



BSI Standards Publication

Railway applications — Axlebox condition monitoring — Interface and design requirements

Part 2: Performance and design requirements of on-board systems for temperature monitoring

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National foreword

This British Standard is the UK implementation of EN 15437-2:2012+A1:2022. It supersedes BS EN 15437-2:2012, which is withdrawn.

The start and finish of text introduced or altered by amendment is indicated in the text by tags. Tags indicating changes to CEN text carry the number of the CEN amendment. For example, text altered by CEN amendment A1 is indicated by A1 A1.

The UK participation in its preparation was entrusted to Technical Committee RAE/3/-/2, Railway Applications - Rolling Bearings and Lubricants.

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

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Exigences de performance et de conception des
systèmes embarqués de surveillance de la température

Bahnanwendungen - Zustandsüberwachung von
Radsatzlagern - Schnittstellen und
Gestaltungsanforderungen - Teil 2: Leistungs- und
Konstruktionsanforderungen von fahrzeugbasierten
Systemen für Temperaturüberwachung

This European Standard was approved by CEN on 12 August 2012 and includes Amendment 1 approved by CEN on 21 November 2022.

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

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Contents	Page
European foreword	3
Introduction	4
1 Scope	5
2 Normative references	5
3 Terms and definitions	6
4 Equipment and characteristics	7
4.1 Design requirements	7
4.2 Reliability	7
4.3 Description of alarm levels	7
5 Monitoring performance	8
5.1 General	8
5.2 Required information	8
5.2.1 Basic	8
5.2.2 Advanced	8
5.3 Monitoring capability	8
5.3.1 Basic on-board monitoring system	8
5.3.2 Advanced on-board monitoring system	9
5.4 Functional safety	9
6 Operation and interface	9
6.1 Operation	9
6.1.1 Basic on-board monitoring systems	9
6.1.2 Advanced on-board monitoring systems	10
6.2 Interface	10
6.2.1 Basic on-board monitoring system	10
6.2.2 Advanced on-board monitoring system	10
7 Assessment methods and criteria	11
Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of Directive (EU) 2016/797 aimed to be covered	13
Bibliography	15

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European foreword

This document (EN 15437-2:2012+A1:2022) 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 2023, and conflicting national standards shall be withdrawn at the latest by June 2023.

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 includes Amendment 1 approved by CEN on 21 November 2022.

This document will supersede EN 15437-2:2012.

The start and finish of text introduced or altered by amendment is indicated in the text by tags **A1** and **A1**.

This document has been prepared under a Standardization Request given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s) / Regulation(s).

For relationship with EU Directive(s) / Regulation(s), see informative Annex ZA, which is an integral part of this document.

EN 15437 "*Railway applications - Axlebox condition monitoring - Interface and design requirements*" is comprised of the following parts:

- *Part 1: Track side equipment and rolling stock axlebox;*
- *Part 2: Performance and design requirements of on-board systems for temperature monitoring* (the present document).

Any feedback and questions on this document should be directed to the users' national standards body. A complete listing of these bodies can be found on the CEN website.

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, Republic of North Macedonia, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye and the United Kingdom.

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Introduction

Failed wheelset bearings on rolling stock create a hazard to the safe operation of the railway. If a bearing fails while rolling stock is in service there is the potential for a catastrophic event. A catastrophic event may result in fatalities, severe damage to rolling stock and/or the infrastructure and a risk that rolling stock may derail and/or a fire may develop.

One indication that a bearing is about to fail is a rise in the heat generated by the bearing. Bearings that are about to fail may, therefore, be detected by monitoring their temperature to identify an unacceptable rise.

This part of EN 15437 covers the monitoring of axlebox bearing temperature by on-board monitoring systems. According to the application, these may be considered to be basic systems or advanced systems.

In most cases, rolling stock axleboxes continue to be monitored by trackside Hot AxleBox Detectors [HABD] which is the subject of Part 1 of EN 15437. The monitoring system is fitted on the rolling stock and is able to function autonomously from trackside monitoring systems which are ground-based.

In contrast to trackside monitoring systems, the detection characteristic may be adapted to the particular vehicle design, such that the alarm levels employed are configured depending on the bearing properties, sensor arrangement, vehicle type, network characteristics, etc.

The use of on-board monitoring may also provide a solution for overcoming constraints related to bogie design or other aspects of vehicle design or operation which may prevent effective monitoring by means of the track-side monitoring systems.

Other devices which apply functionally equivalent alternatives (for example based on the principle of vibration monitoring) may be available and normalized elsewhere, such as in other parts of this series of European Standards.

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1 Scope

This European Standard defines the minimum performance requirements of on-board monitoring systems for axlebox condition monitoring by means of temperature measurements.

This European Standard refers to temperature monitoring of the axlebox. However, the design may be such that the rolling bearing itself is monitored directly.

The requirements of this European Standard are intended to apply equally to basic monitoring systems for monitoring the axlebox temperature through to more technically complex systems that may employ a combination of mechatronics.

To ensure the compatibility of monitoring systems and the effective monitoring functions, this European Standard defines the requirements in the following areas:

- equipment and characteristics;
- monitoring performance;
- operation and interface.

This part of EN 15437 does not include:

- systems that do not give an indication to the driver;
- how an on-board monitoring system is structured and how it measures the temperature and identifies axlebox position. This is considered part of equipment design and not part of the functional requirements set out in this standard;
- operational requirements for acting on the information reported by the on-board monitoring system;
- operational requirements for conflict of information between trackside monitoring systems and on-board monitoring systems;
- maintenance requirements for on-board temperature monitoring systems.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements 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 50121-2:2017, *Railway applications — Electromagnetic compatibility — Part 2: Emission of the whole railway system to the outside world*

EN 50121-3-1:2017, *Railway applications – Electromagnetic compatibility Part 3-1: Rolling stock - Train and complete vehicle*

EN 50121-3-2:2016, *Railway applications – Electromagnetic compatibility - Part 3-2: Rolling stock - Apparatus*

EN 50125-1:2014, *Railway applications — Environmental conditions for equipment — Part 1: Rolling stock and on-board equipment*