



SLOVENSKI STANDARD

oSIST prEN 13260:2006

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Materiali in deli za železniško tehniko - Materiali in deli za železniško tehniko - Materiali in deli za železniško tehniko - Materiali in deli za železniško tehniko

Railway applications - Wheelsets and bogies - Wheelsets - Products requirements

Bahnanwendungen - Radsätze und Drehgestelle - Radsätze - Produkthanforderungen

Applications ferroviaires - Essieux montés et bogies - Essieux-axes - Prescriptions pour le produit

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English Version

Railway applications - Wheelsets and bogies - Wheelsets - Products requirements

Applications ferroviaires - Essieux montés et bogies -
Essieux-axes - Prescriptions pour le produit

Bahnanwendungen - Radsätze und Drehgestelle - Achsen -
Produktanforderungen

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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Foreword

This document (prEN 13260:2006) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document is intended to supersede EN 13260:2003.

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

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

- Council Directive 96/48/EC of 23 July 1996 on the interoperability of the trans-European high-speed rail system¹⁾;
- Directive 2001/16/EC of the European Parliament and of the Council of 19 March 2001 on the interoperability of the conventional rail system.

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1) Official Journal of the European Communities, No. L 235/6 of 17 September 1996

Introduction

The main purpose of normative documents used until now for the delivery of wheelsets (UIC leaflets, national standards) was a complete definition of the acceptance procedures and of the wheelset characteristics which were to be verified.

Product qualification was sometimes mentioned but the procedures used and the product characteristics to be verified during qualification were not given.

This standard addresses these points by:

- a) definition of all the wheelset characteristics that are assembly characteristics and finished product characteristics and do not arise from a choice of design parameters such as diameters, interferences, materials etc. They are verified during either qualification or delivery of the product (see clause 3);
- b) definition of qualification procedures (see Annex E);
- c) definition of delivery conditions (see Annex F). They are based on quality assurance concepts.

1 Scope

This European Standard specifies the characteristics of new wheelsets for use on European networks:

This standard is applicable to wheelsets comprising elements that conform to the following European Standards:

- EN 13262 for wheels;
- EN 13261 for axles;
- EN 12080 for axlebox rolling bearings.

This standard is not applicable to repaired wheelsets.

Some characteristics are given as a function of a category 1 or of a category 2. These categories can sometimes be divided according to the characteristics defined. Category 1 is generally chosen when the operating speed exceeds 200 km/h. The wheelset then comprises wheels and axle of category 1 as specified in EN 13262 for the wheels and EN 13261 for the axles.

2 Normative references

The following referenced documents are indispensable for the application 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 13103, *Railway applications – Wheelsets and bogies – Non-powered axles – Design method*

EN 13104, *Railway applications – Wheelsets and bogies – Powered axles – Design method*

EN 13261 *Railway applications – Wheelsets and bogies – Axles – Product requirements*

EN 13262 *Railway applications – Wheelsets and bogies – Wheels – Product requirements*

3 Product definition

3.1 Assembly of components

3.1.1 General

Before being assembled, all elements which comprise the wheelset shall meet the geometric requirements of the documents which define them. In particular, the wheels and the axle shall be in the "ready for assembly" state defined in EN 13262 for the wheels and EN 13261 for the axles.

The elements comprising the wheelset may be shrink-fitted or press-fitted.

The interferences to be used for fitting shall be defined by the designer of the element to be fitted and are a function of the characteristics of the element material and the forces and torque to be transmitted by the fitting. This interference shall be defined according to the geometric tolerances of the axle seats specified in EN 13261.

For the wheel fittings, unless otherwise specified by the wheel designer, the interference values to be used are given in 3.1.2.

In the case of shrink-fitting, the whole wheel should be heated and its temperature shall not exceed 250 °C. If a different heating method is used, proof shall be provided that there has been no effect on the wheel characteristics as defined in EN 13262.

If a different fitting method is used, this shall be the subject of an agreement between the customer and the supplier. In this agreement, the supplier shall demonstrate at least that the axle and wheel characteristics as defined in EN 13261 and EN 13262 are not modified by the fitting. Then, the mechanical resistance of the assembly (see 3.2.1) shall be demonstrated and the traceability documents for each fitting shall be defined so as to give the same type of information as specified in F.5.

The static imbalance of the two wheels of each wheelset shall be within the same diametric plane and on the same side of the axle. The static imbalance of the gearwheels and brake discs shall be in the same plane as those of the wheels, but on the opposite side of the axle.

3.1.2 Interference between axle wheelseat and wheel hub bore

Unless otherwise specified by the wheel designer, the interference values " j " to be adhered to are, in mm:

- for shrink-fitting: $0,0009 \text{ dm} \leq j \leq 0,0015 \text{ dm}$
- for press-fitting: $0,0010 \text{ dm} \leq j \leq 0,0015 \text{ dm} + 0,06$

where dm is the mean diameter in mm.

3.1.3 Press-fitting diagram

3.1.3.1 Results to be achieved

For press fitting, the force-displacement curve gives confidence that the fitting has not damaged the contact surfaces and that the specified interference has been effective.

The shape of the curve to be obtained is defined in Annex A.

The final fitting force, in mN, is a function of the force F defined in 3.2.1 and shall be within the range:

$$0,85 F < \text{final fitting force} < 1,45 F$$

3.1.3.2 Measurement method

The press used for the assemblies shall have a calibrated system to plot the diagram of the force value at each position of the element to be fitted, obtained during the displacement of the latter on the axle. The abscissa scale of displacement shall be at least equal to 0,5 times the actual displacement of the element to be fitted. The ordinate scale of force shall allow the force to be read at each point of the curve with an accuracy of 0,025 mN. The accuracy of the force sensor shall be 0,01 mN. The abscissae and ordinates may be reversed.

In the case of point recording, at least one point shall be plotted per millimetre of relative displacement of the elements to be fitted and per 0,025 mN variation in force.

3.2 Wheelset characteristics

3.2.1 Mechanical resistance of the assemblies

3.2.1.1 Results to be achieved

In order to be able to transmit forces and torques between the fitted elements, the assemblies shall be capable of withstanding an axial force F for 30 s without there being any displacement between one element and another.

This force F shall be defined by the designer of the element to be fitted.

For wheels, unless otherwise specified by the designer, the value of the force F in mN is:

$$F = 4 \cdot 10^{-3} dm$$

when $0,8 \text{ dm} < L < 1,1 \text{ dm}$

where dm is the mean diameter of the seat in mm and L is the length of the fitting in mm.

3.2.1.2 Test method

The test shall be carried out on a press equipped with a device to record forces.

The force is applied gradually up to F between one of the faces of the fitted component hub and the axle. The test shall be carried out at least 48 h after fitting.

3.2.2 Fatigue characteristics

3.2.2.1 General

The rotational bending fatigue limit values for 10^7 cycles are defined here. These values are used to calculate the maximum permissible axle seat stresses and are required for application of EN 13103 and EN 13104.

These fatigue characteristics are not the same for a solid axle as for a hollow axle. This is the result of the axle bore effect on stress distribution.

For a solid axle, only one fatigue limit (F_3) shall be determined under the fitting areas.

For a hollow axle, given that the fitting effect is greater on the journals than on the other fitted areas because of the different metal thicknesses, two fatigue limits shall be determined:

- under the fitted parts, except for journals, limit F_4 ,
- under the fitted parts of the journal, limit F_5

NOTE The fatigue characteristics F_1 and F_2 of the axle are defined in EN 13261.

3.2.2.2 Values to be achieved

The minimum values for wheelsets using an axle of EA1N grade steel are given in Table 1.

Table 1 — Minimum values for wheelsets with an axle made of EA1N steel

Fatigue limit	F_3	F_4	F_5
N/mm ²	120	110	94

For other steel grades, the values are given in Annex B.

3.2.2.3 Fatigue test pieces

The area of the test piece where the crack initiates shall have the same geometry, environment and surface condition as the axle under consideration.

For the fatigue testing of the wheelsets, one wheel or test piece with similar dimensions (particularly the hub) shall be press-fitted or shrink-fitted on the wheel seat. The interference shall meet the requirements of 3.1.2. For testing in the journal area, the corresponding inner ring of a bearing shall be mounted.

It is not mandatory to use a wheelset as the test piece. Examples of test pieces are given in Annex C.

3.2.2.4 Test method

The tests shall be carried out on machines capable of creating rotating bending stresses in the area where it is required to initiate a crack.

For each limit, F_3 , F_4 and F_5 , it shall be verified on three test pieces that no crack has appeared after 10^7 cycles of a load creating a surface stress equal to F_3 , F_4 or F_5 .

These stress levels shall be calculated on the seat, in accordance with the beam theory, disregarding the interference stresses.

3.2.3 Electrical resistance

The electrical resistance of each wheelset measured between the treads of the two wheels shall not exceed $0,01 \Omega$.

The means and method used for this measurement shall be defined in agreement between the customer and the supplier.

3.2.4 Imbalance

3.2.4.1 Values to be achieved

For a non-powered wheelset capable of running at a speed of greater than 120 km/h, a maximum dynamic imbalance shall be specified.

The maximum values are given in Table 2. They are measured in the plane of the wheels.

Table 2 — Maximum imbalance values

Speed (km/h)	Maximum imbalance x measuring plane (g.m)
$120 < V \leq 200$	75
$V > 200$	50

3.2.4.2 Test piece

The imbalance is measured on a fully assembled and machined wheelset.

3.2.4.3 Test method

The customer and the supplier shall agree the means of measurement.

3.2.5 Dimensions and tolerances

3.2.5.1 General

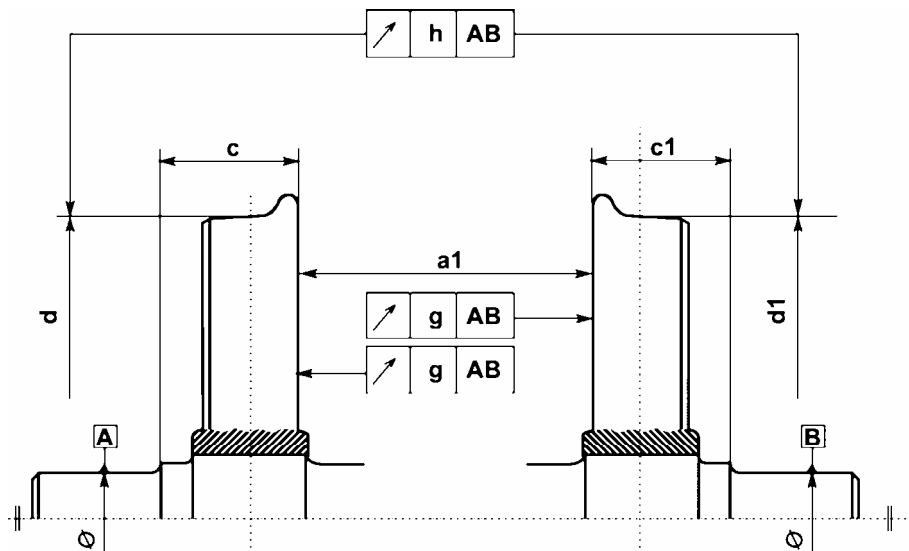
The dimensions of the wheelset shall be in accordance with the design drawings and the dimensional and geometric tolerances to be applied when assembling the different parts of the wheelset are given in the following subclauses.

They are dependent on the category of the wheelset.

The values are given for measurements taken with no load on the wheelset.

3.2.5.2 Wheels

The tolerances of the parameters defined in Figure 1 shall be those given in Table 3.



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Figure 1 — Wheel parameters

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