SLOVENSKI STANDARD
kSIST-TP FprCEN/TR 15654-3:2019

01-februar-2019

Železniške naprave - Meritve vertikalnih kolesnih in osnih obremenitev - 3. del: Odobritev in preverjanje meritev na železniških vozilih med vožnjo

Railway applications - Measurement of vertical forces on wheels and wheelsets - Part 3: Approval and verification of on track measurement sites for vehicles in service

Bahnanwendungen - Messung von vertikalen Rad- und Radsazkräften - Teil 3: Zulassung und Prüfung von gleisseitigen Messeinrichtungen für Fahrzeuge im betrieblichen Einsatz

Ta slovenski standard je istoveten z: **FprCEN/TR 15654-3**

ICS:

45.060.01	Železniška vozila na splošno	Railway rolling stock in general

kSIST-TP FprCEN/TR 15654-3:2019 **en,fr,de**

TECHNICAL REPORT

RAPPORT TECHNIQUE

TECHNISCHER BERICHT

FINAL DRAFT FprCEN/TR 15654-3

December 2018

ICS 45.060.01

English Version

Railway applications - Measurement of vertical forces on wheels and wheelsets - Part 3: Approval and verification of on track measurement sites for vehicles in service

Bahnanwendungen - Messung von vertikalen Rad- und Radsazkräften - Teil 3: Zulassung und Prüfung von gleisseitigen Messeinrichtungen für Fahrzeuge im betrieblichen Einsatz

This draft Technical Report is submitted to CEN members for Vote. It has been drawn up by the Technical Committee CEN/TC 256.

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

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.

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

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

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

Ref. No. FprCEN/TR 15654-3:2018 E

Contents

Page

European foreword

This document (FprCEN/TR 15654-3:2019) 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 Vote on TR.

This document is the third part of the EN 15654 series, *Railway applications — Measurement of vertical forces on wheels and wheelsets*, which consists of the following parts:

— *Part 1: On-track measurement sites for vehicles in service*;

— *Part 2: Test in workshop for new, modified and maintained vehicles* [currently at Formal Vote stage];

— *Part 3: Approval and verification of on track measurement sites for vehicles in service* [this CEN/TR].

This document describes the acceptance and verification of devices defined in Part 1.

Introduction

This document has been developed to provide approval and verification procedures to ensure that measurement systems according to EN 15654-1 meet the functional and metrological characteristics. The goal is to achieve metrologically traceable and reproducible measurement results.

1 Scope

This document is related to EN 15654-1, *Railway applications — Measurement of vertical forces on wheels and wheelsets — Part 1: On-track measurement sites for vehicles in service*, which lays down minimum technical requirements and the metrological characteristics of a system for measuring and evaluating a range of vehicle loading parameters during operation in service.

The aim of this document is to describe approval and verification procedures to validate the functional and metrological characteristics of measurement systems and confirm them over time.

The goal is to obtain the comparability and reproducibility of measurement results under different boundary conditions. To minimize the number of tests, the approval and verification procedures are divided into:

— type approval,

— initial verification,

— in-service verification.

The accuracy class of a measurement system depends on the measurement device, vehicle and track characteristics. Test procedures covering these influences are described to ensure reproducibility in all networks.

The procedures described in this document do not impose any restrictions on the design of measurement sites, on the types of vehicles that can be monitored, or on which networks or lines the measuring system can be installed.

The annexes include examples for test procedures, calculation of maximum permissible errors and statistical test methods.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 15654-1:2018, *Railway applications — Measurement of vertical forces on wheels and wheelsets — Part 1: On-track measurement sites for vehicles in service*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at http://www.electropedia.org/
- ISO Online browsing platform: available at http://www.iso.org/obp

3.1
calibration
operation that establishes a relationship between the reference value and the indicated measurement result from the device under test

Note 1 to entry: The reference value is a quantity value with known uncertainties provided by measurement standards.

Note 2 to entry: The indicated measurement result is the quantity with associated measurement uncertainties.

Note 3 to entry: A calibration may be expressed by a statement, calibration function, calibration diagram, calibration curve, or calibration table. In some cases, it may consist of an additive or multiplicative correction of the indication with associated measurement uncertainty.

Note 4 to entry: Calibration should not be confused with adjustment of a measuring system, often mistakenly called "self-calibration", nor with verification of calibration [International vocabulary of metrology – VIM, NF ISO/CEI Guide 99:August 2011].

Note 5 to entry: Often, the first step alone in the above definition is perceived as being calibration.

[SOURCE: OIML V2-200:2012, 2.39]

Note 6 to entry: Calibration in general involves comparison against a known standard to determine how closely measurement system output matches the reference over the expected range of operation [based on GUIDE TO METEOROLOGICAL INSTRUMENTS AND METHODS OF OBSERVATION (WMO-No. 8), Part III, Chapter 4].

3.2
adjustment
process carried out on a measuring instrument in order to provide indications corresponding to given values of the quantity

3.3
verification
conformation through provision of objective evidence that specified requirements have been fulfilled

3.4
approval
formal conformation of compliancy with the requirements of the present Standard

3.5
reference value
reading from a measurement device with known measurement uncertainty and metrological traceability

3.6
measurement uncertainity
non-negative parameter characterizing the dispersion of the quantity values being attributed to a measurand, based on the information used

[SOURCE: ISO/IEC Guide 99:2007, 2.26]

4 Overview

To minimize the number of necessary tests, the approval and verification procedures are divided into:

— type approval test,

— initial verification,

— in-service verification.

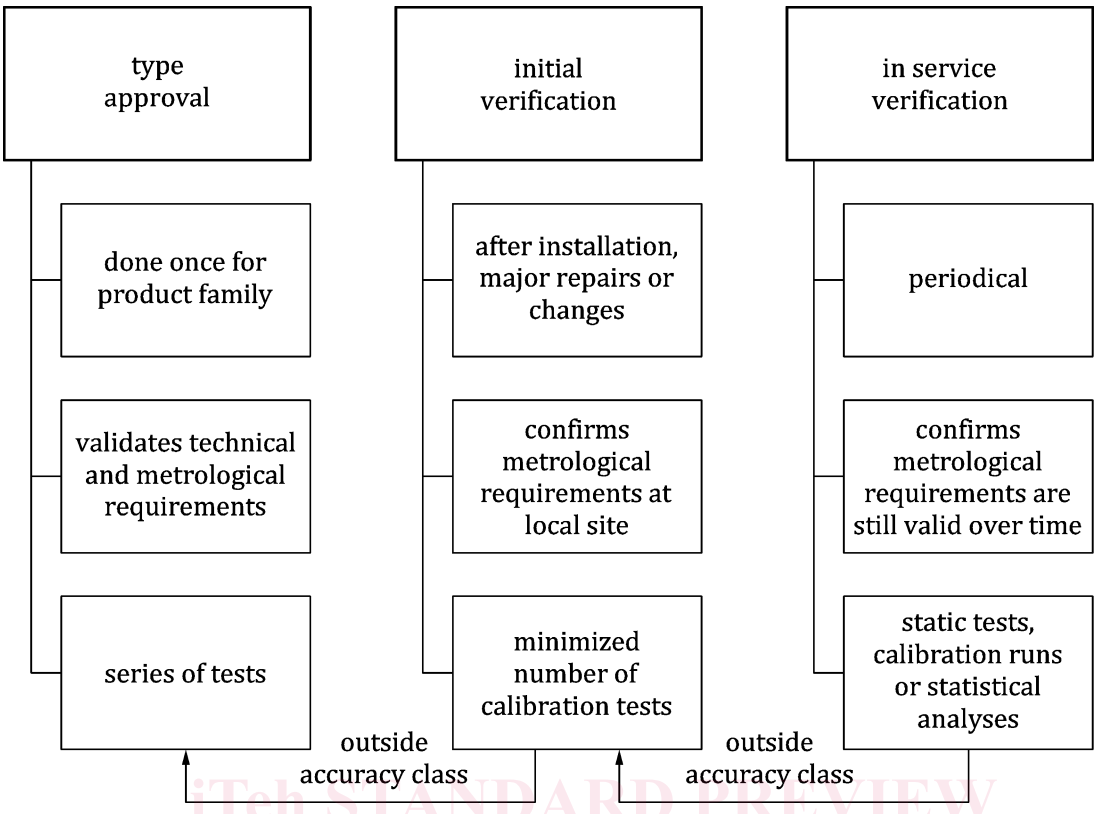

Figure 1 — Overview of approval and verification tests and actions verficiation is outside accuracy class

The purpose of the type approval is to validate the technical requirements and metrological performance characteristics (e.g. accuracy classes) under a variety of operating conditions. It is carried out once for a product family and consists of a series of lab and on-site tests.

The initial verification is performed on site after installation, after major repairs to the measuring system, after track maintenance that can influence the metrological characteristics.

It is carried out to confirm that, after initial setup, the measuring system is functioning within the defined metrological characteristics.

The in-service verification is performed periodically to confirm that the measuring system is functioning within the defined metrological characteristics. This can be achieved by static mass or force, by dynamic test runs or by statistical analysis of vehicle groups which are regularly operated on the site.

If the calibration results from in-service verification or initial verification are outside the accuracy class, corrective actions (e.g. tamping of the track) should be taken. If after the corrective actions, the results are still outside the accuracy class then suitable tests adopted from the type approval procedure should be carried out to determine the real on-site accuracy class for the data to be reported.

Running speed typically influences the accuracy classes. It is difficult to run at constant and defined speeds. In general, a tolerance of ± 5 km/h to the required test speed is acceptable.

Speed variation above a certain level due to acceleration or deceleration can affect results. The device should be able to recognize when these levels have been exceeded during operation of the site and set the accuracy class on the digital output (XML) to “0” to indicate that the results are outsite the tested metrological characteristics.

5 Type approval

5.1 General

The type approval confirms device specifications according to EN 15654-1. The type approval may be separated into laboratory and on-site tests. The laboratory tests can cover individual components and system functionality, but cannot completely replace on-site tests. The on-site test confirms that the device operates correctly and achieves its accuracy classes under real track conditions and train operational conditions.

5.2 Tested metrological characteristics and technical requirements

The tests should be designed to reveal the effects of influences on the measurement results and to determine the accuracy class for each measured or derived quantity.

Type approval tests should cover at least following parameters:

— maximum measuring speed (km/h);

— minimum measuring speed (km/h);

— maximum axle load for which the accuracy classes are valid (t);

— minimum axle load for which the accuracy classes are valid (t);

— environmental condition (e.g. temperature, humidity, snow, wind, air pressure).

The following test influence quantities should be described as boundary conditions (if applicable):

— track quality and geometry;

— speed change limits;

— ambiguous name of the vehicle type, for example codes in compliance with the European Register of Authorized Types of Vehicles (ERATV);

— running behaviour, wagon condition and suspension;

— loading;

— wheel quality;

— power supply.

5.3 Laboratory and site tests

The type approval should consist of laboratory and on-site tests. The laboratory tests can be carried out for individual components or partial parts of the system, in order to test properties that are necessary to fulfil the requirements on the descriptive markings.

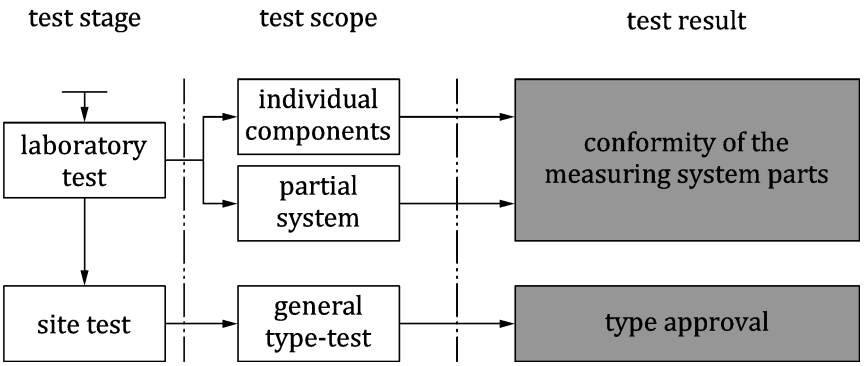

Figure 2 — Structure of the type approval test

The components listed in Table 1 should be verfied to ensure that the measuring device can fullfil its technical and enviromental requirements and metrological characteristics. The parameters to be verified are determined by the system design. Table 1 lists typical parameters to be verified.

Table 1 — Components and verified parameters

Component	Verified parameters
load sensors	measurement range, linearity, repeatability, humidity, temperature, vibration, EMC
cabling, junction boxes and connections	humidity, temperature, vibration, EMC
data acquisition device	humidity, temperature, vibration, EMC, sampling frequency
computing device, network components, power supply (AC/DC converter, UPS)	humidity, temperature, vibration, EMC
software	data exchange interface output safeguard against unauthorized adjustment self-diagnostic functions

The type approval tests should primarily be carried out on site. Laboratory tests should be used for tests that cannot be performed on site.

NOTE 1 For example, axle load typically limits testing. Depending on track and vehicle it is e.g. limited to 22,5 t at a specific site. For loads above this value laboratory tests are necessary in order to confirm linearity, repeatability and accuracy of the device. Other examples are temperature range, vibration and EMC.

Static laboratory tests should be carried out to prove the accuracy of the sensing element (partial test) at:

a) the reference temperature of 20 °C;

b) the specified high temperature;

c) the specified low temperature;

d) a temperature of 5 °C, if the specified low temperature is less than or equal to 0 °C.

NOTE 2 This laboratory tests do not take into account changes in track stiffness that may influence the measurement error depending on the design of the device.