

AS 7517:2014



Wheelsets



Rolling Stock Standard



This Australian Railway Standard AS 7517 Wheelsets was prepared by the RISSB Development Group. It was signed off by the Development Group and the Rolling Stock Standing Committee in October, 2014 and subsequently by the Development Advisory Board (DAB) in October, 2014. The DAB confirmed that the process used to develop the standard was in accordance with the RISSB accredited development process. On November 10, 2014 the RISSB Board approved the Standard for release.



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The following organisations were represented on the RISSB Development Group:

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Hardchrome Engineering	Transport for NSW	Downer
Bradken	Public Transport Authority of Western Australia	Bombardier Transportation

This standard was issued on two occasions for open review and was independently validated before being signed off and the approvals granted.

RISSB wish to acknowledge the participation of the expert individuals that contributed to the development of this Standard through their representation on the committees and through the open review periods.

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Document Control

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Approval

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RISSB maintains the master for this document and publishes the current version on the RISSB website.

Any changes to the content of this publication require the version number to be updated.

Changes to this publication must be approved according to the procedure for developing management system documents.

RISSB will identify and communicate changes to this publication.

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1 Introduction

1.1 Purpose

This document describes requirements for rolling stock wheelsets.

The main purpose of the requirements is to reduce the risk of derailment due to incorrect wheelset assembly.

1.2 Scope

This documents applies to new and existing rolling stock.

The document covers the assembly, maintenance and interface requirements of rolling stock.

Operation of rolling stock is not covered.¹

Rolling stock used on light rail, cane railway and monorail networks are not covered.²

This standard applies to wheelsets for operating speeds up to and including 200 km/hr.

1.3 Compliance

There are two types of control contained within RISSB Standards:

- (a) mandatory requirements
- (b) recommended requirements

Each of these types of control address hazards that are deemed to require controls on the basis of existing Australian and international Codes of Practice and Standards.

A **mandatory** requirement is a requirement that the standard provides as the only way of treating the hazard.

Mandatory requirements are identified within the text by the term shall.

A **recommended** requirement is one where the standard recognises that there are limitations to the universal application of the requirement and that there may be circumstances where the control cannot be applied or that other controls may be appropriate or satisfactory, subject to agreement with the Rolling Stock Operator, Rail Infrastructure Manager and/or Rail Safety Regulator.

Recommended requirements are to be considered when compliance with the standards is being assessed.

Recommended requirements are identified within the text by the term should.

Hazards addressed by this standard are included in an appendix. Refer to the RISSB website for the latest Hazard Register Guideline: www.rissb.com.au

1.4 Referenced documents

The following documents are referred to in this Standard:

- (a) AS 4292 Railway safety management
- (b) AS 7501 Railway rolling stock - Rolling stock compliance certification
- (c) AS 7505 Railway rolling stock - Signalling detection interfaces

¹ Operation of rolling stock is covered in the Operations section of the Code.

² Currently excluded.