

BS EN 15551:2017



BSI Standards Publication

Railway applications — Railway rolling stock — Buffers

National foreword

This British Standard is the UK implementation of EN 15551:2017. It supersedes BS EN 15551:2009+A1:2010 which is withdrawn.

The UK committee draws users' attention to the distinction between normative and informative elements, as defined in Clause 3 of the CEN/CENELEC Internal Regulations, Part 3.

Normative: Requirements conveying criteria to be fulfilled if compliance with the document is to be claimed and from which no deviation is permitted.

Informative: Information intended to assist the understanding or use of the document. Informative annexes do not contain requirements, except as optional requirements, and are not mandatory. For example, a test method may contain requirements, but there is no need to comply with these requirements to claim compliance with the standard.

When speeds in km/h require unit conversion for use in the UK, users are advised to use equivalent values rounded to the nearest whole number. The use of absolute values for converted units should be avoided in these cases. Please refer to the table below for agreed conversion figures:

INS, RST and ENE speed conversions	
km/h	mph
7	4.5
9	5.5
10	6
12	7.5
20	12.5

The UK loading gauge is much smaller than the gauge in Europe and the maximum axle load is higher at 25.4 tonnes. As a consequence of this, longer thinner wagons are built to maximise the payload of wagons carrying lower density products.

In order to maximise the volumetric capacity of the wagon body within this overall length, we have continued to use 520 mm buffers with a head radius of 1250 mm to cater for the tighter curves found in many UK terminals, (for example Oleo OP176GX buffers). As EN 15551 is referenced in the Wagon TSI, any new wagons would have to be built with 620 mm buffer and 2750 mm head radius.

This would have three effects:

- 1) The wagon bodies would have to be shorter to allow for the longer buffers within the same 18 300 mm overall length with a corresponding loss of payload of typically 1 tonne on every journey.
- 2) The use of the 2750 mm head radius would push the drawbar loads over the 250 kN limit, when negotiating 70 m curves, which would necessitate lengthening the screw couplings every time the wagons went into tight terminals and tightening them again once they were back on the mainline. This would cause delays to arrivals and departures, add cost and present an additional safety hazard to the shunters.