope

The purpose of this document is to support rolling stock procurement, especially life cycle cost (LCC) assessment.

This document is applicable to the specification and verification of energy consumption of railway rolling stock. It establishes a criterion for the energy consumption of rolling stock to calculate the total net energy consumed, either at current collector or from the fuel tank, over a predefined service profile, to ensure that the results are directly comparable or representative of the real operation of the train. For this purpose, this document considers the energy consumed and regenerated by the rolling stock. The determination methods covered are the simulation and the measurement.

This document provides the framework that gives guidance on the generation of comparable energy performance values for trains and locomotives on a common basis and thereby supports benchmarking and improvement of the energy efficiency of rail vehicles.

This document does not cover the comparison of energy consumption with other modes of transportation, or even for comparison between diesel and electric traction, covering only the energy consumption of the railway rolling stock itself.

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 13129:2016, *Railway applications – Air conditioning for main line rolling stock – Comfort parameters and type tests*

EN 15663:2017+A1:2018, *Railway applications – Vehicle reference masses*

EN 50163:2004, *Railway applications – Supply voltages of traction systems*

EN 50388:2012, *Railway Applications – Power supply and rolling stock – Technical criteria for the coordination between power supply (substation) and rolling stock to achieve interoperability*

EN 50463-1:2017, *Railway applications – Energy measurement on board trains – Part 1: General*

EN 50463-2:2017, *Railway applications – Energy measurement on board trains – Part 2: Energy measuring*

UIC leaflet 552, *Electrical power supply for trains – Standard technical characteristics of the train line* (10th edition, June 2005)