Raudteealased rakendused. Teljelaagripuksides kasutatavad määrdeained. Osa 2: Meetod mehaanilise stabiilsuse kontrollimiseks veeremi kiirustel kuni 200 km/h KONSOLIDEERITUD TEKST

Railway applications - Axlebox lubricating greases - Part 2: Method to test the mechanical stability to cover vehicle speeds up to 200 km/h CONSOLIDATED TEXT

EESTI STANDARDIKESKUS
ESTONIAN CENTRE FOR STANDARDISATION

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

Käesolev Eesti standard EVS-EN 14865-2:2006+A2:2010 sisaldab Euroopa standardi EN 14865-2:2006+A1:2009+A2:2010 ingliskeelset teksti.	This Estonian standard EVS-EN 14865-2:2006+A2:2010 consists of the English text of the European standard EN 14865-2:2006+A1:2009+A2:2010.
Standard on kinnitatud Eesti Standardikeskuse 31.12.2010 käskkirjaga ja jõustub sellekohase teate avaldamisel EVS Teatajas.	This standard is ratified with the order of Estonian Centre for Standardisation dated 31.12.2010 and is endorsed with the notification published in the official bulletin of the Estonian national standardisation organisation.
Euroopa standardimisorganisatsioonide poolt rahvuslikele liikmetele Euroopa standardi teksti kättesaadavaks tegemise kuupäev on 27.10.2010.	Date of Availability of the European standard text 27.10.2010.
Standard on kättesaadav Eesti standardiorganisatsioonist.	The standard is available from Estonian standardisation organisation.

ICS 45.040, 75.100

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN 15020:2006+A1

November 2010

ICS 45.060.01

Supersedes EN 15020:2006

English Version

Railway applications - Rescue coupler - Performance requirements, specific interface geometry and test methods

Applications ferroviaires - Attelage de secours - Exigences concernant la performance, la géométrie des interfaces et les méthodes d'essai

Bahnanwendungen - Abschleppkupplung - Leistungsanforderungen, spezifische Schnittstellengeometrie und Prüfverfahren

This European Standard was approved by CEN on 2 October 2006 and includes Amendment 1 approved by CEN on 28 September 2010.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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Ref. No. EN 15020:2006+A1:2010: E

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Foreword

This document (EN 15020:2006+A1:2010) 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 May 2011, and conflicting national standards shall be withdrawn at the latest by May 2011.

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 includes Amendment 1, approved by CEN on 2010-09-28.

This document supersedes EN 15020:2006.

The start and finish of text introduced or altered by amendment is indicated in the text by tags ⟦A1⟩ ⟨A1⟧.

⟦A1⟩ This document has been prepared under a mandate given to CEN/CENELEC/ETSI 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. ⟨A1⟧

The requirements on coupling interfaces of end couplers will be dealt with in a new work item.

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 United Kingdom.

1 Scope

This European Standard specifies the requirements for the rescue coupler for train sets compliant with the Technical Specification for Interoperability High Speed Rolling Stock. It defines the interfaces to which it has to match during rescue operations. It is suitable for locomotives fitted with UIC 520 pattern draw gear and buffers, i.e. moveable draw hook and draw gear capable of compressive loading.[1)]

Provisions going beyond the scope of this European Standard need to be agreed upon by the contracting parties involved.

2 Normative references

The following referenced documents are indispensable for the application 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.

prEN 15085, *Railway applications — Welding of railway vehicles and components*

EN ISO 5817, *Welding — Fusion-welded joints in steel, nickel, titanium and their alloys (beam welding excluded) — Quality levels for imperfections (ISO 5817:2003)*

3 Terms and definitions

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

3.1
rescue coupler
special coupling that enables the hauling and propelling of a failed train unit or train set by another vehicle that is equipped with different coupling design

3.2
rescue vehicle
type of vehicle used to rescue a failed train unit or train set

3.3
automatic coupler
latch-type automatic coupler allowing the mechanical, pneumatic and in some cases electrical connection between two train units or train sets without manual assistance, also known as "Scharfenberg system type 10" automatic coupler

3.4
draw hook
part of a conventional and mechanical manual coupling, also known as UIC draw hook

3.5
main reservoir pipe
pipe containing air pressure at a value which is sufficient to supply subsystems including the brake system

[EN 14478:2005]

1) UIC 520 will be replaced by a European Standard on draw gear and buffers which is in preparation (prEN 15551 for buffers and prEN 15566 for draw gears).