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BSI Standards Publication

Railway applications — Slack adjuster

bsi.

National foreword

This British Standard is the UK implementation of EN 16241:2014+A1:2016. It supersedes BS EN 16241:2014 which is withdrawn.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⟩.

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Bahnanwendungen - Gestängesteller

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European foreword

This document (EN 16241:2014+A1:2016) 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of an identical text or by endorsement, at the latest by May 2017, and conflicting national standards shall be withdrawn at the latest by May 2017.

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 includes Amendment 1 approved by CEN on 2016-08-08.

This document supersedes EN 16241:2014.

The start and finish of text introduced or altered by amendment is indicated in the text by tags ▌A1〉 〈A1▐.

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 establishes general principles for designing, manufacturing and type testing slack adjusters.

NOTE 1 These requirements cannot be written in sufficient detail to ensure good workmanship or proper construction. Each manufacturer is therefore responsible for taking every necessary step to make sure that the quality of workmanship and construction is such as to ensure accordance with good engineering practice.

It is applicable to double acting slack adjusters designed to control the block (shoe) to tread (wheel) clearance of tread braked vehicles with conventional brake cylinders and rigging, without taking the track-gauge into consideration.

NOTE 2 The term used for this device by UIC is “Brake rigging adjuster”.

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

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

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1
tread
surface of a monobloc wheel or of a separate tread on which the brake block rubs

3.2
slack adjuster
device to compensate for wear of brake shoes, wheel treads, and brake rigging pivots to maintain a nominal block to tread clearance

Note 1 to entry: These slack adjusters are fitted separately in the brake rigging as independent devices. These slack adjusters are sometimes referred to as regulators.

3.3
double acting
works in two directions to take up excessive clearance between the brake block and tread or pay out to allow the nominal clearance to be restored between the brake block and tread where this is reduced

3.4
take up
reduction in the length of the brake rigging caused by the operation of the slack adjuster