



**SLOVENSKI STANDARD**  
**SIST EN 12082:2008/kFprA1:2010**  
**01-julij-2010**

---

**Železniške naprave - Ohišja ležajev kolesnih dvojic - Preskus delovanja - Dopolnilo A1**

Railway applications - Axleboxes - Performance testing

Bahnanwendungen - Radsatzlager - Prüfung des Leistungsvermögens

Applications ferroviaires - Boîtes d'essieux - Essais de performances

**Ta slovenski standard je istoveten z: EN 12082:2007/FprA1**

---

**ICS:**

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

**SIST EN 12082:2008/kFprA1:2010**      **en,fr,de**



EUROPEAN STANDARD  
NORME EUROPÉENNE  
EUROPÄISCHE NORM

**FINAL DRAFT**  
**EN 12082:2007**

**FprA1**

May 2010

---

ICS 75.100

English Version

## Railway applications - Axleboxes - Performance testing

Applications ferroviaires - Boîtes d'essieux - Essais de performances

Bahnanwendungen - Radsatzlager - Prüfung des Leistungsvermögens

This draft amendment is submitted to CEN members for unique acceptance procedure. It has been drawn up by the Technical Committee CEN/TC 256.

This draft amendment A1, if approved, will modify the European Standard EN 12082:2007. If this draft becomes an amendment, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration.

This draft amendment was established by CEN 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 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, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

**Warning** : This document is not a European Standard. It is distributed for review and comments. It is subject to change without notice and shall not be referred to as a European Standard.



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

**Management Centre: Avenue Marnix 17, B-1000 Brussels**

## Contents

Page

Foreword.....	3
1 <b>Modification to the Foreword .....</b>	<b>4</b>
2 <b>Modification to Annex ZA, Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC.....</b>	<b>5</b>
3 <b>Deletion of Annex ZB .....</b>	<b>8</b>

## Foreword

This document (EN 12082:2007/FprA1:2010) 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 Unique Acceptance Procedure.

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.

**EN 12082:2007/FprA1:2010 (E)****1 Modification to the Foreword**

*Replace the fourth paragraph with the following:*

"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 Directive 2008/57/EC."

*Replace the fifth paragraph with the following:*

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

## 2 Modification to Annex ZA

*Replace Annex ZA with the following new one:*

"

### **Annex ZA** (informative)

#### **Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC**

This European Standard has been prepared under a mandate given to CEN/CENELEC/ETSI by the European Commission and the European Free Trade Association to provide a means of conforming to Essential Requirements of the Directive 2008/57/EC<sup>1</sup>.

Once this standard is cited in the Official Journal of the European Union under that Directive and has been implemented as a national standard in at least one Member State, compliance with the clauses of this standard given in Table ZA.1 for HS Rolling Stock, Table ZA.2 for CR Freight Wagons and Table ZA.3 for CR Locomotives and Passenger Rolling Stock, confers, within the limits of the scope of this standard, a presumption of conformity with the corresponding Essential Requirements of that Directive and associated EFTA regulations.

---

<sup>1</sup> This Directive 2008/57/EC adopted on 17<sup>th</sup> June 2008 is a recast of the previous Directives 96/48/EC 'Interoperability of the trans-European high-speed rail system' and 2001/16/EC 'Interoperability of the trans-European conventional rail system' and revisions thereof by 2004/50/EC 'Corrigendum to Directive 2004/50/EC of the European Parliament and of the Council of 29 April 2004 amending Council Directive 96/48/EC on the interoperability of the trans-European high-speed rail system and Directive 2001/16/EC of the European Parliament and of the Council on the interoperability of the trans-European conventional rail system'

**Table ZA.1 – Correspondence between this European Standard, the HS TSI RST published in OJEU dated March 26<sup>th</sup> 2008 and Directive 2008/57/EC**

<b>Clause/ sub-clauses of this European Standard</b>	<b>Chapter/§/annexes of the TSI</b>	<b>Corresponding text, articles/§/annexes of the Directive 2008/57/EC</b>	<b>Comments</b>
The whole standard except for Clause 4 is applicable	<p>4.Characterisation of the subsystem</p> <p>4.2 Functional and technical specification of the subsystem.</p> <p>4.2.3 Track interaction and gauging.</p> <p>§4.2.3.3.2.3 Rolling stock parameters which influence ground based train monitoring systems. Axle bearing health monitoring. Hot axle box detection for Class 2 trains</p>	<p>Annex III, Essential requirements</p> <p>1 General requirements</p> <p>1.1 Safety Clauses 1.1.1, 1.1.3</p> <p>1.5 Technical compatibility</p> <p>2 Requirements specific to each subsystem</p> <p>2.3 Control-command and signalling 2.3.2 Technical compatibility</p> <p>2.4 Rolling stock 2.4.2 Reliability and availability 2.4.3 Technical compatibility §3</p>	<p>Clause 6 of EN 12082:1998 is quoted in sub-clause 4.2.3.3.2.3.2 of the TSI (in the text it is written “Annex 6”, but there is no annex 6 and the sense of the TSI text is “clause 6”). Thus this clause of EN 12082:1998 is mandatory. Clause 6 of EN 12082:2007 is the equivalent clause.</p>



**Table ZA.2 – Correspondence between this European Standard, the CR TSI RST Freight Wagons dated July 2006, published in the OJEU on 8 December 2006 and its intermediate revision published in the OJEU on 14 February 2009 and Directive 2008/57/EC**

Clause/ sub-clauses of this European Standard	Chapter/§/annexes of the TSI	Corresponding text, articles/§/annexes of the Directive 2008/57/EC	Comments
The whole standard is applicable	<p>4.Characterisation of the subsystem</p> <p>4.2 Functional and technical specifications of the subsystem</p> <p>4.2.3 Vehicle track interaction and gauging</p> <p>§4.2.3.4.1 Vehicle dynamic behaviour, General</p> <p>5 Interoperability constituents</p> <p>§5.3.2.1 List of constituents, Vehicle track interaction and gauging, Bogie and running gear</p> <p>§5.4.2.1 Constituents performances and specifications, Vehicle track interaction and gauging, Bogie and running gear</p> <p>6 Assessment of conformity and/or suitability for use of the constituents and verification of the subsystem</p> <p>§6.1.3.2.1 Interoperability constituents, Specification for ICS, Bogie and running gear</p> <p>Annex Y: Constituents Bogies and Running Gear</p>	<p>Annex III, Essential requirements</p> <p>1 General requirements</p> <p>1.1 Safety</p> <p>Clauses 1.1.1, 1.1.3</p> <p>1.5 Technical compatibility</p> <p>2 Requirements specific to each subsystem</p> <p>2.3 Control-command and signalling</p> <p>2.3.2 Technical compatibility</p> <p>2.4 Rolling stock</p> <p>2.4.2 Reliability and availability</p> <p>2.4.3 Technical compatibility §3</p>	The axlebox is considered as a component of the Bogie and running gear Interoperability Constituent