



BSI Standards Publication

## Railway applications - Wheelsets and bogies

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Part 1: Design method for axles with external journals

This is a preview of "BS EN 13103-1:2017". [Click here to purchase the full version from the ANSI store.](#)

## National foreword

This British Standard is the UK implementation of EN 13103-1:2017. It supersedes BS EN 13103:2009+A2:2012 and BS EN 13104:2009+A2:2012, which are withdrawn.

The UK participation in its preparation was entrusted to Technical Committee RAE/3/-/1, Railway Applications - Wheels and Wheelsets.

A list of organizations represented on this committee can be obtained on request to its secretary.

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English Version

## Railway applications - Wheelsets and bogies - Part 1: Design method for axles with external journals

Applications ferroviaires - Essieux montés et bogies -  
Partie 1: Méthode de conception des essieux-axes avec  
fusées extérieures

Bahnanwendungen - Radsätze und Drehgestelle - Teil  
1: Konstruktionsleitfaden für außengelagerte  
Radsatzwellen

This European Standard was approved by CEN on 11 September 2017.

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**CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels**

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<b>Contents</b>	<b>Page</b>
<b>European foreword</b> .....	<b>3</b>
<b>Introduction</b> .....	<b>4</b>
<b>1 Scope</b> .....	<b>5</b>
<b>2 Normative references</b> .....	<b>6</b>
<b>3 Terms and definitions</b> .....	<b>6</b>
<b>4 General</b> .....	<b>8</b>
<b>5 Forces and moments to be taken into consideration</b> .....	<b>9</b>
5.1 <b>Types of forces</b> .....	<b>9</b>
5.2 <b>Influence of masses in motion</b> .....	<b>9</b>
5.3 <b>Effects due to braking</b> .....	<b>14</b>
5.4 <b>Effects due to curving and wheel geometry</b> .....	<b>18</b>
5.5 <b>Effects due to traction</b> .....	<b>18</b>
5.6 <b>Calculation of the resultant moment</b> .....	<b>19</b>
<b>6 Determination of geometric characteristics of the various parts of the axle</b> .....	<b>20</b>
6.1 <b>Stresses in the various sections of the axle</b> .....	<b>20</b>
6.2 <b>Determination of the diameter of journals and axle bodies</b> .....	<b>24</b>
6.3 <b>Determination of the diameter of the various seats from the diameter of the axle body or from the journals</b> .....	<b>24</b>
6.3.1 <b>General</b> .....	<b>24</b>
6.3.2 <b>Transition between collar surface and wheel seat</b> .....	<b>27</b>
6.3.3 <b>Wheel seat in the absence of an adjacent seat</b> .....	<b>27</b>
6.3.4 <b>Case of two adjacent seats</b> .....	<b>29</b>
6.3.5 <b>Case of two non-adjacent seats</b> .....	<b>29</b>
<b>7 Maximum permissible stresses</b> .....	<b>29</b>
7.1 <b>General</b> .....	<b>29</b>
7.2 <b>Steel grade EA1N and EA1T</b> .....	<b>30</b>
7.3 <b>Steel grade other than EA1N or EA1T</b> .....	<b>32</b>
7.3.1 <b>General</b> .....	<b>32</b>
7.3.2 <b>Steel grade EA4T</b> .....	<b>33</b>
7.3.3 <b>Other steel grades</b> .....	<b>34</b>
<b>Annex A (informative) Model of axle calculation sheet</b> .....	<b>35</b>
<b>Annex B (informative) Procedure for the calculation of the load coefficient for tilting vehicles</b> .....	<b>37</b>
<b>Annex C (informative) Values of forces to take into consideration for wheelsets for narrow gauge track (metre gauge or close to a metre gauge)</b> .....	<b>39</b>
<b>Annex D (normative) Method for determination of full-scale fatigue limits for new materials</b> .....	<b>40</b>
<b>Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC</b> .....	<b>47</b>
<b>Bibliography</b> .....	<b>49</b>

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## European foreword

This document (EN 13103-1:2017) 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 June 2018, and conflicting national standards shall be withdrawn at the latest by June 2018.

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 13103:2009+A2:2012 and EN 13104:2009+A2:2012.

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

According to the CEN-CENELEC Internal Regulations, the national standards organisations 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, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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## Introduction

Railway axles were among the first train components to give rise to fatigue problems.

Many years ago, specific dimensioning methods were developed in order to design these axles. They were based on a feedback process from the service behaviour of axles combined with the examination of failures and on fatigue tests conducted in the laboratory, so as to characterise and optimise the design and materials used for axles.

A European working group under the aegis of UIC<sup>1</sup> started to harmonise these methods at the beginning of the 1970s. This led to an ORE<sup>2</sup> document applicable to the design of trailer stock axles, subsequently incorporated into national standards (French, German, Italian). It was consequently converted into a UIC leaflet.

The method in this standard is based upon nominal stresses calculated using the beam theory. It was developed when the finite element method was not yet developed. Fatigue limits were obtained using tests, and the stress level in the test pieces was calculated using the beam theory. Also fatigue correction factors were determined by the same way, using test results on test pieces with various diameters and radii.

These three values:

- Method of calculation;
- Correction factor values;
- Fatigue limit values;

are closely linked, with the values of the two latter values being dependent on the calculation method.

The bibliography lists the relevant documents used for reference purposes. The method described therein is largely based on conventional loadings (now based on mass definitions from EN15663) and the outcome is validated by many years of operations on the various railway systems.

This standard is based largely on this method which has been improved and its scope enlarged.

In order to simplify the updating of the axle design standard, it was decided to merge the two previous documents EN 13103 and EN 13104 in one standard which is this one.

Also this standard refers to the mass standard EN 15663 to define the loads for calculations.

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<sup>1</sup> UIC : Union Internationale des Chemins de fer (International Union of Railways)

<sup>2</sup> ORE: Office de Recherches et d'Essais de l'UIC.

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## 1 Scope

This European Standard:

- defines the forces and moments to be taken into account with reference to masses, traction and braking conditions;
- gives the stress calculation method for axles with outside axle journals;
- specifies the maximum permissible stresses to be assumed in calculations for steel grade EA1N, EA1T and EA4T defined in EN 13261;
- describes the method for determination of the maximum permissible stresses for other steel grades;
- determines the diameters for the various sections of the axle and recommends the preferred shapes and transitions to ensure adequate service performance.

This European Standard is applicable for:

- axles defined in EN 13261
- powered and non-powered axles and
- all track gauges<sup>3</sup>.

The powered axle design method of this European Standard applies to:

- solid and hollow powered axles for railway rolling stock;
- solid and hollow non-powered axles of motor bogies;
- solid and hollow non-powered axles of locomotives.

The non-powered axle design method of this standard applies to solid and hollow axles of railway rolling stock used for the transportation of passengers and freight that are not considered in the list above.

This European Standard is applicable to axles fitted to rolling stock intended to run under normal European conditions. Before using this European Standard, if there is any doubt as to whether the railway operating conditions are normal, it is necessary to determine whether an additional design factor has to be applied to the maximum permissible stresses. The calculation of wheelset axles for special applications (e.g. tamping/lining/levelling machines) may be made according to this European Standard only for the load cases of free-rolling and rolling in train formation. This European Standard does not apply to the loads induced by the vehicles in their working mode. They are calculated separately.

This method can be used for light rail and tramway applications.

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<sup>3</sup> If the track gauge is not standard, certain formulae need to be adapted