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Nederlandse norm

# NEN-EN 15625

(en)

Railway applications - Braking - Automatic  
variable load sensing Devices

Preview

Vervangt NEN-EN 15625:2007 Ontw.

ICS 45.060.01  
november 2008

Als Nederlandse norm is aanvaard:  
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Normcommissie 345 051 "Spoorwegen"

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Voor de in deze norm vermelde normatieve verwijzingen bestaan in Nederland de volgende equivalenten:

<u>vermelde norm</u>	<u>Nederlandse norm</u>	<u>titel</u>
EN 14478:2005	NEN-EN 14478:2005	Railverkeer - Remmen - Algemene woordenlijst (en,fr,de)
EN 50125-1	NEN-EN 50125-1	Spoorwegtoepassingen - Omgevingsomstandigheden voor uitrusting - Deel 1: Uitrusting in rollend materieel (en)
EN 60721-3-5:1997	NEN-EN-IEC 60721-3-5:1997	Indeling van omgevingsomstandigheden van elektrotechnische producten - Deel 3: Indeling in groepen van omgevingsparameters en hun gradaties - Sectie 5: Installaties en apparatuur voor voertuigen (en)
EN 61373:1999	NEN-EN-IEC 61373:1999	Spoorwegtoepassingen - Uitrusting voor rollend materieel - Schok- en trilproeven (en,fr)
EN ISO 228-1	NEN-EN-ISO 228-1	Niet-afdichtende pijpschroefdraad - Deel 1: Afmetingen, toleranties en aanduiding (en)
ISO 8573-1:2001	NEN-ISO 8573-1:2001	Perslucht - Deel 1: Verontreinigingen en zuiverheidsklassen (en)

Preview

Voorbeeld  
Preview

EUROPEAN STANDARD

**EN 15625**

NORME EUROPÉENNE

EUROPÄISCHE NORM

October 2008

ICS 45.060.01

English Version

## Railway applications - Braking - Automatic variable load sensing devices

Applications ferroviaires - Freinage - Dispositifs de pesée variable automatique

Bahnanwendungen - Bremse - Automatisch kontinuierlich wirkende Lasterfassungseinrichtungen

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## Foreword

This document (EN 15625:2008) 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of an identical text or by endorsement, at the latest by April 2009, and conflicting national standards shall be withdrawn at the latest by April 2009.

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For relationship with EU Directive(s), see informative Annexes ZA and ZB, which are integral parts of this document.

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## 1 Scope

This European Standard applies to automatic variable load sensing devices designed to continuously sense the load of a railway vehicle and provide a signal that can be used by a relay valve for the automatic variation of the air pressure used for brake application, thereby adjusting the brake force accordingly to achieve the required brake performance.

This European Standard specifies the requirements for the design, dimensions, manufacture and testing of automatic variable load sensing devices.

## 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.

EN 14478:2005, *Railway applications — Braking — Generic vocabulary*

EN 50125-1, *Railway applications — Environmental conditions for equipment — Part 1: Equipment on board rolling stock*

EN 60721-3-5:1997, *Classification of environmental conditions — Part 3: Classification of groups of environmental parameters and their severities — Section 5: Ground vehicle installations (IEC 60721-3-5:1997)*

EN 61373:1999, *Railway applications — Rolling stock equipment — Shock and vibration tests (IEC 61373:1999)*

EN ISO 228-1, *Pipe threads where pressure-tight joints are not made on the threads — Part 1: Dimensions, tolerances and designation (ISO 228-1:2000)*

ISO 8573-1:2001, *Compressed air — Part 1: Contaminants and purity classes*

## 3 Terms, definitions and symbols

### 3.1 Terms and definitions

For the purposes of this document, the terms and definitions given in EN 14478:2005 and the following apply.

#### 3.1.1

##### **automatic variable load sensing device weighing device**

device connected to the vehicle, which responds to the loading of that vehicle to provide a continuous load proportional signal to the brake control device

NOTE The load input is normally a share of the wagon's mass because of the devices position in the vehicle suspension system. The result is a pneumatic output signal pressure that can be any value between a minimum at tare mass and a maximum at maximum mass. Most of the existing self-adjusting load-dependant brakes generate the load signal using a weighing device.

#### 3.1.2

##### **mechanically operated pneumatic device**

device or mechanism having both mechanical and pneumatic elements

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