ICS 21.260, 45.080, 45.120 PREDBEŽNÁ SLOVENSKÁ TECHNICKÁ NORMA August 2021

STN P	**Železnice Manažérstvo trenia medzi kolesom a koľajnicou Časť 1-2: Zariadenie a aplikácia Materiály na povrchu koľajníc**	**STN P CEN/TS 15427-1-2** 28 2237

Railway applications - Wheel/Rail friction management - Part 1-2: Equipment and Application - Top of Rail materials

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 07/21

Táto predbežná STN je určená na overenie. Pripomienky zasielajte ÚNMS SR najneskôr do 31. 12. 2022.

Obsahuje: CEN/TS 15427-1-2:2021

133072

TECHNICAL SPECIFICATION

SPÉCIFICATION TECHNIQUE

TECHNISCHE SPEZIFIKATION

CEN/TS 15427-1-2

January 2021

ICS 21.260; 45.080; 45.120

English Version

Railway applications - Wheel/Rail friction management - Part 1-2: Equipment and Application - Top of Rail materials

Applications ferroviaires - Gestion de la friction roue/rail - Partie 1-2 : Équipements et application - Matériaux de la surface du rail

Bahnanwendungen - Reibungsmanagement zwischen Rad und Schiene - Teil 1-2: Vorrichtungen und Anwendung - Behandlung der Schienenoberfläche

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Ref. No. CEN/TS 15427-1-2:2021 E

Contents

Page

European foreword **4**

Introduction **5**

1 Scope **6**

2 Normative references **6**

3 Terms and definitions **6**

4 General **7**
4.1 Purpose **7**
4.2 Application **8**

5 Requirements for trainborne equipment **8**
5.1 General **8**
5.2 Design of trainborne equipment **9**
5.3 Installation of trainborne equipment **9**
5.4 Operations, Inspection and maintenance **10**
5.5 Application **10**
5.6 Verification **11**

6 Requirements for trackside equipment **11**
6.1 General **11**
6.2 Design of trackside equipment **12**
6.3 Installation of trackside equipment **13**
6.4 Operations, inspection and maintenance **13**
6.5 Application **13**
6.6 Verification **13**

Annex A (informative) Types of Trainborne and Trackside Equipment **14**

A.1 Introduction **14**

A.2 Trainborne Equipment **14**

A.2.1 Fluid material application to the active interface **14**

A.2.2 Solid material application to the wheel **14**

A.3 Trackside Equipment **14**

A.3.1 Mechanically activated **14**

A.3.2 Hydraulically activated **14**

A.3.3 Electrically activated **14**

Annex B (informative) Guidance on approvals testing and verification **15**

B.1 General **15**

B.2 System – Equipment and materials **16**

B.2.1 Baselining **16**

B.2.2 Trials **16**

B.2.3 Measure Effectiveness **16**

B.2.4 Monitoring ... **17**
B.2.5 Outcome of trial ... **17**
Annex C (informative) Good Practice for trainborne equipment ... **18**
C.1 Reasons for installing trainborne equipment ... **18**
C.2 Determination of equipment position ... **18**
C.3 Inspection and Maintenance ... **18**
Annex D (informative) Installation and maintenance good practice for trackside equipment ... **20**
D.1 Selecting locations for trackside equipment ... **20**
D.2 Determination of equipment position ... **20**
D.3 Inspection and Maintenance ... **21**
D.4 Records ... **21**
Annex E (informative) Guideline braking tests for top of rail friction management (trainborne and trackside equipment) ... **22**
E.1 General ... **22**
E.2 Choosing the right test vehicle ... **22**
E.3 Trainborne equipment ... **22**
E.4 Test conditions ... **22**
E.5 Brake tests ... **23**
E.6 Test parameters ... **23**
Bibliography ... **24**

European foreword

This document (CEN/TS 15427-1-2:2021) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document is part of the EN 15427 series, Railway applications - Wheel/Rail friction management, which consists of the following parts:

— Part 1-1: Equipment and Application - Flange Lubrication;

— Part 1-2: Equipment and Application - Top of Rail materials;

— Part 1-3: Equipment and Application - Adhesion materials;

— Part 2-1: Properties and Characteristics - Flange lubricants;

— Part 2-2: Properties and Characteristics - Top of Rail materials;

— Part 2-3: Properties and Characteristics - Adhesion materials;

— Part 3: Rationale for requirements and further background information.

According to the CEN/CENELEC Internal Regulations, the national standards organisations of the following countries are bound to announce this Technical Specification: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

Friction management using solid or fluid (oil, grease, etc.) substances at the wheel-rail interface is a complex subject and includes:

— lubrication of the wheel flange / rail gauge corner interface, commonly referred to as “flange or rail lubrication”;

— lubrication of the back of flange/ check rail interface, commonly referred to as “check rail lubrication”;

— altering the level of friction at the interface between the top of rail and the wheel tread, commonly referred to as “top of rail friction management”;

— applying materials to the wheel rail contact to increase (improve/ enhance/ recover) adhesion.

This document sets out the requirements for the equipment and application of the top of rail wheel/rail friction management. It describes systems fitted on board trains and on the track, as both systems may need to be deployed to achieve effective friction management of the wheel-rail interface.

Managing the wheel-rail interface effectively will reduce wear of both wheel and rail. When friction is managed effectively, noise levels, wear levels and the risk of flange climbing are reduced. Conversely, where not managed effectively, assets may require replacement prematurely before reaching their full economic potential.

There needs to be control in the application of top of rail materials such that there is:

— no loss of traction or braking performance;

— no adverse effect on signalling systems or track circuits;

— understanding of the increased risk of fire;

— no harmful environmental effect;

— no incompatibility between the different lubricants/ materials in use, particularly, between solid and fluid systems.

1 Scope

This document is limited to specifying the requirements when applying material to the active interface between the wheel tread and the crown of the rail and includes trainborne and track side equipment.

This document only covers the equipment and application of material to the active interface.

This document defines:

— the characteristics that systems of top of rail equipment for wheel-rail interface shall achieve, together with applicable inspection and test methods to be carried out for verification;

— all relevant terminology which is specific to the application of top of rail materials of the wheel-rail interface.

This document only applies to the mainline railway.

NOTE This document can also be used for other railways, e.g. urban rail.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 13749, *Railway applications - Wheelsets and bogies - Method of specifying the structural requirements of bogie frames*

CEN/TS 15427-2-2, *Railway applications - Wheel/Rail friction management - Part 2-2: Properties and Characteristics - Top of Rail materials*

EN 50125-1, *Railway applications - Environmental conditions for equipment - Part 1: Rolling stock and on-board equipment*

EN 50121 (series), *Railway applications - Electromagnetic compatibility*

EN 50238-1, *Railway applications - Compatibility between rolling stock and train detection systems - Part 1: General*

EN 61373, *Railway applications - Rolling stock equipment - Shock and vibration tests*

EN 62621, *Railway applications - Fixed installations - Electric traction - Specific requirements for composite insulators used for overhead contact line systems*