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Railway applications - Measurement of vertical forces on wheels and wheelsets - Part 1: On-track measurement sites for vehicles in service

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

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English Version

Railway applications - Measurement of vertical forces on wheels and wheelsets - Part 1: On-track measurement sites for vehicles in service

Applications ferroviaires - Mesurage des forces verticales à la roue et à l'essieu - Partie 1 : Sites de mesure en voie des véhicules en service

Bahnanwendungen - Messung von vertikalen Rad- und Radsatzkräften - Teil 1: Gleisseitige Messeinrichtungen für fahrende Fahrzeuge

This European Standard was approved by CEN on 29 October 2017 and includes Amendment approved by CEN on 21 May 2023.

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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 15654-1:2018+A1:2023 (E)

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EN 15654-1:2018+A1:2023 (E)**European foreword**

This document (EN 15654-1:2018+A1:2023) 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of an identical text or by endorsement, at the latest by December 2023, and conflicting national standards shall be withdrawn at the latest by December 2023.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 May 2023.

This document supersedes A1 EN 15654-1:2018 A1.

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

A1 Deleted text A1

This document is the first part of a three part series collectively referred to as “*Railway applications — Measurement of vertical forces on wheels and wheelsets*”. The series consists of:

- *Part 1: On-track measurement sites for vehicles in service*
- *Part 2: Test in workshop for new, modified and maintained vehicles*
- *Part 3: Approval and verification of on track measurement sites for vehicles in service (CEN/TR)*

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 organisations 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.

Introduction

This European Standard has been developed to provide a common procedure for determining the axle load, wheel force and the mass of rail vehicles operating (in-service) in Europe.

This standard also details the evaluation of derived quantities such as asymmetric loading, overloading, vehicle mass and train mass. These quantities are obtained while the train is in-service and in motion.

A1 The measuring systems according to this document are not considered to be essential for the safety of the railway system. However, they have the potential to support the identified essential requirements of Directive 2016/797/EU. **A1**

EN 15654-1:2018+A1:2023 (E)**1 Scope**

The scope of this European Standard is restricted to the measurement of vertical wheel forces and calculation of derived quantities on vehicles in service. Measurements of a train in motion are used to estimate the static forces.

Derived quantities can be:

- axle loads;
- side to side load differences of a wheel set, bogie, vehicle;
- overall mass of vehicle or train set;
- mean axle load of a vehicle or train set.

This standard is not concerned with the evaluation of:

- dynamic wheel force or derived quantities;
- wheel condition (i.e. shape, profile, flats);
- lateral wheel force;
- combination of lateral and vertical wheel forces.

The standard defines accuracy classes for measurements to be made at any speed greater than 5 km/h within the calibrated range, which may be up to line speed.

The aim of this standard is to obtain measurement results that give representative values for the distribution of vertical wheel forces of a running vehicle, which under ideal conditions will be similar to those that can be obtained from a standing vehicle.

This standard does not impose any restrictions on the types of vehicles that can be monitored, or on which networks or lines the measuring system can be installed.

The standard lays down minimum technical requirements and the metrological characteristics of a system for measuring and evaluating a range of vehicle loading parameters. Also defined are accuracy classes for the parameters measured and the procedure for verifying the calibration.

The measuring system proposed in this standard should not be considered as safety critical. If the measuring system is connected to a train traffic command and control system then requirements that are not part of this standard may apply.

Measuring systems complying with this standard have the potential to enhance safety in the railway sector. However, the current operating and maintenance procedures rather than this standard are mandatory for ensuring safety levels in European rail networks.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

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

EN 50121-5, *Railway applications — Electromagnetic compatibility — Part 5: Emission and immunity of fixed power supply installations and apparatus*

EN 50122-1, *Railway applications — Fixed installations — Electrical safety, earthing and the return circuit - Part 1: Protective provisions against electric shock*

EN 50122-2, *Railway applications — Fixed installations — Electrical safety, earthing and the return circuit - Part 2: Provisions against the effects of stray currents caused by d.c. traction systems*

EN 50124-1, *Railway applications — Insulation coordination — Part 1: Basic requirements — Clearances and creepage distances for all electrical and electronic equipment*

EN 60529, *Degrees of protection provided by enclosures (IP Code) (IEC 60529)*

EN 15273-3, *Railway applications - Gauges - Part 3: Infrastructure gauge*

koniec náhľadu – text ďalej pokračuje v platenej verzii STN

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