

Referência	Título / Campo de Aplicação	Emissor	Data de adoção	Observações
EN 12080:2007	Railway applications - Axleboxes - Rolling bearings	CEN/TC256	2008-03-13	
EN 12081:2007	Railway applications - Axleboxes - Lubricating greases	CEN/TC256	2008-03-13	
EN 12082:2007	Railway applications - Axleboxes - Performance testing	CEN/TC256	2008-03-13	
EN 13103:2009	Railway applications – Wheelsets and bogies – Non-powered axles – Design method	CEN/TC 256	2009-07-29	
EN 13104:2009	Railway applications – Wheelsets and bogies – Powered axles – Design method	CEN/TC 256	2009-07-29	
EN 13260:2009	Railway applications – Wheelsets and bogies – Wheelsets – Product requirements	CEN/TC 256	2009-07-29	
EN 13261:2009	Railway applications – Wheelsets and bogies – Axles – Product requirements	CEN/TC 256	2009-07-29	

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EN 13262:2004+A1:2008	Railway applications – Wheelsets and bogies – Wheels – Product requirement	CEN/TC 256	2009-04-29	
	<p>(...) specifies the characteristics of railway wheels for use on European networks. Four steel grades, ER6, ER7, ER8 and ER9 are defined in this standard. Some characteristics are defined according to a category 1 or a category 2. Category 1 is generally chosen when the train speed is higher than 200 Km/h. These categories can sometimes be subdivided, depending upon the characteristics. (...) is applicable to solid forged and rolled wheels which are made from vacuum degassed steel and have a chilled rim. They are to have already been used in commercial conditions on a European network in a significant quantity, or to have satisfied a technical approval procedure according to EN 13979-1 for their design.</p> <p><i>NOTE 1 The definition of other wheels may be found in other documents, such as UIC leaflets or ISO standards.</i></p> <p><i>NOTE 2 The technical approval procedure is not within the scope of this standard.</i></p> <p><i>NOTE 3 "Rim-chilled" describes heat treatment of the rim, the aim of which is to harden the rim and to create compressive residual stresses in the rim.</i></p>			
EN 13715:2006	Railway applications – Wheelsets and bogies – Wheels – Wheels tread	CEN/TC256	2006-05-10	
EN 13848-1:2003 +A1:2008	Railway applications – Track – Track geometry quality Part 1: Characterisation of track geometry	CEN/TC 256	2008-11-28	
	<p>(...) specifies the requirements for the homologation of track geometry quality parameters as measured by various measuring devices. These measuring devices are described in Parts 2, 3, 4 of the standard. (...) applies to all track geometry parameters including track gauge, longitudinal level, alignment, cross level (cant/ superelevation) and twist. It defines each parameter and specifies the requirements for measurement, the analysis methods and the presentation of results.</p>			

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EN 14531-1:2005	Railway applications – Methods for calculation of stopping distances, slowing distances and immobilization braking Part 1: General algorithms	CEN/TC256	2005-07-04	
	<p>(...) specifies a general algorithm to be used in any type of vehicle application. It enables the calculation of the various aspects of the performance: stopping or slowing distances, dissipated energy, force calculations, immobilization braking.</p> <p>Typical examples of calculations for freight wagon, coach and locomotive are given in Parts 2 to 6 of this European Standard.</p> <p>NOTE (...) does not specify the performance requirements which can be found in the different standards specified in Clause 2.</p> <p>(...) enables the verification that the design respects the requirements according to the railway application type.</p>			
EN 14535-1:2005	Railway applications – Brake discs for railway rolling stock Part 1: Brake discs~pressed or shrunk onto the axle or drive shaft, dimensions and quality requirements	CEN/TC256	2006-05-10	
	<p>(...) specifies requirements for the design, dimensions, performance, and testing of the brake disc, hereafter called "disc". (...) applies to discs secured at the axle or drive-shaft of railway rolling stock by a cylindrical or conic tapered interference fit.</p> <p>For each discrete unit so fitted, one or more disc brake rings, each having two axially separated friction faces, may be deployed.</p> <p>(...) applies to discs designed to be fitted to rail vehicles used on the main national networks, urban networks, underground railways, trams and private networks (regional railways, company railways etc.).</p> <p><i>NOTE (...) should be used in association with the standards prEN 15328 and CEN/TC 256 N 185 covering brake linings.</i></p>			
EN 14601:2005	Railway applications – Straight and angled end cocks for brake pipe and main reservoir pipe	CEN/TC256	2005-07-04	
	<p>(...) is applicable to manually operated end cocks designed to cut-off the brake pipe and the main reservoir pipe of the air brake and compressed air system of rail vehicles; without taking the type of vehicles and track-gauge into consideration.</p> <p>(...) specifies requirements for the design, dimensions, testing and certification (qualification and/or homologation), and marking.</p>			
EN 14865-1:2009	Railway applications – Axlebox lubricating greases Part 1: Method to test the ability to lubricate	CEN/TC 256	2009-07-29	

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EN 14865-2:2006 EN 14865-2:2006+A1:2009	Railway applications – Axlebox lubricating greases Part 2: Method to test the mechanical stability to cover vehicle speeds up to 200 Km/h (...) specifies a test method and sets the acceptance criteri for the determination of the mechanical stability of lubricating greases intended for the lubrication of axlebox bearings accordind to EN 12081. In the test, impacts are applied to the lubricating grease so that only very stable lubricating greases will perform acceptably. The method is used in a discrimination process for finding lubricating greases of such mechanical stability that they are considered accepted lubricating greases for more extensive performance tests according to EN 12082. For purposes of quality assurance and quality control, this test method is also used for batch testing of lubricating greases.	CEN/TC 256	2006-05-10 2009-08-20	
EN 15220-1:2008	Railway applications – Brake indicators Part 1: Pneumatically operated brake indicators	CEN/TC 256	2009-02-27	
EN 15355:2008	Railway applications – Braking – Distributor valves and distributor-isolating devices	CEN/TC 256	2009-02-27	
EN 15461:2008	Railway applications – Noise emission – Characterisation of the dynamic propertiesof track sectionsfor pass by noise measurements (...) specifies a method for characterizing the dynamic behaviour of the structure of a track relative to its contribution to the sound radiation associated with the rolling noise. (...) describes a method for: <ul style="list-style-type: none"> a) acquiring data on mechanical frequency response functions on a track; b) processing measurement data in order to calculate an estimate of the vibration decay rates along the rails in an audible frequency range associated with the rolling noise; c) presenting this estimate for comparison with the lower limits of the decay rates. It is applicable for evaluating the performance of sections of reference tracks for measuring railway vehicle noise within the framework of official approval tests. The method is not applicable for characterizing the vibration behaviour of tracks on loadbearing structures such as bridges or embankments.	CEN/TC 256	2008-05-12	

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EN 15528:2008	Railway applications – Line categories for managing the interface between load limits of vehicles and infrastructure	CEN/TC 256	2008-06-30	
	<p>(...) describes methods of classification of existing and new railway lines and the categorisation of vehicles. (...) specifies the technical requirements for ensuring the compatibility of the interface between vehicle and infrastructure. The standard is suitable for use on freight, passenger and mixed traffic lines and contains requirements relevant to:</p> <ul style="list-style-type: none"> ➤ classification of the vertical load carrying capacity of railway infrastructure; ➤ design of railway vehicles; ➤ determination of payload limits of freight wagons. <p>A summary of the classification of infrastructure and categorisation of vehicles is given in Annex B.</p> <p>The assessment of the vertical load carrying capacity of civil engineering structures, track, sub-grade and earthworks by the use of the load models defined in Annex A permits the classification of infrastructure into line categories.</p> <p>(...) identifies on which lines vehicles compatible to the infrastructure under normal operation conditions without further checks are regarding vertical load effects.</p> <p>The methodology described in this European Standard is not valid for high speed rail traffic. Tilting traffic and the working of rail mounted plant and cranes etc. are also outside the scope of this European Standard. (...) does not cover the system used in Great Britain, where all lines and vehicles are to be classified in accordance with this European Standard is given in Annex C.</p> <p>(...) does not cover requirements relating to the maximum total mass or maximum length of a train.</p> <p>The requirements of this European Standard do not replace regulations to e.g. dynamic wheel/rail contact force limits, vehicle ride considerations, vehicle structural design limitations etc.</p>			
EN 15551:2009	Railway applications – Railway rolling stock – Buffers	CEN/TC 256	2009-07-29	
EN 15566:2009	Railway applications – Railway rolling stock – Draw gear and screw coupling	CEN/TC 256	2009-05-27	
EN 15595:2009	Railway applications – Braking – Wheel slide protection	CEN/TC 256	2009-06-29	

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EN 15611:2008	Railway applications – Braking – Relay valves	CEN/TC 256	2009-04-29	
EN 15612:2008	Railway applications – Braking- Brake pipe accelerator valve	CEN/TC 256	2009-04-29	
EN 15624:2008	Railway applications – Braking – Empty-loaded changeover devices	CEN/TC 256	2009-02-27	
EN 15625:2008	Railway applications – Braking – Automatic variable load sensing devices	CEN/TC 256	2009-02-27	