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Railway applications — Suspension components — Rubber diaphragms for pneumatic suspension springs

Applications ferroviaires — Pièces de suspension — Membranes à base d'élastomère pour ressorts pneumatiques de suspension

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Contents

Page

Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Symbols	3
5 Three-dimensional definition of characteristics	7
6 Definition documents	9
6.1 General	9
6.2 Documents to be provided by the customer	9
6.3 Documents to be provided by the supplier	9
7 Conditions of use	9
7.1 General	9
7.2 Operating temperatures	10
7.3 Environmental conditions	10
7.4 Operating loading conditions	10
7.5 Recycling	10
8 Definition of the product	10
8.1 General	10
8.1.1 Definition of characteristics	10
8.2 Resistance to operating conditions	11
8.2.1 Low temperature	11
8.2.2 Ozone	11
8.2.3 Cleaning product	12
8.2.4 Abrasion	12
8.2.5 Fire behaviour	12
8.2.6 Other conditions	12
8.3 Physical characteristics	12
8.3.1 Materials	12
8.3.2 Adherence between plies	12
8.3.3 Pressure resistance	12
8.3.4 Airtightness	12
8.3.5 Fatigue resistance	13
8.3.6 Burst resistance	13
8.4 Geometrical and dimensional characteristics	13
8.4.1 Mass	13
8.4.2 Space envelope and overall dimensions	13
8.4.3 Appearance of diaphragms in new condition	14
8.4.4 Appearance of diaphragms under extreme deformations	14
8.5 Functional characteristics	14
8.5.1 Stiffnesses	14
8.5.2 Characteristic "internal pressure versus axial static force"	17
8.5.3 Axial isobar characteristic	18
9 Inspection and test methods	19
9.1 General	19
9.1.1 General test conditions	19
9.1.2 Instrumentation	20
9.1.3 Definition and preparation of test pieces	20
9.2 Resistance to operating conditions	20
9.2.1 Low temperature	20
9.2.2 Ozone	20

9.2.3	Cleaning product.....	21
9.2.4	Abrasion.....	21
9.2.5	Fire behaviour.....	21
9.2.6	Other conditions.....	21
9.3	Physical characteristics.....	21
9.3.1	Materials.....	21
9.3.2	Adherence between plies.....	22
9.3.3	Pressure resistance.....	22
9.3.4	Airtightness.....	22
9.3.5	Fatigue resistance.....	23
9.3.6	Burst resistance.....	24
9.4	Geometrical and dimensional characteristics.....	24
9.4.1	Mass.....	24
9.4.2	Space envelope and overall dimensions.....	24
9.4.3	Appearance of diaphragms in new condition.....	25
9.4.4	Appearance of diaphragms under extreme deformation.....	25
9.5	Functional characteristics.....	25
9.5.1	Stiffnesses.....	25
9.5.2	Characteristic "internal pressure versus axial static force".....	33
9.5.3	Axial isobar characteristic.....	33
10	Marking.....	34
11	Traceability.....	34
12	Supplier production plan qualification.....	34
13	Approval and qualification of the product.....	34
13.1	Approval.....	34
13.2	Qualification.....	34
13.2.1	General.....	34
13.2.2	Test pieces.....	35
13.2.3	Qualification procedure.....	35
13.2.4	Validity of the product qualification.....	35
14	Inspection and quality surveillance.....	35
Annex A (informative)	Types of diaphragm.....	36
Annex B (informative)	Example of fatigue test programme.....	38
Annex C (normative)	Qualification procedure.....	40
Annex D (informative)	Recommended tolerances for characteristics of diaphragms.....	42
Bibliography.....		43

Foreword

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This document was prepared by Technical Committee ISO/TC 269, *Railway applications*, Subcommittee SC 2, *Rolling stock*.

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Introduction

This document is based on EN 13597:2003.

Designing a suspension diaphragm requires knowledge of the mechanical system of which it forms part. Specific characteristics are therefore needed for each case, which only the customer can specify.

The requirements of this document are intended to be implemented in conjunction with the conditions for the supply of air spring suspension diaphragms.

This document is the result of studies and research to improve the performance and quality of rubber diaphragms for pneumatic suspension springs in order to meet the requirements of railway rolling stock.

This document is designed for involved parties such as railway operators, manufacturers and equipment suppliers of the railway industry as well as for suppliers of rubber diaphragms for pneumatic suspension springs.

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Railway applications — Suspension components — Rubber diaphragms for pneumatic suspension springs

1 Scope

This document specifies the characteristics for suspension diaphragms to achieve, together with applicable inspection and test methods to be carried out for verification.

An air spring system usually consists of a diaphragm (subject of this document) and additional components such as either emergency or additional springs, or both, and other assembly parts. This document does not detail the other components of air suspension or control systems such as air reservoirs, air piping, levelling system, frames, stiffeners, emergency suspension systems or elastic supports (such as series springs), etc., which will affect the diaphragm performance.

This document applies to suspension diaphragms (inflated with air) designed to be fitted on railway vehicles and similar vehicles running on dedicated tracks with permanent guide systems, whatever the type of rail and the running surface. These parts are typically made with elastomer, textile fabrics and metallic beads.

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.

ISO 36, *Rubber, vulcanized or thermoplastic — Determination of adhesion to textile fabrics*

ISO 48-2, *Rubber, vulcanized or thermoplastic — Determination of hardness — Part 2: Hardness between 10 IRHD and 100 IRHD*

ISO 48-4, *Rubber, vulcanized or thermoplastic — Determination of hardness — Part 4: Indentation hardness by durometer method (Shore hardness)*

ISO 1431-1, *Rubber, vulcanized or thermoplastic — Resistance to ozone cracking — Part 1: Static and dynamic strain testing*

ISO 1817, *Rubber, vulcanized or thermoplastic — Determination of the effect of liquids*

ISO 2781, *Rubber, vulcanized or thermoplastic — Determination of density*

ISO 4649, *Rubber, vulcanized or thermoplastic — Determination of abrasion resistance using a rotating cylindrical drum device*

ISO 24087, *Rubber, vulcanized — Determination of the glass transition temperature and enthalpy by differential scanning calorimetry*

ISO 23529, *Rubber — General procedures for preparing and conditioning test pieces for physical test methods*

ISO 80000-3, *Quantities and units — Part 3: Space and time*

ISO 80000-4, *Quantities and units — Part 4: Mechanics*

3 Terms and definitions

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