

STN	Železnice Monitorovanie stavu ložísk Požiadavky na rozhranie a konštrukciu Časť 1: Traťové zariadenia	STN EN 15437-1+A1 28 2270
------------	--	---

Railway applications - Axlebox condition monitoring - Interface and design requirements - Part 1: Track side equipment and rolling stock axlebox

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. 04/23

Obsahuje: EN 15437-1:2009+A1:2022

Oznámením tejto normy sa ruší
STN EN 15437-1 (28 2270) zo septembra 2009

EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN 15437-1:2009+A1

December 2022

ICS 45.060.01

Supersedes EN 15437-1:2009

English Version

**Railway applications - Axlebox condition monitoring -
Interface and design requirements - Part 1: Track side
equipment and rolling stock axlebox**

Applications ferroviaires - Surveillances des boîtes
d'essieux - Exigences liées aux interfaces - Partie 1:
Équipements des voies et conception des boîtes
d'essieu pour matériel roulant

Bahnanwendungen - Zustandsüberwachung von
Radsatzlagern - Schnittstellen und
Gestaltungsanforderungen - Teil 1:
Heißläuferortungsanlagen und
Radsatzlagergehäusegestaltung

This European Standard was approved by CEN on 21 February 2009 and includes Amendment 1 approved by CEN on 21 November 2022.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of 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, Türkiye and United Kingdom.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

EN 15437-1:2009+A1:2022 (E)**Contents**

Page

European foreword.....	3
Introduction	4
1 Scope	5
2 Normative references	5
3 Terms and definitions	6
4 Symbols and abbreviations	10
5 Rolling stock requirements	11
5.1 Target zone.....	11
5.1.1 General.....	11
5.1.2 Dimensions of the target area	11
5.1.3 Position of the centre of the target area in the XY plane	12
5.1.4 Visibility requirements for the target area.....	12
5.2 Prohibitive zone	13
5.2.1 General.....	13
5.2.2 Dimensions of the prohibitive zone	13
5.2.3 Position of the centre of the prohibitive zone in the XY plane	13
5.3 Electromagnetic interference emissions.....	15
5.4 Design drawings	15
5.5 Protective finish.....	15
6 HABD requirements for its interface with rolling stock	15
6.1 General.....	15
6.2 HABD temperature measuring zone	15
6.3 HABD installation requirements	17
7 HABD system requirements	18
7.1 HABD functions.....	18
7.2 HABD temperature alarms	18
7.3 HABD general requirements.....	19
Annex A (informative) An example of an alternative HABD temperature measuring zone.....	20
Annex B (informative) Guidance for HABD installation.....	22
Annex C (informative) Accuracy of the HABD's calculated temperature of an axlebox.....	23
Annex D (informative) Examples of HABD system temperature alarm levels across Europe.....	24
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of Directive (EU) 2016/797/EC aimed to be covered.....	25
Bibliography.....	27

European foreword

This document (EN 15437-1:2009+A1:2022) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2023, and conflicting national standards shall be withdrawn at the latest by June 2023.

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 includes Amendment 1 approved by CEN on 21 November 2022.

This document will supersede EN 15437-1:2009.

The start and finish of text introduced or altered by amendment is indicated in the text by tags **A1** **A1**.

This document has been prepared under a Standardization Request given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s) / Regulation(s).

For relationship with EU Directive(s) / Regulation(s), see informative Annex ZA, which is an integral part of this document.

Any feedback and questions on this document should be directed to the users’ national standards body. A complete listing of these bodies can be found on the CEN website.

According to the CEN-CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: 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, Türkiye and the United Kingdom.

EN 15437-1:2009+A1:2022 (E)**Introduction**

Failed axle bearings on rolling stock create a hazard to the safe operation of the railway. If an axle bearing fails whilst rolling stock is in-service there is the potential for a catastrophic event. A catastrophic event may result in fatalities, severe damage to rolling stock and/or the infrastructure and a risk that rolling stock may derail and/or a fire may develop.

One indication that a bearing is about to fail is a rise in the heat generated by the bearing. Bearings that are about to fail may therefore be detected by monitoring their temperature to identify an unacceptable rise.

World-wide experience shows that one way of managing the risk is by installing trackside Hot AxleBox Detectors (HABDs) to monitor the in-service temperature of rolling stock axleboxes.

The sensors of a trackside HABD measure the thermal radiation emitted from the axleboxes of in-service rolling stock. The level of thermal radiation is influenced by the emissivity of the axlebox surface, which is influenced by the material, design, surface finish and operational conditions (dust, rain, etc). Even though operational conditions are continually changing the surface emissivity of the axlebox, long term experience indicates that such changing conditions can be tolerated.

This part of EN 15437 covers the monitoring of axlebox temperature by trackside HABD. It was developed by Working Group 35 "Hot Box Detection" of CEN Technical Committee 256 Railway Applications. It defines the minimum requirements for the interface between a trackside HABD and rolling stock, to ensure that the system works. It is important to note that Clause 1, Scope, sets out the minimum requirements for the interface.

The requirements set out in this document are based on long term existing rules, practices and procedures developed and currently in use by European member railway undertaking's (RUs) and infrastructure managers (IMs).

The following principles have been applied:

- a) The railway system requires technical rules in order to ensure an acceptable interface between rolling stock and trackside HABD.
- b) In view of the increasing significance of international traffic, the standardisation of this interface is required.
- c) It is of particular importance that the existing level of safety and reliability is not compromised.
- d) The Cartesian co-ordinate system is used to define dimensions and positions, that is X is longitudinal, Y is lateral and Z is vertical.

Some rolling stock, according to their performance or design, is fitted with on-board equipment to monitor axle bearings for potential overheating. However, in most cases, axle bearings continue to be monitored by trackside Hot Axle Bearing Detectors which is the subject of this standard.

A1 EN 15437-2:2012+A1:2022 covers on-board temperature monitoring of axle bearings. **A1**

Alternative technology is available, or being developed, to monitor the condition of axle bearings, using vibration sensors, thermocouples, etc. and may in the future be addressed by additional parts to this standard.

1 Scope

This part of EN 15437 defines the minimum characteristics for the interface between a trackside Hot Axlebox Detector (HABD) and Rolling Stock (RST) that comply with the European Directives for Interoperability to ensure that the minimum functional requirement of the interface is achieved.

The minimum requirements of the interface apply to:

- a) Rolling stock conforming to standard European railway gauge, that is 1 435 mm;
- b) Rolling stock axles fitted with outboard bearings;

NOTE 1 The design of rolling stock axles fitted with inboard bearings should respect the requirements set out in Note 2 of 5.2.

- c) A1 Rolling stock with a maximum design speed lower than 250 km/h A1;

A1 deleted text A1

NOTE 2 Interoperable rolling stock A1 with a maximum design speed higher than or equal to 250 km/h A1 are mandated to have on-board equipment for axlebox condition monitoring. The requirements for on-board equipment are described in A1 EN 15437-2:2012+A1:2022 A1.

NOTE 3 Interoperable rolling stock A1 with a maximum design speed higher than or equal to 250 km/h A1 are outside the scope of this Part of the standard. However, if A1 such rolling stock A1 are required to be monitored by HABDs their target area should comply with the requirements specified in this standard, except where stated otherwise.

- d) A1 Trackside HABDs that are required to monitor rolling stock with a maximum design speed higher than or equal to 250 km/h A1.

The rolling stock requirements of the interface are described in Clause 5 and for the HABD requirements of the interface are described in Clause 6.

The scope of this part (part 1) of the standard does not include:

- Hot Wheel (Hot Disc) Detectors (HWDs). However, HWD are often installed in combination with trackside HABD to provide a dual monitoring system. This standard does not prevent the use of such a combination;
- how a HABD measures the temperature and identifies axle box position. This is part of an individual equipment design and not part of the functional requirements of this standard;
- operational requirements for acting on the information reported by the HABD system;
- maintenance requirements for HABD systems.

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.

A1

EN 15273-3:2013+A1:2016, *Railway applications — Gauges — Part 3: Structure gauges*

EN 15437-2:2012+A1:2022, *Railway applications — Axlebox condition monitoring — Interface and design requirements — Part 2: Performance and design requirements of on-board systems for temperature monitoring*

EN 15437-1:2009+A1:2022 (E)

EN 50121-4:2016, *Railway applications — Electromagnetic compatibility — Part 4: Emission and immunity of the signalling and telecommunications apparatus*

EN 50125-3:2003, *Railway applications — Environmental conditions for equipment — Part 3: Equipment for signalling and telecommunications*

EN IEC 62368-1:2020, *Audio/video, information and communication technology equipment - Part 1: Safety requirements (IEC 62368-1:2018)*

ISO 14837-1:2005, *Mechanical vibration — Ground-borne noise and vibration arising from rail systems — Part 1: General guidance*



koniec náhľadu – text ďalej pokračuje v platenej verzii STN