

ISO 3095:2025-09 (E)

Railway applications - Acoustics - Measurement of noise emitted by railbound vehicles

Contents		Page
Foreword		vi
Introduction		vii
1	Scope	1
2	Normative references	1
3	Terms and definitions	2
3.1	General definitions	2
3.2	Definitions of track properties	3
3.3	Definitions of acoustic measurement quantities	4
3.4	Definitions for noise from parked trains	6
4	Instrumentation and calibration	6
4.1	Instrumentation	6
4.2	Calibration	7
5	Stationary test	7
5.1	General	7
5.2	Environmental conditions	7
5.2.1	Acoustical environment	7
5.2.2	Meteorological conditions	8
5.2.3	Background sound pressure level	8
5.3	Track conditions	8
5.4	Vehicle conditions	9
5.4.1	General	9
5.4.2	Normal operating conditions	9
5.4.3	Additional operating conditions	10
5.5	Measurement positions	10
5.5.1	Standard measurement positions	10
5.5.2	Additional measurement positions	11
5.6	Measured quantities	11
5.7	Test procedure	11
5.8	Data processing	12
5.8.1	Standard processing	12
5.8.2	Additional processing	12
6	Constant speed test	13
6.1	Environmental conditions	13
6.1.1	Acoustical environment	13
6.1.2	Meteorological conditions	14
6.1.3	Background sound pressure level	14
6.2	Track conditions	14
6.2.1	General	14
6.2.2	Geometry of the line	14
6.2.3	Track superstructure	15
6.2.4	Track quality	15
6.2.5	Acoustic rail roughness of the test track	15
6.2.6	Dynamic properties of the test track	16
6.2.7	Special conditions	17

6.3	Vehicle conditions	17
6.3.1	General	17
6.3.2	Normal operating conditions	18
6.3.3	Occupancy and load	18
6.3.4	Wheel tread conditioning	19
6.3.5	Train composition (adjacent vehicles)	19
6.4	Measurement positions	20
6.4.1	Standard measurement positions	20
6.4.2	Additional measurement positions	21
6.5	Measured quantities	21
6.6	Test procedure	21
6.6.1	General	21
6.6.2	Pass-by speeds	21
6.6.3	Recording and measurement time intervals	21
6.7	Data processing	24
6.7.1	Standard processing	24
6.7.2	Additional processing	24
7	Acceleration test from standstill	24
7.1	General	24
7.2	Environmental conditions	25
7.2.1	Acoustical environment	25
7.2.2	Meteorological conditions	25
7.2.3	Background sound pressure level	25
7.3	Track conditions	25
7.4	Vehicle conditions	26
7.4.1	General	26
7.4.2	Normal operating conditions	27
7.4.3	Occupancy and load	27
7.5	Maximum level method	27
7.5.1	Measurement positions	27
7.5.2	Measured quantities	29
7.5.3	Test procedure	30
7.5.4	Data processing	30
7.6	Averaged level method	30
7.6.1	Measurement positions	30
7.6.2	Measurement quantity	31
7.6.3	Test procedure	31
7.6.4	Data processing	31
8	Braking test	32
8.1	General	32
8.2	Environmental conditions	32
8.2.1	Acoustical environment	32
8.2.2	Meteorological conditions	32
8.2.3	Background sound pressure level	32
8.3	Track conditions	33
8.4	Vehicle conditions	33
8.4.1	General	33
8.4.2	Normal operating conditions	34
8.4.3	Occupancy and load	34
8.4.4	Braking modes	34
8.5	Measurement positions	34
8.6	Measurement quantity	35
8.7	Test procedure	35
8.8	Data processing	35
8.8.1	Standard processing	35
8.8.2	Additional processing	36
9	Quality of the measurements	36
9.1	General	36

9.2	Deviations from the requirements	36
9.3	Measurement tolerances	36
9.4	Measurement spread	36
9.5	Measurement uncertainties	36
10	Test report	37
Annex A (normative) Method to characterize the impulsive character of the noise		38
Annex B (normative) Tests at constant speed -- Special cases		41
Annex C (informative) Track influence on the pass-by test result		45
Annex D (normative) Method to assess acceptable small deviations from acoustic rail roughness requirements		61
Annex E (informative) Guidance for urban rail vehicles measurement		63
Annex F (informative) Additional measurements		65
Annex G (informative) Quantification of measurement uncertainties according to ISO/IEC Guide 98-3:2008[1]		71
Annex H (informative) Noise from parked trains		76
Annex I (informative) Data processing for tonal noise assessment at standstill		86
Bibliography		89