

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN 1991-2:2003/AC

February 2010

Février 2010

Februar 2010

ICS 91.010.30; 93.040

English version
Version Française
Deutsche Fassung

Eurocode 1: Actions on structures - Part 2: Traffic loads on bridges

Eurocode 1: Actions sur les structures -
Partie 2: Actions sur les ponts, dues au
trafic

Eurocode 1: Einwirkungen auf Tragwerke -
Teil 2: Verkehrslasten auf Brücken

This corrigendum becomes effective on 17 February 2010 for incorporation in the three official language versions of the EN.

Ce corrigendum prendra effet le 17 février 2010 pour incorporation dans les trois versions linguistiques officielles de la EN.

Die Berichtigung tritt am 17. Februar 2010 zur Einarbeitung in die drei offiziellen Sprachfassungen der EN in Kraft.



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

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Ref. No.: EN 1991-2:2003/AC:2010 D/E/F

1) Modifications to Foreword

2nd paragraph, replace "December 2009" with "March 2010".

Replace the 5th paragraph:

"According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Malta, Netherlands, Norway, Portugal, Slovakia, Spain, Sweden, Switzerland and the United Kingdom."

with the following one:

"According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: 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 the United Kingdom."

2) Modification to "Additional information specific to EN 1991-2"

Final paragraph, replace "Where a Table of a Figure" with "Where a Table or a Figure".

3) Modifications to "National Annex for EN 1991-2"

2nd paragraph, gridlines, delete:

"

4.4.1(2) NOTE 3	Horizontal forces associated with LM3
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".

2nd paragraph, gridlines, row dedicated to 4.5.2 NOTE 3, replace "4.5.2 NOTE 3" with "4.5.2(1) NOTE 3".

2nd paragraph, gridlines, row dedicated to 4.6.1(2) NOTE 2, add "and NOTE 4" after "NOTE 2".

4) Modification to 2.3

Paragraph (3), replace "4.7.2 and 5.6.2" with "4.7.2, 5.6.2 and 6.7.2".

5) Modification to 4.2.4

Paragraph (5), NOTE, 2nd line, add "considered" between "be" and "alternatively".

6) Modifications to 4.3.2

Table 4.2, 3rd column and 2nd row, replace "(or q_{ik})" with "(or q_{rk})" in the cell.

Figure 4.2a, key, just after the description of element (3), add:

"Tandem axle spacing = 1,2 m".

7) Modification to 4.5.1

Table 4.4a, replace the table with the following one:

"

		CARRIAGEWAY						FOOTWAYS AND CYCLE TRACKS
Load type		Vertical forces				Horizontal forces		Vertical forces only
Reference		4.3.2	4.3.3	4.3.4	4.3.5	4.4.1	4.4.2	5.3.2-(1)
Load system		LM1 (TS and UDL systems)	LM2 (Single axle)	LM3 (Special vehicles)	LM4 (Crowd loading)	Braking and acceleration forces ^a	Centrifugal and transverse forces ^a	Uniformly Distributed load
Groups of Loads	gr1a	Characteristic values						Combination value ^b
	gr1b		Characteristic value					
	gr2	Frequent values				Characteristic value	Characteristic value	
	gr3 ^d							Characteristic value ^c
	gr4				Characteristic value			Characteristic value
	gr5	See annex A		Characteristic value				
		Dominant component action (designated as component associated with the group)						
^a May be defined in the National Annex (for the cases mentioned).								
^b May be defined in the National Annex. The recommended value is 3 kN/m ² .								
^c See 5.3.2.1-(2). One footway only should be considered to be loaded if the effect is more unfavourable than the effect of two loaded footways.								
^d This group is irrelevant if gr4 is considered.								

".

8) Modification to 4.9.1

Paragraph (1), NOTE 2, replace "from to the vertical" with "from the vertical".

9) Modifications to 6.4.6.5

Paragraph (3), after Equation (6.14), definition of " y_{dyn} ", delete " y_{stat} the corresponding maximum static response at any particular point in the structural element due to a Real Train or Load Model HSLM".

Paragraph (3), after Equation (6.14), after definition of " y_{dyn} ", add:

" y_{stat} the corresponding maximum static response at any particular point in the structural element due to a Real Train or Load Model HSLM".

10) Modification to 6.5.4.4

Paragraph (4)P, replace "effect is calculated" with "effect shall be calculated".

11) Modifications to A.2

Table A2, 4th column (Axle-lines of 240 kN) and 7th row (2400 kN), replace " N " with " n ".

Table A2, 4th column (Axle-lines of 240 kN) and 8th row (3000 kN), replace " N " with " n ".

Table A2, 4th column (Axle-lines of 240 kN) and 9th row (3600 kN), replace " N " with " n ".

12) Modifications to Annex B

Figure B.1, Key, replace " $G_d(n)$ " with " $G_d(n)$ ".

Figure B.1, Key, replace " $G_d(\Omega)$ " with " $G_d(\Omega)$ ".

13) Modifications to D.2

Paragraph (2), after Equation (D.6), end of the definition of " λ ", add "(EN 1992 – EN 1999)" after "design codes".

Paragraph (2), after Equation (D.6), end of the definition of " γ_{Mf} ", add "(EN 1992 – EN 1999)" after "design codes".

14) Modification to E.2

Just after Figure E.18, NOTE, replace " λ_c " with " λ_c ".