



# SLOVENSKI STANDARD

## oSIST prEN 15313:2022

01-junij-2022

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**Železniške naprave - Zahteve za kolesne dvojice med vožnjo - Vzdrževanje kolesnih dvojic v vgrajenem in razstavljenem stanju**

Railway applications - In-service wheelset operation requirements - In-service and off-vehicle wheelset maintenance

Bahnanwendungen - Radsätze und Drehgestelle - Radsatzinstandhaltung

Applications ferroviaires - Exploitation des essieux en service - Maintenance des essieux en exploitation ou déposés

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**ICS:**

45.040	Materiali in deli za železniško tehniko	Materials and components for railway engineering
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EUROPEAN STANDARD  
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**prEN 15313**

April 2022

ICS 45.040

Will supersede EN 15313:2016

English Version

**Railway applications - In-service wheelset operation  
requirements - In-service and off-vehicle wheelset  
maintenance**

Applications ferroviaires - Exploitation des essieux en  
service - Maintenance des essieux en exploitation ou  
déposés

Bahnanwendungen - Radsätze und Drehgestelle -  
Radsatzinstandhaltung

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

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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EUROPÄISCHES KOMITEE FÜR NORMUNG

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

<b>Contents</b>	<b>Page</b>
European foreword.....	7
Introduction .....	8
<b>1 Scope .....</b>	<b>9</b>
<b>2 Normative references .....</b>	<b>10</b>
<b>3 Terms and definitions .....</b>	<b>10</b>
<b>4 Maintenance .....</b>	<b>12</b>
4.1 General .....	12
4.2 Maintenance organization .....	12
4.2.1 Maintenance organization plan .....	12
4.2.2 Maintenance plan .....	12
4.2.3 Service experience .....	13
4.2.4 Traceability – storage – transportation .....	13
4.3 Equipment and systems .....	15
4.4 Staff certification and competence .....	15
4.5 Qualification of an undertaking for the maintenance of in-service or off-vehicle wheelsets .....	16
<b>5 Definition and illustrations of a wheelset, its associated components and defects .....</b>	<b>17</b>
5.1 Definition and illustrations of a wheelset .....	17
5.1.1 Wheelset .....	17
5.1.2 Axle .....	19
5.1.3 Wheel .....	19
5.1.4 Axle box .....	20
5.2 Functional references of the rail-wheel interface .....	21
5.2.1 Wheelset functional references .....	21
5.2.2 Wheel functional references .....	22
5.3 Definition and illustrations of defects .....	23
<b>6 Requirements and operations .....</b>	<b>23</b>
6.1 General .....	23
6.2 Requirements .....	24
6.2.1 In-service limit dimensions and positions .....	24
6.2.2 Special maintenance action for freight wagon axles according to axle load .....	27
6.2.3 Maintenance decision criteria for in-service wheels for all types of wheel .....	28
6.2.4 Maintenance decision criteria for in-service wheels for specific wheel types .....	31
6.2.5 Damage acceptance limits for axle bodies .....	32
6.2.6 Criteria for axle box (C.5) .....	33
6.2.7 Criteria on wheelsets .....	33
6.2.8 Specific requirements for tyred wheels and resilient wheels .....	34
6.2.9 Limit value for axle wheel seat diameter .....	35
6.3 Reprofilng operation .....	35
6.4 Dimensions after reprofiling .....	36
6.4.1 Front-to-front dimension “a <sub>2</sub> ” .....	36
6.4.2 Diameter difference between wheels on the same axle .....	36
6.4.3 Limit values of radial run-out as a function of the maximum operating speed authorized for the vehicle .....	36

6.4.4	Wheel axial run-out as a function of the maximum operating speed authorized for the vehicle .....	36
6.4.5	Parts of the tread that are not re-profiled .....	36
6.4.6	Radial marks and radial defects on the internal side of the rim .....	37
6.5	Maintenance operations, examinations and inspections .....	37
6.5.1	General .....	37
6.5.2	Detection of tread defects .....	37
6.5.3	Detection of thermal damage on the wheel rim or tyre .....	38
6.5.4	Detection of wheel tread roll-over .....	38
6.5.5	Detection of damage to chamfered corner and flange .....	38
6.5.6	Detection of damage resulting from identification markings .....	38
6.5.7	Detection of defects on the external and internal face of the rim .....	38
6.5.8	Verification of web integrity .....	38
6.5.9	Verification of hub integrity .....	39
6.5.10	Verification of rim integrity - Detection of deep sub-surface tread defects .....	39
6.5.11	Detection of thermal defects on the web of a wheel used as a braking surface .....	39
6.5.12	Detection of overheating affecting the wheel rim-web transition on monobloc wheels .....	39
6.5.13	Verification of axle surface integrity .....	39
6.5.14	Detection of damage caused by corrosion .....	42
6.5.15	Detection of circumferential defects around the whole circumference .....	42
6.5.16	Detection of circumferential defects in a singular section of the circumference .....	42
6.5.17	Detection of notches and impact damage .....	42
6.5.18	Detection of longitudinal defects on axles .....	42
6.5.19	Detection of damage in interference fit zones .....	42
6.5.20	Verification after rectification .....	42
6.5.21	Verification of residual magnetism .....	42
6.5.22	Lubrication operation .....	42
6.5.23	Checking for axle box defects .....	43
6.5.24	Verification of wheelset electrical resistance after heavy maintenance of wheelsets .....	43
6.6	Requirements for additional maintenance equipment and operations .....	43
7	In-service wheelset maintenance .....	43
7.1	Maintenance plan .....	43
7.2	Wheelset protection during vehicle and bogie cleaning .....	43
8	Off-vehicle wheelset maintenance .....	43
8.1	Maintenance plan .....	43
8.2	Key operations for off-vehicle wheelset maintenance .....	44
8.3	Off-vehicle wheelset cleaning .....	44
8.4	NDT Interval .....	45
9	Action to be taken on any wheelset after an incident in service or when not covered by the maintenance plan .....	45
9.1	Wheelset bearings subject to water ingress .....	45
9.2	Wheelsets having been subjected to a short circuit current (e.g. from falling overhead line equipment, etc.) .....	45
9.3	Detection by a trackside facility of a wheel circularity defect .....	45
9.4	Wheelsets loaded over the allowed limit .....	45
9.5	Hot axle box detection .....	46
9.5.1	General .....	46
9.5.2	Technical procedure .....	46
9.6	Derailment .....	46
9.7	Head-on collision .....	46
9.8	Lubricant leakage or loss from the axle box .....	46

9.9	Thermal overloaded wheels, brake incident (detection of seized brake or discoloration) .....	47
9.10	Reporting after detection of a wheelset irregularity outside the maintenance plan.....	47
10	Equipment not subject to Directive (EU) 2016/797 .....	47
11	Summary table of requirements of this document .....	47
Annex A	(normative) Minimum database content for freight wagon wheelset traceability .....	48
A.1	Data categories for storage time.....	48
A.2	Minimum data to be collected .....	48
A.2.1	Wheelset.....	48
A.2.2	Wheelset axle.....	50
A.2.3	Wheels.....	51
A.2.4	Bearings.....	52
A.2.5	Medium and heavy wheelset maintenance.....	52
A.2.6	Vehicle in which the wheelset is mounted (not applicable for bogies with variable gauge) and in-service incidents (since applying traceability system).....	53
A.3	Measures to be applied resulting from lack of traceability .....	53
Annex B	(informative) Database content for the traceability of wheelsets of vehicles in the scope of TSI “Rolling stock - Locomotive and passenger rated vehicles” (TSI Loc and Pas) .....	55
B.1	Data categories for storage time.....	55
B.2	Minimum data to be collected .....	55
B.2.1	Wheelset.....	55
B.2.2	Axle.....	57
B.2.3	Wheels.....	58
B.2.4	Bearings.....	59
B.2.5	Medium and heavy wheelset maintenance.....	60
B.2.6	Vehicle in which the wheelset is mounted (not applicable for bogies with variable gauge) and in-service incidents (since applying traceability system).....	61
B.3	Measures to be applied resulting from lack of traceability .....	61
Annex C	(normative) Definition and illustration of defects.....	63
C.1	General.....	63
C.2	Defects for all types of wheel .....	63
C.2.1	Wheel flat .....	63
C.2.2	Metal build-up .....	64
C.2.3	Shelling, cavities .....	65
C.2.4	Scaling .....	65
C.2.5	Tread indentation .....	66
C.2.6	Isolated transverse cracking.....	67

C.2.7	Circularity defect .....	67
C.2.7.1	General .....	67
C.2.7.2	Local tread collapse .....	68
C.2.7.3	Periodic or stochastic out-of-round .....	68
C.2.8	Spalling (thermal effects due to tread braking) .....	69
C.2.9	Rolling contact fatigue .....	69
C.2.10	Thermal cracks .....	70
C.2.11	Wheel tread roll-over .....	71
C.2.12	Damage to chamfered corner .....	72
C.2.13	Wheel tread – grooves and channels (or smooth edged circumferential grooves and sharp edged circumferential fluting) .....	73
C.2.14	False flange .....	74
C.2.15	Damage on the flange .....	75
C.2.16	Sharp-edged radial marks and radial defects on the internal face of the rim (FIJ) .....	75
C.2.17	Damage resulting from identification markings .....	77
C.2.18	Damage from lathe driving tools .....	78
C.2.19	Sharp-edged circumferential defects on the web or wheel centre .....	78
C.2.20	Sharp-edged radial defect on the web .....	79
C.2.21	Wheel web hole defects .....	79
C.2.22	Cracks in the wheel hub .....	79
C.3	Defects specific to wheel types .....	80
C.3.1	Deep sub-surface tread defect on monobloc wheels .....	80
C.3.2	Wheel web defects on monobloc wheels .....	81
C.3.2.1	Defects on the web of a wheel used as braking surface .....	81
C.3.2.2	Thermal overloaded wheels / Overheating affecting the wheel rim/web transition .....	82
C.3.3	Exceptional thermomechanical stressing in tyred wheels .....	83
C.4	Axle defects .....	84
C.4.1	Axle protection defect – Damage on the painting/coating .....	84
C.4.2	Corrosion .....	84
C.4.3	Circumferential defects .....	85
C.4.3.1	Around the whole circumference .....	85
C.4.3.2	Circumferential defects on a singular zone .....	86
C.4.4	Notches and impact damage .....	87
C.4.5	Longitudinal defects .....	88
C.4.6	Damage in the interference fit zones .....	88
C.5	Axle box defects .....	89
C.6	Wheelset defects .....	90

<b>C.6.1</b>	<b>General</b> .....	<b>90</b>
<b>C.6.2</b>	<b>Wheel distortion</b> .....	<b>90</b>
<b>C.6.3</b>	<b>In service axial or angular movement of a wheel or of one of the other components</b> .....	<b>91</b>
<b>C.6.3.1</b>	<b>Axial movement</b> .....	<b>91</b>
<b>C.6.3.2</b>	<b>Angular movement</b> .....	<b>91</b>
<b>C.6.4</b>	<b>Bent axle</b> .....	<b>92</b>
<b>Annex D</b> (normative)	<b>Freight stock</b> .....	<b>93</b>
<b>Annex E</b> (informative)	<b>Rim size without roll-over for equipment not subject to Directive 2016/797/EC</b> .....	<b>94</b>
<b>Annex F</b> (normative)	<b>Definitions of Type A and B axles</b> .....	<b>95</b>
<b>Annex G</b> (informative)	<b>Permissible circularity defects</b> .....	<b>98</b>
<b>Annex H</b> (informative)	<b>Tyred wheels and resilient wheels</b> .....	<b>99</b>
<b>H.1</b>	<b>General</b> .....	<b>99</b>
<b>H.2</b>	<b>Marking of tyred wheels and resilient wheels</b> .....	<b>99</b>
<b>H.2.1</b>	<b>General</b> .....	<b>99</b>
<b>H.3</b>	<b>H.2.2 Tyre thickness of tyred wheels</b> .....	<b>100</b>
<b>H.4</b>	<b>Defects specific to tyred wheels</b> .....	<b>101</b>
<b>H.5</b>	<b>Verification of the electrical resistance during medium and heavy maintenance</b> .....	<b>101</b>
<b>Annex I</b> (normative)	<b>Reference images for axle surface condition limits for off vehicle wheelset maintenance</b> .....	<b>103</b>
<b>I.1</b>	<b>General</b> .....	<b>103</b>
<b>I.2</b>	<b>Local and severe defect</b> .....	<b>103</b>
<b>I.3</b>	<b>Large and heavily corroded areas, strongly and uniformly pitted surface</b> .....	<b>103</b>
<b>I.4</b>	<b>Corrosion defects in abutment area and transition radii</b> .....	<b>104</b>
<b>Annex J</b> (informative)	<b>NDT interval</b> .....	<b>106</b>
<b>J.1</b>	<b>General</b> .....	<b>106</b>
<b>J.2</b>	<b>Axle</b> .....	<b>106</b>
<b>J.3</b>	<b>Wheel</b> .....	<b>106</b>
<b>Annex K</b> (informative)	<b>Summary of the requirements of this standard for in-service boxed wheelsets</b> .....	<b>107</b>
<b>Annex L</b> (informative)	<b>Characteristics of narrow gauge wheelsets</b> .....	<b>109</b>
<b>Annex M</b> (informative)	<b>Characteristics of Spanish and Portuguese gauge wheelsets</b> .....	<b>110</b>
<b>Annex N</b> (informative)	<b>Characteristics of Finnish and Baltic Country Gauge Wheelsets</b> .....	<b>111</b>
<b>Annex ZA</b> (informative)	<b>Relationship between this European Standard and the Essential Requirements of Directive (EU) 2016/797 aimed to be covered</b> .....	<b>112</b>
<b>Bibliography</b> .....		<b>115</b>



## European foreword

This document (prEN 15313:2022) 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 will supersede EN 15313:2016.

In comparison with the previous edition, the following technical modifications have been made:

- a clearer definition of the signs to identify thermal overload of wheels and associated pictures;
- the maintenance requirements to be followed when thermal overloading of a wheel is identified.

This document has been prepared under a standardization request given to CEN/CENELEC by the European Commission and the European Free Trade Association, and supports essential requirements of Directive (EU) 2016/797.

For the relationship with Directive (EU) 2016/797, see informative Annex ZA, which is an integral part of this document.

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## Introduction

The objectives of this amendment to EN 15313:2016 are to:

- incorporate the appropriate results of the ERA Joint Network Secretariat “broken wheels” and Joint Sector Group task force.

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## 1 Scope

To ensure safety and interoperability, this document gives:

- the limits for in-service and off-vehicle wheelsets;
- the operations to be carried out for which the specific values (and/or criteria) remain to be defined in the maintenance plan.

This document applies to wheelsets and axle boxes complying with the following European standards:

- EN 13103-1:2017;
- EN 13260:2020, EN 13261:2020, EN 13262:2020;
- EN 13979-1:2020;
- EN 13715:2020;
- EN 13749:2021

that comprise:

- the axle fitted with wheels of diameters greater than or equal to 330 mm;
- axle boxes with bearings and grease.

This document is also applicable to wheelsets:

- fitted with brake discs, final drive, transmission or noise-damping systems, as appropriate;
- not complying with the above European standards, but complying with the international requirements in force, for example in UIC leaflets, before the approval of these standards;
- with tired wheels;
- with resilient wheels.

For equipment not covered by Directive 2016/797/EC, this European Standard may be applied, noting that different values may be used.

All dimensions in this document are in millimetres (mm).

It is necessary to describe in a specific document the tasks to be performed in order to maintain wheelsets within the limits defined therein.

NOTE The specific values and criteria are defined in an appropriate maintenance plan.

## 2 Normative references

The following documents are referenced in the text in such a way that some parts of these or their entire contents constitute requirements of this document. With dated references, only the referenced issue is applicable. With undated references, the last issue of the referenced document is applicable (including all changes).

EN 13260:2020, *Railway applications — Wheelsets and bogies — Wheelsets — Product requirements*

EN 13261:2020, *Railway applications — Wheelsets and bogies — Axles — Product requirements*

EN 13262:2020, *Railway applications — Wheelsets and bogies — Wheels — Product requirements*

EN 13715:2020, *Railway applications — Wheelsets and bogies — Wheels — Tread profile*

EN 13979-1:2020, *Railway applications — Wheelsets and bogies — Monobloc wheels — Technical approval procedure — Part 1: Forged and rolled wheels*

EN 15085-2:2020, *Railway applications — Welding of railway vehicles and components — Part 2: Requirements for welding manufacturer*

EN ISO 9712:2012, *Non-destructive testing — Qualification and certification of NDT personnel (ISO 9712:2012)*

EN ISO 9934-1:2016, *Non-destructive testing — Magnetic particle testing — Part 1: General principles (ISO 9934-1:2016)*

EN ISO 9934-2:2015, *Non-destructive testing — Magnetic particle testing — Part 2: Detection media (ISO 9934-2:2015)*

EN ISO 9934-3:2015, *Non-destructive testing — Magnetic particle testing — Part 3: Equipment (ISO 9934-3:2015)*

## 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 <https://www.electropedia.org/>

— ISO Online browsing platform: available at <https://www.iso.org/obp>

### 3.1 operation

normal use of wheelsets in service on the track or during routine planned maintenance

Note 1 to entry: to entry: This term also includes any in-service problems and their treatment.

### 3.2 competent technical department

department having experience in the wheelset maintenance field having already written the rules

### 3.3 technical expert

technical expert competent in the maintenance of wheelsets

**3.4****ECM**

Entity in Charge of Maintenance

**3.5****reprofiling only level**

maintenance performed in-service or off-vehicle with reprofiling of the wheels only

**3.6****maintenance plan**

structured and documented set of tasks comprising the activities, instructions, resources and the length of time necessary in order to perform the maintenance (EN 13306:2017; Maintenance — Maintenance terminology)

**3.7****medium wheelset maintenance**

off-vehicle wheelset maintenance without change of wheels, combined with bearing overhaul

**3.8****In service wheelset maintenance**

maintenance of in-service wheelsets comprises all of the operations which are performed on wheelsets between medium and/or heavy maintenance levels

**3.9****heavy wheelset maintenance**

off-vehicle wheelset maintenance with change of wheels, combined with bearing overhaul

**3.10****NDT**

non-destructive testing

**3.11****MT**

magnetic particle testing

**3.12****UT Testing**

ultrasonic testing

**3.13****VT**

visual testing

**3.14****resilient wheels**

wheels that contain rubber elements between the tyre and the web

**3.15****witness mark**

area of unmachined material which can remain after reprofiling to demonstrate that the minimum of material has been removed

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### 3.16

#### wagon overhaul

planned heavy maintenance operation on a wagon

## 4 Maintenance

### 4.1 General

Maintenance involves:

- maintenance of in-service wheelsets/axle boxes;
- maintenance of off-vehicle wheelsets/axle boxes;
- special maintenance attention after in-service incidents (e.g. overloads, hot axle box detection, wheelset bearings subject to water ingress, etc.).

An in-service wheelset shall be maintained by a maintenance undertaking qualified in this type of wheelset.

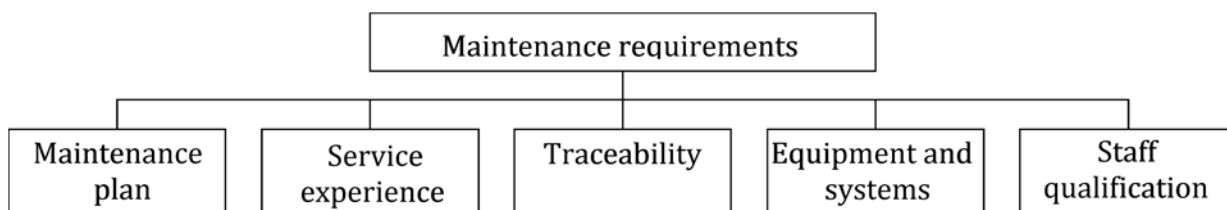
For maintenance of wheelsets, as a minimum, the following shall be utilized:

- a maintenance plan;
- service experience;
- an organization for component and production management;
- specific wheelset maintenance tools;
- qualified staff for non-destructive testing and welding.

### 4.2 Maintenance organization

#### 4.2.1 Maintenance organization plan

The general maintenance of the wheelsets is organized as shown in Figure 1.



**Figure 1 — General maintenance organization**

#### 4.2.2 Maintenance plan

For wheelset maintenance, it is necessary to have a maintenance plan for the wheelsets when in-service and off-vehicle.

The maintenance plan shall specify:

- the actions to be performed to meet the requirements and mandatory operations listed in this document;

- the maintenance intervals;
- any specific measures to be implemented.

The maintenance plan shall be written by a competent technical department in the railway field and approved by the technical expert for the owner undertaking.

#### 4.2.3 Service experience

The maintenance plan shall be reviewed to include:

- the service experience based on the performance of parts in service;
- the corrective actions necessary for dealing with defects;
- remedial actions for criteria detected outside of the limits specified in the maintenance plan;
- corrective actions for limits based on data from in-line monitoring devices.

The principle for revising the maintenance plan based on service experience is presented in Figure 2.

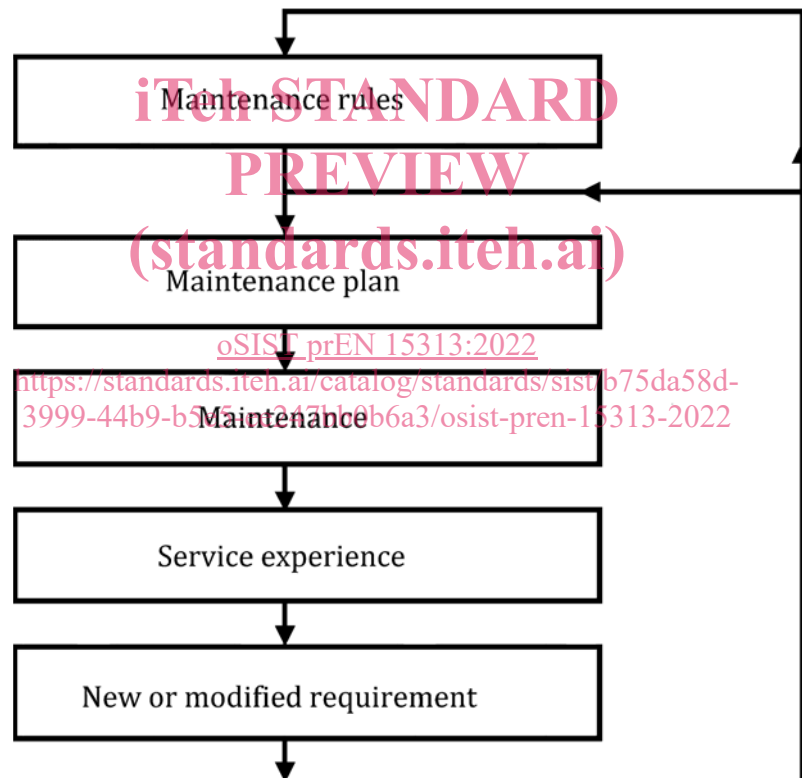


Figure 2 — Service experience

#### 4.2.4 Traceability – storage – transportation

##### 4.2.4.1 Wheelset identification

In order to ensure traceability, in-service wheelsets shall have marks complying with the requirements of EN 13260:2020, EN 13261:2020 and EN 13262:2020.