



BSI Standards Publication

Railway applications — Wheel/ Rail friction management

Part 2-3: Properties and Characteristics — Adhesion materials

National foreword

This Published Document is the UK implementation of CEN/TS 15427-2-3:2021.

The UK participation in its preparation was entrusted to Technical Committee RAE/3/-/6, Railway applications - Wheel/rail friction management.

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

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English Version

**Railway applications - Wheel/Rail friction management -
Part 2-3: Properties and Characteristics - Adhesion
materials**

Applications ferroviaires - Gestion du frottement
roue/rail - Parte 2-3: Propriétés et Caractéristiques -
Matériau d'Adhésion

Bahnwendungen - Reibungsmanagement zwischen
Rad und Schiene - Teil 2-3: Eigenschaften und
Merkmale - Kräftschlussmaterialien

This Technical Specification (CEN/TS) was approved by CEN on 27 December 2020 for provisional application.

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European foreword

This document (CEN/TS 15427-2-3:2021) has been prepared by Technical Committee CEN/TC 256 "Railway Applications", the secretariat of which is held by DIN.

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 is part of the series EN 15427, Railway applications - Wheel/Rail friction management, which consists of the following parts:

- *Part 1-1: Equipment and Application - Flange Lubrication*
- *Part 1-2: Equipment and Application - Top of Rail materials*
- *Part 1-3: Equipment and Application - Adhesion materials*
- *Part 2-1: Properties and Characteristics - Flange lubricants*
- *Part 2-2: Properties and Characteristics - Top of Rail materials*
- *Part 2-3: Properties and Characteristics - Adhesion materials*
- *Part 3: Rationale for requirements and further background information*

According to the CEN-CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this Technical Specification: 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, Turkey and the United Kingdom.

Introduction

Friction management using solid or fluid (oil, grease, etc.) substances at the wheel-rail interface is a complex subject and includes the following aspects:

- lubrication of the wheel flange/ rail gauge corner interface, commonly referred to as “flange or rail lubrication”;
- lubrication of the back of flange/ check rail interface; commonly referred to as “check rail lubrication”;
- altering the level of friction at the interface between the top of rail and the wheel tread, commonly referred to as “top of rail friction management”;
- altering the level of adhesion at the interface between the top of rail and the wheel tread.

This document sets out requirements for the material to be used for adhesion management. It specifies requirements for the material, how to test it and how to approve it.

The main purpose of an adhesion material is to condition the wheel/ rail contact to either prevent the occurrence of slipping or sliding or to enable recovery of traction following where slipping or sliding occurs.

The adhesion material should be tested to confirm there is:

- compatibility with top of rail systems;
- no intolerable increased risk of fire;
- no harmful environmental effects;
- no incompatibility between the different materials in use, particularly between solid and fluid systems;
- satisfactory and consistent product quality and performance;
- no degradation to the safety of the railway (braking, signalling).

1 Scope

This document specifies the requirements of adhesion materials intended to be applied to the interface between the wheel tread and the rail crown (active interface). It can be applied either directly or indirectly to the wheel tread or rail.

It outlines the information required for most approval procedures, the method of testing and routine control/monitoring of the material.

This document does not deal with Top of Rail materials. For Top of Rail materials see CEN/TS 15427-2-2:2021.

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 933-1:2012, *Tests for geometrical properties of aggregates - Part 1: Determination of particle size distribution - Sieving method*

EN 1097-3:1998, *Tests for mechanical and physical properties of aggregates - Part 3: Determination of loose bulk density and voids*

EN 1097-6:2013, *Tests for mechanical and physical properties of aggregates - Part 6: Determination of particle density and water absorption*

CEN/TS 15427-1-3:2021, *Railway applications - Wheel/rail friction management - Part 1-3: Equipment and Application - Adhesion materials*

EN 1744-1:2009+A1:2012, *Tests for chemical properties of aggregates - Part 1: Chemical analysis*

ISO 2049:1996, *Petroleum products - Determination of colour (ASTM scale)*

3 Terms and definitions

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

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

3.1 adhesion material

substance that is used to either prevent the occurrence of slipping or sliding or to enable recovery of traction/ braking where slipping or sliding occurs

3.2 batch

entire content of a single identified production of material from the same manufacturing process