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BSI Standards Publication

Railway applications – Acoustics – Rail and wheel roughness measurement related to noise generation

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National foreword

This British Standard is the UK implementation of EN 15610:2019. It supersedes BS EN 15610:2009, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee EH/1/2, Transport noise.

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

This publication does not purport to include all the necessary provisions of a contract. Users are responsible for its correct application.

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English Version

Railway applications - Acoustics - Rail and wheel roughness measurement related to noise generation

Applications ferroviaires - Acoustique - Mesurage de la rugosité des rails et des roues relative à la génération du bruit de roulement

Bahnanwendungen - Akustik - Messung der Schienen- und Radrauheit im Hinblick auf die Entstehung von Rollgeräuschen

This European Standard was approved by CEN on 21 January 2019.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
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Contents		Page
European foreword.....		4
1	Scope	5
2	Normative references	6
3	Terms and definitions	6
4	Symbols.....	9
5	Rail roughness.....	9
5.1	Measuring system requirements.....	9
5.1.1	General.....	9
5.1.2	Accuracy of the output signal.....	9
5.1.3	Dimensions of the sensor	9
5.1.4	Tracking of the sensor	10
5.1.5	Sampling interval	10
5.1.6	Record length.....	10
5.1.7	Calibration and traceability to a national measurement standard	10
5.2	Data acquisition	10
5.2.1	General.....	10
5.2.2	Test section requirements.....	10
5.2.3	Reference surface choice.....	11
5.2.4	Data sampling.....	12
5.2.5	Preparation of the rail head surface	13
5.2.6	Acoustic roughness acquisition	13
5.3	Data processing.....	13
5.3.1	Principle	13
5.3.2	Spike removal technique.....	14
5.3.3	Curvature processing.....	15
5.3.4	Spectral analysis.....	16
5.3.5	Procedure for extending the wavelength range	17
5.3.6	Averaging process.....	17
6	Wheel roughness.....	17
6.1	Measuring system requirements.....	17
6.1.1	General.....	17
6.1.2	Accuracy of the output signal.....	17
6.1.3	Dimensions of the sensor	17
6.1.4	Tracking of the sensor	17
6.1.5	Sampling interval	17
6.1.6	Calibration and traceability to a national measurement standard	18
6.2	Data acquisition	18
6.2.1	General.....	18
6.2.2	Data sampling.....	18
6.2.3	Vehicle preparation.....	19
6.2.4	Acoustic roughness acquisition	19
6.2.5	Data quality checks.....	19
6.2.6	Localized geometric wheel features.....	20
6.3	Data processing.....	20
6.3.1	Principle	20

This is a preview of "BS EN 15610:2019". [Click here to purchase the full version from the ANSI store.](#)

6.3.2	Spike removal technique	20
6.3.3	Curvature processing	21
6.3.4	Spectral analysis	21
6.3.5	Averaging the roughness spectra	22
7	Acceptance criteria	22
7.1	Rail roughness	22
7.2	Wheel roughness	22
8	Presentation of the rail and wheel roughness spectra	22
9	Report	23
9.1	Rail roughness	23
9.2	Wheel roughness	23
	Annex A (informative) Examples of localized geometrical features on the rail	25
	Annex B (normative) Algorithm used to synthesize a one-third octave band spectrum from a corresponding narrow band spectrum for rail roughness	27
	Annex C (informative) Determination of the combined roughness (and contact filters)	28
	Annex D (informative) Quantification of measurement uncertainties according to ISO/IEC Guide 98-3	29
D.1	General	29
D.2	Mathematical model	30
D.3	Determination of the standard uncertainties	30
D.4	Determination of the combined standard uncertainty	31
D.5	Determination of the expanded uncertainty	32
	Annex E (informative) An example of a rail roughness report sheet	33
	Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC aimed to be covered	34
	Bibliography	35

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European foreword

This document (EN 15610:2019) 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 November 2019, and conflicting national standards shall be withdrawn at the latest by November 2019.

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

This document supersedes EN 15610:2009.

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.

The main changes with respect to the previous edition are listed below:

- The most significant technical change is the introduction of a measurement procedure for the characterization of the wheel acoustic roughness.
- Slight improvements of the section related to the characterization of the acoustic rail roughness have also been implemented.

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, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

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1 Scope

1.1 This document specifies a direct measurement method for characterizing the surface roughness of the rail and wheel associated with rolling noise ("acoustic roughness"), in the form of a one-third octave band spectrum.

This document describes a method for:

- a) selecting measuring positions along a track or selecting wheels of a vehicle;
- b) selecting lateral positions for measurements;
- c) the data acquisition procedure;
- d) measurement data processing in order to estimate a set of one-third octave band roughness spectra;
- e) presentation of this estimate for comparison with limits of acoustic roughness;
- f) comparison with a given upper limit in terms of a one-third octave band wavelength spectrum;
- g) the measuring system requirements.

1.2 It is applicable to the:

- a) compliance testing of reference track sections in relation to the acceptance test for noise emitted by railway vehicles;
- b) performance testing of track sections in relation to noise emitted by railway vehicles;
- c) acceptance of the running surface condition only in the case where the acoustic roughness is the acceptance criterion;
- d) assessment of the wheel surface condition as an input for the acoustic acceptance of brake blocks;
- e) assessment of the wheel and rail roughness as input to the calculation of combined wheel rail roughness;
- f) diagnosis of wheel-rail noise issues for specific tracks or wheels;
- g) assessment of the wheel and rail roughness as input to rolling noise modelling;
- h) assessment of the wheel and rail roughness as input to noise source separation methods.

1.3 It is not applicable to the:

- a) measurement of roughness (rail roughness, wheel roughness or combined roughness) using an indirect method;
- b) analysis of the effect of wheel-rail interaction, such as a "contact filter";
- c) approval of rail and wheel reprofiling, including rail grinding operations, except for those where the acoustic roughness is specifically the approval criterion (and not the grinding quality criteria as provided in e.g. EN 13231-3);