

Railway applications — Braking — Requirements for the brake system of coaches

The European Standard EN 15179:2007 has the status of a
British Standard

ICS 45.060.20

National foreword

This British Standard is the UK implementation of EN 15179.

EN 15179 has been drafted to support the rolling stock technical specification for interoperability (TSI) for passenger coaches and carriages. The scope of EN 15179 is limited to coaches and carriages interchanged under the RIC (Regolamento Internazionale Carrozze — an agreement governing the exchange and use of coaches in international traffic) arrangements, and as such is not warranted to be compatible with coaches used solely in the UK. The UK has not used the UIC air brake as the basis for the brake system design and there are a significant number of references to UIC leaflets, for which the suitability for use in the UK has not been verified. These leaflets represent historical best practice on railways that have used UIC (Union International des Chemins de Fer — the International Union of Railways) practice, and in some cases these leaflets are not up-to-date. Users should be aware of the requirements of the TSI before making use of EN 15179.

Annex E has been produced specifically to support the application of this standard in the UK.

The UK participation in its preparation was entrusted to Technical Committee RAE/2, Railway track components.

A list of organizations represented on RAE/2 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.

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

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