

RAUDTEEALASED RAKENDUSED. RAUDTEEEVEEREMI
TELJEKOORMUST JA INFRASTRUKTUURI ÜHILDUVUST
REGULEERIVAD RAUDTEELÕIKUDE KATEGOORIAD

Railway applications - Line categories for managing the
interface between load limits of vehicles and
infrastructure

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

See Eesti standard EVS-EN 15528:2015 sisaldab Euroopa standardi EN 15528:2015 ingliskeelset teksti.	This Estonian standard EVS-EN 15528:2015 consists of the English text of the European standard EN 15528:2015.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 28.10.2015.	Date of Availability of the European standard is 28.10.2015.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

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ICS 03.220.30, 45.060.20

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English Version

Railway applications - Line categories for managing the interface between load limits of vehicles and infrastructure

Applications ferroviaires - Catégories de ligne pour la gestion des interfaces entre limites de charges des véhicules et de l'infrastructure

Bahnanwendungen - Streckenklassen zur Behandlung der Schnittstelle zwischen Lastgrenzen der Fahrzeuge und Infrastruktur

This European Standard was approved by CEN on 22 August 2015.

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European foreword

This document (EN 15528:2015) has been prepared by Technical Committee CEN/TC 256 “Railway applications”, the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by April 2016, and conflicting national standards shall be withdrawn at the latest by April 2016.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 15528:2008+A1:2012.

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 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document.

Significant technical changes between this European Standard and the previous edition are:

- Extension of the range of Line Categories
 - new Line Categories a10, a12 and a14 to cover light passenger vehicles (Urban Rail);
 - new Line Categories D5 and E6 to optimize the payload for freight wagons.
- Providing information and guidance for additional dynamic checks, for higher speeds and certain vehicle types.
- Implementation of MU-classes alternative to individual train checks.

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, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

The existing European railway infrastructure consists of elements designed for varying historical requirements. Most civil engineering railway infrastructure was built before the introduction of the Technical Specifications for Interoperability (TSIs) and the Eurocodes for the design of structures.

This European Standard defines a line classification system for infrastructure managers and railway undertakings to manage the interface between the load limits for railway vehicles and the payload limits for freight wagons and the vertical load carrying capacity of a line.

The line classification system takes into account parameters such as:

- axle load (P);
- geometrical aspects relating to the spacing of axles;
- mass per unit length (p);
- speed;

and provides a transparent method for determining whether the vertical loading characteristics of vehicles are compatible with the load carrying capacity of lines on the network.

The line classification system utilizes a suite of line categories with each line category defined in this standard by a load model.

1 Scope

This European Standard describes methods of classification of existing and new railway lines and the categorization of vehicles. The standard specifies the technical requirements for ensuring the compatibility of the interface between a vehicle and infrastructure with respect to the vertical load carrying capacity of a line. The standard is suitable for use on freight, passenger and mixed traffic lines with standard track gauge and wider than standard track gauge. It contains requirements relevant to:

- classification of the vertical load carrying capacity of railway infrastructure;
- design of railway vehicles;
- determination of payload limits of freight wagons.

A summary of the classification of infrastructure and the categorization of vehicles is given in Annex B.

The assessment of the vertical load carrying capacity of civil engineering structures, track, sub-grade and earthworks by the use of the load models defined in Annex A permits the classification of infrastructure into line categories.

This European Standard identifies on which lines vehicles are compatible to the infrastructure for regular traffic regarding vertical load effects.

Line categories are provided for:

- all traffic types;
- heavy freight traffic;
- locomotives;
- multiple units;
- lightweight passenger traffic.

Portable trolleys as defined by EN 13977 are outside the scope of this European Standard as well as the working mode of maintenance vehicles (e.g. rail mounted plant, cranes).

This European Standard does not cover the system used in Great Britain, where all lines and vehicles are classified in accordance with the RA (Route Availability) System. A guide to the equivalent categories in accordance with this European Standard is given in Annex Q.

This European Standard does not cover requirements relating to the maximum total mass or maximum length of a train.

The requirements of this European Standard do not replace any regulations related to running behaviour of vehicles described by the assessment quantities for running safety, track loading and ride characteristics (see EN 14363).

This Standard does not impose any requirements to vehicles or infrastructure, but gives guidance to a simplified management of the interface between vehicles and infrastructure.

Publication of line categories is outside the scope of this European Standard.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 1991-2:2003, *Eurocode 1: Actions on structures — Part 2: Traffic loads on bridges*

EN 15663:2009¹⁾, *Railway applications — Definition of vehicle reference masses*

EN 15877-1, *Railway applications — Marking on railway vehicles — Part 1: Freight wagons*

3 Terms, definitions, symbols and abbreviated terms

3.1 Terms and definitions

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

3.1.1

associated maximum speed

local maximum speed for which the line category is valid

3.1.2

axle load

P

sum of the static vertical wheel forces exerted on the track through a wheelset or a pair of independent wheels divided by g

Note 1 to entry: In this standard “load” and “force” are described with units of “mass” (kg or t).

3.1.3

axle load

P_i

axle load P of the axle i

3.1.4

axle spacing

design values of the distances between the centres of adjacent axles

3.1.5

bending moment

designation of an internal force of a beam as used in structural design

3.1.6

categorization of vehicles

statement of the vertical loading characteristics of a railway vehicle, according to the combination of axle loads and axle spacing, by allocation of a line category

1) This document is currently impacted by the corrigendum EN 15663:2009/AC:2010.