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Railway applications — Vehicle reference masses

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Contents

Page

Foreword ... **iv**
Introduction ... **v**
1 Scope ... **1**
2 Normative references ... **1**
3 Terms and definitions ... **1**
4 Symbols ... **3**
5 Calculation of vehicle reference masses ... **4**
5.1 General ... 4
5.2 Vehicle categories ... 5
5.3 Dead mass ... 5
5.4 Payload states ... 5
5.5 Reference masses ... 6
5.6 Special purpose mass definitions and payload states ... 7
6 Consumables, staff and wear allowance ... **7**
7 Standing area calculation ... **8**
8 Payloads ... **8**
8.1 Passenger vehicles (M-I and M-II) ... 8
8.2 Freight vehicles (M-III) ... 9
Annex A (normative) **Payload parameters for mean population mass levels** ... **10**
Annex B (normative) **Provisions on symbols and indices** ... **12**
Annex C (informative) **Historically used abbreviated terms** ... **13**
Annex D (informative) **Densities** ... **14**
Annex E (informative) **Example for adapted standing area calculation parameters** ... **15**
Bibliography ... **16**

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Foreword

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This document was prepared by Technical Committee ISO/TC 269, *Railway applications*, Subcommittee SC 2, *Rolling stock*.

Any feedback or questions on this document should be directed to the user’s national standards body. A complete listing of these bodies can be found atwww.iso.org/members.html.

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Introduction

This document provides a set of vehicle reference masses and describes how each is derived. These reference masses can be used as a clear and unique specification of the load conditions of rail vehicles in relation to dimensioning, design, testing, acceptance, marking, delivery, operation, maintenance, etc. This document does not specify for which cases a defined reference mass is applied. The determination of how these reference masses are applied is governed by the corresponding application standards or specifications.

The reference masses are determined from the parameters described in the document (see 5.1), and their default values. If the default values are not applicable for certain vehicles, specific reference masses may, where justified, be chosen from a range of values given in brackets. The corresponding vehicle specification identifies where specific values are used instead of default values. In this sense, the reference masses, whether based on default values or on specific values, are consistent for all applications which use them.

This document does not supersede mass definitions in application standards. As such, application standards can provide their own mass definitions (special purpose masses). To align these mass definitions in application standards, such special purpose mass definitions should stay within the framework of the specifications described in this document.

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Railway applications — Vehicle reference masses

1 Scope

This document provides reference masses for specifying the requirements for rail vehicles.

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

This document does not supersede mass or payload conditions which are specified in application standards.

This document is applicable for all types of rail vehicles.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

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

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

3.1
mass increment
quantity added to or subtracted from the vehicle mass

EXAMPLE *Payload* (3.2), staff, consumables, *wear allowance* (3.10).

3.2
payload
mass increment (3.1) for the load carried by the vehicle (passengers, luggage or cargo)

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

3.3
luggage compartment
closed area that is intended for the carriage of luggage and goods, and not for the transport of passengers

3.4
luggage area
low-level location or unit in a passenger saloon or vestibule provided to store luggage

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

3.5
passenger area
dedicated area inside the vehicle for transporting passengers

Note 1 to entry: *Catering areas* (3.6) are not regarded as passenger areas.

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