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Interested committees:

Title: Draft BS EN 15663 Railway applications - Vehicle reference masses

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Introduction

This draft standard is based on European discussions in which the UK has taken an active part. Your comments on this draft are welcome and will assist in the preparation of the consequent British Standard. Comment is particularly welcome on national, legislative or similar deviations that may be necessary.

Even if this draft standard is not approved by the UK, if it receives the necessary support in Europe, the UK will be obliged to publish the official English Language text unchanged as a British Standard and to withdraw any conflicting standard.

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Please indicate whether you consider the UK should submit a negative (with reasons) or positive vote on this draft.

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Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	(7)
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/ Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

English Version

Railway applications - Vehicle reference masses

Applications ferroviaires - Définition des masses de
référence des véhicules

Bahnanwendungen - Definition der
Fahrzeugreferenzmassen

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 256.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

This draft European Standard was established by CEN in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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European foreword

This document (prEN 15663:2015) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This European Standard aims to support the TSIs and European Standards on the calculation of vehicle masses.

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 document will supersede EN 15663:2009.

The main changes with respect to the previous edition are listed below:

- a) general editorial reordering of clauses and text;
- b) new sub-clause 3.2 for abbreviations;
- c) new requirements for standing areas in gangways between vehicles in Clause 6;
- d) new treatment of wheelchair loadings in Clauses 6 and 7;
- e) permitted variations in standing passenger loadings redefined;
- f) new recommendations for the determination of the centre of gravity in 7.1;
- g) new Annex B for application of EN 15663 reference masses in other European Standards.

Introduction

To define the design, testing and operation of vehicles in general and their main constituent parts it is necessary to clearly specify the associated states of loading. This European Standard provides such a set of vehicle reference masses and describes how each is derived.

1 Scope

The purpose of this European Standard is to define a set of reference masses for specifying the requirements for the design, testing, acceptance, marking, delivery and operation of rail vehicles.

The reference masses defined in this European Standard are as follows:

- dead mass;
- design mass in working order;
- design mass under normal payload;
- design mass under exceptional payload;
- operational mass in working order;
- operational mass under normal payload;

These reference masses are defined with respect to the whole vehicle, but they can also apply to a specific system or component.

The specification of values for tolerances applicable to reference masses is not in the scope of this standard. Tolerances may be required by an application standard.

2 Normative references

Not applicable.

3 Terms and definitions

3.1 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1.1

mass increment

quantity added to or subtracted from the vehicle mass

Note 1 to entry: Examples are staff, consumables and wear allowances.

3.1.2

payload

mass increment for the load carried by the vehicle (passengers, luggage or cargo)

Note 1 to entry: Typically a load from which revenue is derived.

3.1.3

luggage compartment

closed area, for the carriage of luggage and goods, which is not intended for the transport of passengers

3.1.4

luggage area

location in a passenger saloon or vestibule provided to store luggage

Note 1 to entry: Overhead racks are not regarded as luggage areas.

3.1.5

passenger area

area inside the vehicle dedicated for transporting passengers

Note 1 to entry: Passenger areas do not include catering areas.

3.1.6

catering area

area set aside for passengers for the purchase or consumption of catering services (e.g. buffet, bar or bistro)

3.1.7

standing area

unobstructed part of either a passenger area or a catering area which can be used by standing passengers (e.g. vestibules, aisles, corridors, stairways ...)

3.1.8

normal seat

permanent seat in a passenger or catering area

3.1.9

tip up seat

folding seat fixed to a wall or partition for temporary use

3.2 Abbreviations

For the purposes of this document, the following two and three letter abbreviations are derived as follows:

The first letter denotes the type of vehicle mass:

M the total vehicle Mass

P mass increment (Payload, consumables, staff, wear allowance)

The second letter denotes the type of payload or mass increment:

U dead mass i.e. Underlying mass

C Consumables (including staff and wear allowance)

V in working order (Vide)

N Normal

X eXceptional

The third letter denotes the condition that is required (see 4.1):

D Design condition

O Operational condition

Where the third letter is omitted, the mass or payload applies to all conditions.

NOTE The unused letters of the alphabet are available for application standards to use to denote a particular service condition derived from the references masses defined in this document.