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Railway applications - Slack adjuster

Applications ferroviaires - Régleur de timonerie

Bahnanwendungen - Gestängesteller

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 16241:2014. 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.

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

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Contents

Page

European foreword.....	3
1 Modification to 6.3.3.1, Maintenance of block to tread clearance.....	4
2 Modification to 6.3.3.2, Take up.....	4
3 Modification to 6.3.4.2, Operation at -40 °C.....	4
4 Modification to Annex ZA	4

European foreword

This document (EN 16241:2014/FprA1:2016) 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).

EN 16241:2014/FprA1:2016 (E)

1 Modification to 6.3.3.1, Maintenance of block to tread clearance

Change the first sentence to:

Slack adjusters shall be placed in a suitable test rig that will enable an excessive amount of block to tread clearance to be simulated. The "block to tread clearance" shall be taken up over the maximum length of take up M (see Figures 2 and 3).

Change the last sentence of the second paragraph to:

This is repeated until the slack adjuster has taken up its total take up M, so that total of take up has been simulated.

2 Modification to 6.3.3.2, Take up

Change the second sentence to:

A wear of 100 mm is simulated and the rig operated repeatedly until the "block to tread clearance" reaches the set value ± 2 mm.

Change the second paragraph to:

Pass/fail criteria: Excessive "block to tread clearance" shall be reduced to the set "block to tread clearance" with a tolerance of ± 2 mm in 3 operations of the rig (cycles), or less.

3 Modification to 6.3.4.2, Operation at -40 °C

Change the Pass/fail criteria to:

Pass/fail criteria: The result is satisfactory if the slack adjuster passes the following tests at this extreme temperature value:

- 6.3.3.1 with 50 % enlarged tolerance increased to ± 3 mm;
- 6.3.3.2 and 6.3.3.3, with 50 % enlarged tolerance increased to ± 3 mm in 10 operations of the rig (cycles) or less;
- 6.3.5 criteria unchanged.

4 Modification to Annex ZA

Change the second paragraph to:

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 Freight Wagons, Table ZA.2 for 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.

Delete Table ZA.1, ZA.2 and ZA.3.

Change the Table ZA.4 to Table ZA.1 and its title to:

Table ZA.1 — Correspondence between this European Standard, the Commission Regulation n° 321/2013 of 13 March 2013 (and its amendments 1236/2013 and 2015/924) concerning the technical specification for interoperability relating to the subsystem 'rolling stock – freight wagons' of the rail system in the European Union (published in the *Official Journal L 104*, 12.4.2013, p.1) and Directive 2008/57/EC

Change content of the Comments column of the new Table ZA.1 to:

All requirements of ERA/TD/2012-05/INT version 1.0 referred to in the TSI are covered by this EN. The full compliance with the TSI requirements depends on the way the product is integrated into the rolling stock.

Change the Table ZA.5 to Table ZA.2 and its title to:

Table ZA.2 — - Correspondence between this European Standard, the Commission regulation n°1302/2014 of 18 November 2014 concerning the technical specification for interoperability relating to the 'rolling stock locomotives and passenger rolling stock' of the rail system in the European Union (published in the Official Journal L 356, 12.12.2014, p.228), and Directive 2008/57/EC