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Standards

Irish Standard
I.S. EN 16207:2014

Railway applications - Braking - Functional and performance criteria of Magnetic Track Brake systems for use in railway rolling stock

I.S. EN 16207:2014

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English Version

Railway applications - Braking - Functional and performance criteria of Magnetic Track Brake systems for use in railway rolling stock

Applications ferroviaires - Freinage - Critères pour la fonction et la performance des systèmes de freinage magnétiques pour véhicules ferroviaires

Bahnanwendungen - Bremse - Anforderungen an Funktion und Leistungsfähigkeit von Magnetschienebremssystemen für Schienenfahrzeuge

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Contents

Page

Foreword.....	4
1 Scope	5
2 Normative references	5
3 Terms, definitions and abbreviations.....	6
3.1 Terms and definitions	6
3.2 Abbreviations	7
4 Task and purpose of the MTB	8
5 Design requirements	10
5.1 Space envelope to be observed by the MTB	10
5.2 Retardation force	10
5.3 Guidance of the activated magnet when applied to the rails	11
5.4 Rest position of the magnet above the rail surface	11
5.5 Magnet elements.....	11
5.5.1 End pieces	11
5.5.2 Pole shoes	12
5.6 Clearance for wheel lathe machines and wheel skates	12
5.7 Strength requirements	13
5.8 Mechanical fastening of the MTB parts to the bogie	15
5.9 Additional requirements for permanent magnets	15
5.10 Control of the MTB.....	15
6 Load combinations for component tests	16
6.1 MTB performance considered in the emergency brake performance.....	16
6.2 MTB performance not considered in the emergency brake performance	17
7 MTB diagnostics	17
8 EMC and interfaces.....	17
8.1 Compatibility with train detection systems	17
8.2 Bogie components in the area of MTB	18
8.3 EMC-proof in accordance with EN 50121-3-2	18
9 Type and series production tests	18
9.1 Type test	18
9.1.1 General.....	18
9.1.2 Magnetic test	18
9.1.3 Electric test.....	18
9.1.4 Thermal test.....	19
9.1.5 Mechanical test	19
9.1.6 Other tests and proofs	19
9.2 Series production testing	20
10 Vehicle implementation tests	20
Annex A (normative) Design loads (load assumptions) of the MTB.....	21
A.1 General.....	21
A.2 Rest position	21
A.3 Working position (brake application position)	23
A.4 Rail brakes	26
A.5 FME(C)A.....	27

A.6	Load collective for operational safety proof.....	27
A.7	Load collective for component tests on the example of 10 000 brake applications	29
A.8	Test procedure.....	29
A.9	Test result.....	29
Annex B	(normative) Measurement of the magnetic attractive force — Functional test of brake magnets	30
B.1	Measurement of the magnetic attractive force of MTB magnets	30
B.2	Formation of the mean magnetic attractive force for rigid magnets	31
B.3	Formation of the mean magnetic attractive force for articulated magnets	31
Annex C	(normative) End pieces of MTB	33
Annex ZA	(informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC	37
Bibliography	40

EN 16207:2014 (E)

Foreword

This document (EN 16207:2014) 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 February 2015 and conflicting national standards shall be withdrawn at the latest by February 2015.

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 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.

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1 Scope

This European Standard specifies the functionality, position, constraints and control of a magnetic track brake system (MTB system) installed in bogies for use in emergency braking and in low adhesion conditions on Mainline Trains with speeds up to 280 km/h. It covers high suspension types of MTB only and not high/low and low suspension type of MTB.

This document also contains test methods and acceptance criteria for an MTB system. It identifies interfaces with electrical equipment, bogie, track and other brake systems.

On the basis of the existing international and national standards, additional requirements are defined for:

- conditions of application for the MTB system;
- retardation and brake forces;
- functional and design features;
- strength requirements;
- type, series and vehicle implementation tests.

For design and calculation a “reference surface” is established.

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 10025-2, *Hot rolled products of structural steels — Part 2: Technical delivery conditions for non-alloy structural steels*

EN 13674-1, *Railway applications — Track — Rail — Part 1: Vignole railway rails 46 kg/m and above*

EN 14198, *Railway applications — Braking — Requirements for the brake system of trains hauled by a locomotive*

EN 14478, *Railway applications — Braking — Generic vocabulary*

prEN 14531-2, *Railway applications — Methods for calculation of stopping and slowing distances and immobilisation braking — Part 2: Step by step calculations for train sets or single vehicles*

EN 15085 (all parts), *Railway applications — Welding of railway vehicles and components*

EN 15179, *Railway applications — Braking — Requirements for the brake system of coaches*

EN 15273-1:2013, *Railway applications — Gauges — Part 1: General — Common rules for infrastructure and rolling stock*

EN 15273-2, *Railway applications — Gauges — Part 2: Rolling stock gauge*

EN 15734-1, *Railway applications — Braking systems of high speed trains — Part 1: Requirements and definitions*

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