

BS EN 15153-1:2013



BSI Standards Publication

Railway applications — External visible and audible warning devices for trains

Part 1: Head, marker and tail lamps

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National foreword

This British Standard is the UK implementation of EN 15153-1:2013. It supersedes BS EN 15153-1:2007 which is withdrawn.

The UK committee draws users' attention to the distinction between normative and informative elements, as defined in Clause 3 of the CEN/CENELEC Internal Regulations, Part 3.

Normative: Requirements conveying criteria to be fulfilled if compliance with the document is to be claimed and from which no deviation is permitted.

Informative: Information intended to assist the understanding or use of the document. Informative annexes do not contain requirements, except as optional requirements, and are not mandatory. For example, a test method may contain requirements, but there is no need to comply with these requirements to claim compliance with the standard.

When rounded values require unit conversion for use in the UK, users are advised to use equivalent values rounded to the nearest whole number. The use of absolute values for converted units should be avoided in these cases. For example:

190 km/h has an equivalent value of 120 mile/h

The UK participation in its preparation was entrusted by Technical Committee RAE/4, Railway Applications – Rolling stock systems, to Subcommittee RAE/4/-7, Railway Applications – Lighting.

A list of organizations represented on this committee can be obtained on request to its secretary.

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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Compliance with a British Standard cannot confer immunity from legal obligations.

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English Version

Railway applications - External visible and audible warning devices for trains - Part 1: Head, marker and tail lamps

Applications ferroviaires - Dispositifs externes
d'avertissement optiques et acoustiques pour les trains -
Partie 1: Signaux de face avant, signaux d'extrémité avant
et signaux de face arrière

Bahnanwendungen - Optische und akustische
Warneinrichtungen für Schienenfahrzeuge - Teil 1:
Fernlichter, Spitzensignale und Zugschlussignale

This European Standard was approved by CEN on 27 October 2012.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists 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.

CEN members are the national standards bodies of 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 United Kingdom.



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Foreword

This document (EN 15153-1:2013) 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 July 2013, and conflicting national standards shall be withdrawn at the latest by July 2013.

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 supersedes EN 15153-1:2007.

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(s).

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

The main changes with respect to the previous edition are:

- technical requirements have been brought in line with the conventional TSIs, and
- requirements have been revised to permit new technologies.

This series of documents *Railway applications — External visible and audible warning devices for trains* consists of the following parts:

- *Part 1: Head, marker and tail lamps* (the present document);
- *Part 2: Warning horns*.

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 was produced following a review of EN 15153-1:2007 to incorporate the requirements of rolling stock TSIs.

1 Scope

This European Standard defines the functional and technical requirements for head, marker and tail lamps for trains, including high speed and conventional rail, but excluding road, metro and self-contained systems.

This European Standard also defines the requirements for testing and conformity assessment.

Portable lamps are excluded from the scope of this European Standard.

2 Normative references

The following 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.

prEN 16186-1, *Railway applications — Driver's cab — Part 1: Visibility, layout, access*

CIE 15, *Colorimetry*¹⁾

CIE 69, *Methods of characterizing illuminance meters and luminance meters; performance, characteristics and specifications*¹⁾

CIE 70, *The measurement of absolute luminous intensity distributions*¹⁾

ISO 11664-1 (CIE S 014-1/E), *Colorimetry — Part 1: CIE standard colorimetric observers*¹⁾

NOTE ISO 11664-1 was previously published as ISO 10527:2007, which has been withdrawn.

3 Terms and definitions

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

3.1

high speed train

train which is designed to operate at speeds equal to or greater than 190 km/h

Note 1 to entry: This includes Class 1 and Class 2 high speed trains as defined in the HS RST TSI.

3.2

conventional train

train which is designed to operate at a maximum speed lower than 190 km/h and designed to travel on all or part of the conventional lines of the TEN (Trans-European rail system Network)

Note 1 to entry: See also CR LOC&PAS TSI, §2.1 (Locomotives and Passenger Rolling Stock).

3.3

head lamp

device fitted to the front of the train that emits white light, intended to provide visual warning of an approaching train, and/or to illuminate the lineside

1) Available from: International Commission of Illumination, CIE Central Bureau, Kegelgasse 27, A-1030 Wien.