SLOVENSKI STANDARD
SIST EN 13775-6:2004

01-september-2004

Železniške naprave - Merjenje novih in predelanih tovornih vagonov - 6.del: Tovorni vagoni - sestavljeni iz več medsebojno togo spetih enot in zglobni tovorni vagoni

Railway applications - Measuring of new and modified freight wagons - Part 6: Multiple and articulated freight wagons

Bahnanwendungen - Vermessung von Güterwagen beim Neubau und bei Umbauten - Teil 6: Kurzgekuppelte Güterwagen

Applications ferroviaires - Mesure des wagons lors de leur construction et lors de modifications - Partie 6: Wagons multiples et wagons articulés

Ta slovenski standard je istoveten z: **EN 13775-6:2004**

ICS:

45.060.20	Železniški vagoni	Trailing stock

SIST EN 13775-6:2004 **en**

EUROPEAN STANDARD

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ICS 45.060.20

English version

Railway applications - Measuring of new and modified freight wagons - Part 6: Multiple and articulated freight wagons

Applications ferroviaires - Mesure des wagons lors de leur construction et lors de modifications - Partie 6: Wagons à attelage court

Bahnanwendungen - Vermessung von Güterwagen beim Neubau und bei Umbauten - Teil 6: Kurzgekuppelte Güterwagen

This European Standard was approved by CEN on 1 April 2004.

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 Central Secretariat 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 Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

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Foreword

This document EN 13775-6:2004 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 2004, and conflicting national standards shall be withdrawn at the latest by December 2004

This European Standard EN 13775 "Railway applications – Measurement of new and modified freight wagons" comprises the following parts:

— Part 1: Measuring principles

— Part 2: Freight wagons with bogies

— Part 3: Freight wagons with 2 wheelsets

— Part 4: Bogies with 2 wheelsets

— Part 5: Bogies with 3 wheelsets

— Part 6: Multiple and articulated freight wagons

Annex A is normative, Annex B is informative.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

Introduction

It is normal practice in all European countries to carry out checks and measurements on the major components of new and modified freight wagons and bogies. In view of the importance of uniform criteria for international transport in all European countries, this European Standard has been prepared.

1 Scope

This European Standard specifies principles and requirements for measuring multiple and articulated freight wagons. This ensures that the measuring processes are applied in accordance with uniform criteria. It applies to new and modified multiple and articulated freight wagons.

Provisions going beyond the scope of these requirements are generally agreed between the contracting parties involved.

The measuring processes relate to multiple and articulated freight wagons with or without add-ons in their entirety or just part of them if the geometrical structure does not permit anything else. Where appropriate, other measuring processes not specified here are necessary and are specified in each individual case.

2 Normative references

This European Standard incorporates by dated or undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and the publications are listed hereafter. For dated references, subsequent amendments to or revisions of any of these publications apply to this European Standard only when incorporated in it by amendment or revision. For undated references the latest edition of the publication referred to applies (including amendments).

EN 13775-1:2003, *Railway applications — Measuring new and modified freight wagons — Part 1: Measuring principles.*

EN 13775-2, *Railway applications — Measurement of new and modified freight wagons — Part 2: Freight wagons with bogies*

EN 13775-3, *Railway applications — Measurement of new and modified freight wagons — Part 3: Freight wagons with 2 wheelsets*

EN 13775-4, *Railway applications — Measurement of new and modified freight wagons — Part 4: Bogie with 2 wheelsets*

3 Terms and definitions

For the purposes of this European Standard, the terms and definitions given in EN 13775-1:2003, in Table 1 of the relevant parts of this standard and the following apply:

3.1
element
underframe/body with its own partial or complete running gear

NOTE An element cannot be used operationally.

3.2
wagon units
set up comprising several continuously coupled elements equipped at both ends with traction and impact devices that can be released during operation

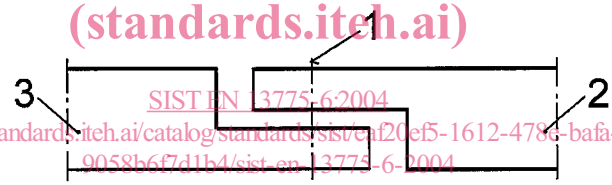
NOTE The elements are coupled by means of special devices that cannot be uncoupled during operation and consist either of elements with 2 wheelsets or elements with bogies (tight coupled) [UIC 572:1990].

3.3
articulated wagon
elements coupled to each other by means of an articulation over the running gear (articulated coupled) and consisting of at least 3 wheelsets or 3 bogies

[UIC 572:1990]

3.4
construction form
form in which the ends of the articulated elements with their partial running gear differ for the transmission of the vertical forces

NOTE Articulated coupling ends of construction form 1 in the coupled state lie on the articulated coupling ends of construction form 2 (see Figure 1). There is no connection between specifying the construction form and the allocation of the form of the articulated coupling device transmitting the longitudinal forces. In the case of articulated wagons with more than 2 elements, rigid allocation of a specific construction form to one end of an element is not possible.



Key

1 Axis of rotation
2 Articulated coupling end of construction form 1
3 Articulated coupling end of construction form 2

Figure 1 — Position of the articulated coupling ends relative to each other

3.5
optional
process which is only carried out if specially agreed with the customer. The procedure is separately ordered.

4 Symbols and abbreviations

For the purposes of this European Standard, the following symbols and abbreviations apply.

1 Wagon end 1

2 Wagon end 2

⇇ Traction/impact devices at end of unit/end of articulated wagon

⎯ Tight coupling between elements

o Wheelset

oo Bogie with 2 or more wheelsets

other elements

5 Requirements

5.1 General

The limit deviations apply to the finished product in each case.

Deviations from this European Standard are allowed as long as they do not assume proportions that represent an operating hazard. However, they shall be agreed with the contracting party involved and the inspection agency.

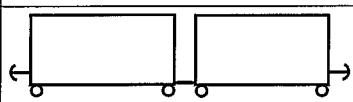
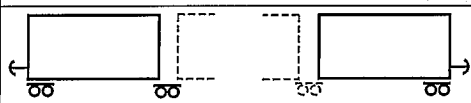
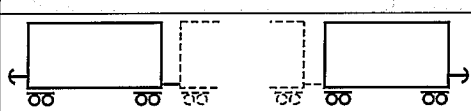
5.2 Preconditions

The precondition for carrying out the measuring processes as specified in this standard is that the measuring principles laid down in EN 13775-1 are adhered to.

Not all the measuring point dimension designations are listed in the figures in this standard. Unless otherwise indicated, the figures show the normal position.

Before measuring, the wagon unit or articulated wagon to be measured shall be assigned to one of the types shown in table 1. Measurement then takes place in accordance with the relevant parts of this standard, if necessary, using the additional or deviating measuring processes specified in this part of the standard.

Table 1 — Wagon types and associated measuring processes

Type	Diagram	Body	Running gear	Additional specifications
1		EN 13775-3	EN 13775-3	-
2		EN 13775-2	EN 13775-4	see 4.2
3		EN 13775-2	EN 13775-4	-

5.3 Additional or deviating measuring processes for type 2

A control sheet form for the results of the measuring processes is given in Annex A.

Measuring process 1

Length between headstock and the centre line of the articulation.

Shown in the backbone position.

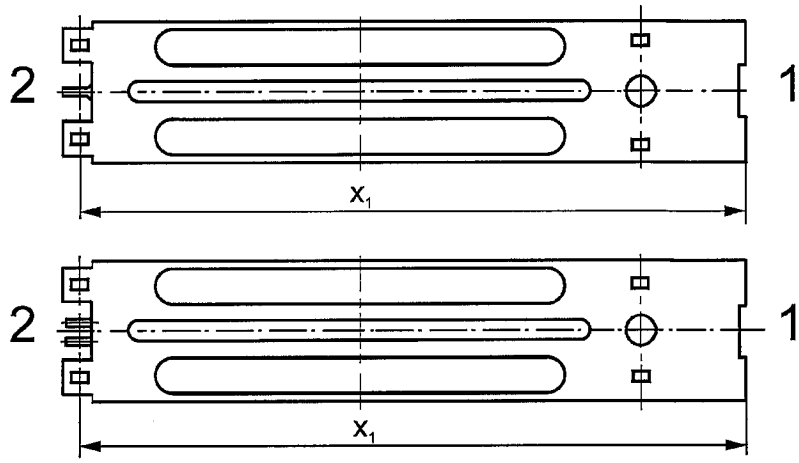


Figure 2

The total length x_1 of the underframe between the headstock and the centre line of the articulation is measured in the element centre line (see Figure 2).

Limit deviations for x_1: ☐ mm