



SLOVENSKI STANDARD

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Železniške naprave - Zavore - Zavorne ploščice

Railway applications - Braking - Brake blocks

Bahnwendungen - Bremse - Bremsklotzsohlen

Applications ferroviaires - Freinage - Semelles de frein

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45.040	Materiali in deli za železniško tehniko	Materials and components for railway engineering
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Foreword

This document (FprEN 16452:2014) 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 Formal Vote.

This document has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directives 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

NOTE Due to fact that the Framework Partnership Agreement between the Commission and CEN & CENELEC is not signed yet, there are currently no New Approach Consultants in place for 2014. Therefore the provisions of CEN-CENELEC Guide 15 cannot be met.

This shall not prevent the processing of draft standards nor the offering of harmonized standards to the Commission. In particular, draft standards can be sent to vote without Consultant assessment.

This note will be removed from the Foreword of the finalized publication.

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Introduction

For environmental reasons (reduction of rolling noise), this European Standard does not cover cast iron brake block requirements, although cast iron brake block technology is still widely used in Europe. Cast iron has already been replaced by composite materials for new rolling stock builds and major steps have been taken by EEC (TSI) and UIC in 2004 to accelerate the change from cast iron to composite materials.

When published this European standard will replace the current UIC requirements for technical approval of brake blocks. The requirements of this EN are based on the state of art form UIC leaflet and a European project "Euro Rolling Silently".

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1 Scope

This European Standard gives the requirements for the design, dimensions, performance, and testing of a brake block (otherwise known as brake shoe insert) that acts on the wheel tread as part of a tread brake system. IT does not cover cast iron brake block requirements.

This European Standard is applicable to brake blocks of either “K”, “L”, or “LL” friction level designed to be fitted to tread braked rail vehicles.

This European Standard contains the requirements for interfacing the brake block with the rail vehicle, the testing procedures in order to confirm that it satisfies the basic safety and technical interchangeability requirements, the material control procedures to ensure product quality, reliability and conformity and considers health and environmental needs.

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 13452-1, *Railway applications — Braking — Mass transit brake systems — Part 1: Performance requirements*

EN 13452-2, *Railway applications — Braking — Mass transit brake systems — Part 2: Methods of test*

EN 13715, *Railway applications — Wheelsets and bogies—Wheels—Tread profile*

EN 13979-1:2003+A2:2011, *Railway applications — Wheelsets and bogies — Monobloc wheels — Technical approval procedure - Part 1: Forged and rolled wheels*

EN 14033-1, *Railway applications — Track — Railbound construction and maintenance machines — Part 1: Technical requirements for running*

EN 14033-2:2008+A1:2011, *Railway applications — Track — Railbound construction and maintenance machines — Part 2: Technical requirements for working*

EN 14198, *Railway applications — Braking — Requirements for the brake system of trains hauled by a locomotive*

EN 14478, *Railway applications — Braking — Generic vocabulary*

EN 15179, *Railway applications — Braking — Requirements for the brake system of coaches*

EN 15313, *Railway applications — In-service wheelset operation requirements — In-service and off-vehicle wheelset maintenance*

EN 15663, *Railway applications — Definition of vehicle reference masses*

EN 15734-1, *Railway applications — Braking systems of high speed trains — Part 1: Requirements and definitions*

EN 15734-2, *Railway applications — Braking systems of high speed trains — Part 2: Test methods*

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EN 16185-1, *Railway applications — Braking systems of multiple unit trains — Part 1: Requirements and definitions*

EN 16185-2, *Railway applications — Braking systems of multiple unit trains — Part 2: Test methods*

EN 50126-1, *Railway applications — The specification and demonstration of Reliability, Availability, Maintainability and Safety (RAMS) — Part 1: Basic requirements and generic process*

ISO 4287, *Geometrical Product Specifications (GPS) — Surface texture: Profile method — Terms, definitions and surface texture parameters*

ISO 4288, *Geometrical Product Specifications (GPS) — Surface texture: Profile method — Rules and procedures for the assessment of surface texture*

UIC 544-1, *Brakes — Braking power*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 14478 and the following apply.

3.1 application parameter
configuration parameters refer to vehicle mass, operating speed, wheel diameter, braked mass, brake block configuration, brake block force

3.2 Bg configuration
one brake block 320 mm per brake block holder

Note 1 to entry: Bg comes from UIC and means "Bremse sohle geteilt".
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3.3 Bgu configuration
two brake blocks 250 mm per brake block holder

Note 1 to entry: Bgu comes from UIC and means "Bremse geteilt mit unterteilter Sohle".

3.4 brake block
stator part of a tread brake adapted to generate a friction force when engaged with a wheel tread

3.5 brake block force
force with which the brake block is made to come into contact with the wheel tread

3.6 friction material
consumable portion of the brake block that acts on the wheel tread in order to provide the specified brake performance

3.7 coefficient of friction

3.7.1 mean coefficient of friction
mean coefficient of friction of the friction material, integrated over distance, for any one condition of braking

3.7.2**instantaneous coefficient of friction**

value of coefficient of friction of the friction material at any one instant

3.7.3**static coefficient of friction**

coefficient of friction achieved by the friction material at the point where relative movement between the block friction surface and wheel tread takes place

3.8**K material**

friction material with a mean coefficient of friction of 0,25 to 0,30

3.9**L Material**

friction material with a mean coefficient of friction of 0,15 to 0,25

3.10**LL material**

friction material with a mean coefficient of friction of 0,10 to 0,15

3.11**EU-D Rolling stock**

rolling stock governed by the requirements of the European Directive 2008/57/EC

3.12**metal pick-up**

damage to the brake block surface as a result of the interaction between the brake block and wheel tread

3.13**Non EU-D Rolling stock**

rolling stock governed by the requirements of the European Directive 2008/57/EC

3.14**brake block back plate**

element onto which the friction material is fixed, acting as the interface between the brake block and brake block holder

3.16**track circuit**

integral part of certain signalling systems, the operation of which is essential to ensure the safe operation of the signalling system

3.17**brake type**

classification term for air brakes as specified by the UIC in accordance with their action (G = Goods = slow-acting, P = Passenger = quick-acting)

4 Abbreviations

m	[t]	Mass to be braked per wheel (inclusive of the rotational masses)
F_B	[kN]	Nominal application force per wheel
F_b	[kN]	Instantaneous application force per wheel
v	[km/h]	Theoretical initial speed at the brake application initiation

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v_i	[km/h]	Instantaneous speed
v_3	[km/h]	Final speed at the end of braking
v_m	[km/h]	Maximum service speed.
$\mu_a = \frac{F_{tR}}{F_b}$	[-]	Friction coefficient (brake block): The instantaneous friction coefficient μ_a specified at every instance of the braking time by the ratio between the total brake force F_{tR} and the total application force F_b
$\mu_m = \frac{1}{s_2} \cdot \int_0^{s_2} \mu_a \cdot ds$	[-]	Mean friction coefficient: the mean friction coefficient μ_m integrated over the time from where 95 % of the nominal application force F_B is reached over the stopping distance s_2
θ_0	[°C]	Mean initial temperature at the beginning of the brake application
s_2	[m]	Stopping distance from the moment on when $F_b = 0,95 \cdot F_B$ to rest
R_z	[μm]	Surface roughness (maximum height of profile)
d	[mm]	Diameter of wheel
e	[mm]	Flange thickness
h	[mm]	Flange height
qR	[mm]	Distance between flange angle
a_1	[mm]	Back-to-back distance between wheels
P	[-]	Brake type – P = passenger

5 Overall requirements

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5.1 Deviations from requirements

If deviating from some points of the requirements of this standard for a particular assessment, these deviations shall be reported and explained. The influence on the assessment of the brake block in terms of the acceptance criteria shall be evaluated and recorded. The outcome of this study shall be considered as an integral part of the requirements of this standard when applied to the assessment process of the brake block.

5.2 Functions

The brake block is to be used as part of the friction brake of a vehicle. It shall provide the performance specified, in terms of stopping distance for instance, and in doing so shall fulfil the following requirements:

- create a braking moment or torque;
- facilitate, by frictional engagement with a wheel tread, the conversion into heat of the kinetic and potential energy involved in retarding the vehicle or vehicles which is/are attributed to the use of the tread brake;
- act as part of a holding or parking brake by frictional engagement with a wheel tread.

In achieving the above requirements, the brake block and the wheel shall not suffer damage or degradation other than normal wear and tear.

The brake block shall be considered along with the wheel tread as a friction pair.

5.3 Operational criteria

5.3.1 Friction material performance

The design and manufacture of the brake block shall, for all intended operating conditions and vehicle rescue and recovery conditions, take into account the following criteria for friction material performance:

- all levels of stopping and slowing distances and immobilization braking specified;
- all levels of retardation specified;
- the initial speed of braking for the vehicle in question;
- the braked mass, in tare and laden conditions;
- the quantity of brake energy to be converted and its rate of conversion and dissipation;
- the range of specific pressure of the brake block friction surface on the wheel tread;
- the form and condition of the wheel tread;
- the type of material used in the manufacture of the wheel tread;
- the temperature of the wheel tread;
- the deformation of the wheel under thermal load;
- friction property variation as a function of brake block and wheel tread bedding and conditioning thereafter;
- friction property variation as a function of brake block and wheel tread according to various climatic conditions;
- signalling performance from the interaction of brake block, wheel and rail.

5.3.2 Service performance

The design and manufacture of the brake block shall, for all intended operating conditions and vehicle rescue and recovery conditions, take into account the following criteria for service performance:

- the need to prevent the detachment of any part of the friction material from the brake block back plate throughout its useable thickness;
- unless specifically permitted, the friction material shall be capable of being worn down to a thickness of 10 mm at the thinnest point excluding the back plate, without mechanical degradation of the friction material or the back plate coming into contact with the wheel tread;
- the need to allow interchangeability between brake blocks of the same friction characteristics, and to avoid interchangeability between brake blocks of different friction characteristics;
- the integrity and wear rate of the brake block friction material and wheel tread;
- the need to prevent permanent deformation of the brake block back plate throughout the useable thickness of the friction material;
- the need to comply with environmental and health requirements.