

Railway Applications — Axlebox lubricating greases

Part 1: Method to test the ability to lubricate

ICS 45.040; 75.100

National foreword

This British Standard is the UK implementation of EN 14865-1:2009+A1:2010. It supersedes BS EN 14865-1:2009 which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee RAE/3/-/2, Rolling bearings and lubricants.

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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English Version

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d'essieux - Partie 1: Méthode d'essai d'aptitude à lubrifier

Bahnanwendungen - Schmierfette für Radsatzlager - Teil 1:
Prüfung der Schmierfähigkeit

This European Standard was approved by CEN on 17 January 2009 and includes Amendment 1 approved by CEN on 14 September 2010.

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Foreword

This document (EN 14685-1:2009+A1:2010) 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of an identical text or by endorsement, at the latest by April 2011, and conflicting national standards shall be withdrawn at the latest by April 2011.

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 2010-09-14.

This document supersedes EN 14685-1:2009.

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A1 This document has been prepared under a mandate given to CEN/CENELEC/ETSI 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. A1

This series of standards EN 14685 "*Railway applications – Axlebox lubricating greases*" consists of the following parts:

- *Part 1: Method to test the ability to lubricate;*
- *Part 2: Method to test the mechanical stability to cover vehicle speeds up to 200 km/h.*

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, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

Introduction

This European Standard standardizes a test method and acceptance criteria for the demand in EN 12081 for testing the ability of greases to lubricate axlebox bearings. It addresses the issue of lubricating ability of lubricating greases operating under severe conditions.

All lubricants have three main functions: to form a lubricating film that separates rolling elements and raceways, to protect the bearing from corrosion and give good longevity. For lubricating greases in axleboxes there is also the demand that the product must keep the lubricating ability, sometimes without relubrication, during very long periods of time under arduous operating and environmental conditions.

The testing procedure in this European Standard is severe and is used to discriminate between lubricating greases of different lubricating ability.

1 Scope

This European Standard specifies a testing method and sets the acceptance criteria for the determining of the lubrication ability of lubricating greases intended for the lubrication of axlebox bearings. The lubricating ability, primarily related to the capability of lubricating greases to protect against wear, is determined in a roller bearing lubricant test rig. Wear of the rolling bearing rollers, the frictional behaviour and temperature during the test are used to discriminate between lubricating greases.

NOTE 1 The testing method is referred to in EN 12081.

The method described is carried out in order to test axlebox greases for ordinary-speed vehicles, with speeds up to 200 km/h, and for greases intended for high-speed vehicles, with speeds up to 300 km/h. The method is a discriminating process, and those greases that pass will be subject to more extensive performance tests.

NOTE 2 In EN 12082 a more extensive rig performance test is described in detail. This rig performance test will check the satisfactory function of the assembly of box housing, bearing, sealing and grease during a simulated journey.

For purpose of quality assurance and quality control, this test method is also used for batch testing of greases intended for use in axleboxes.

For light rail and tramway applications other standards or documents agreed between the customer and the supplier may be applied.

2 Normative references

The following referenced documents are indispensable for the application of this European Standard. For dated references, only the edition cited applies. For undated references, the latest edition of the document (including any amendments) applies.

EN ISO 3170, *Petroleum liquids — Manual sampling (ISO 3170:2004)*

EN ISO 4259:2006, *Petroleum products — Determination and application of precision data in relation to methods of test*

ISO 5725-1:1994, *Accuracy (trueness and precision) of measurement methods and results — Part 1: General principles and definitions*

ISO 5725-2:1994, *Accuracy (trueness and precision) of measurement methods and results — Part 2: Basic method for the determination of repeatability and reproducibility of a standard measurement method*

ISO 5725-6:1994, *Accuracy (trueness and precision) of measurement methods and results — Part 6: Use in practice of accuracy values*

3 Terms and definitions

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

3.1

lubricating grease

semi-solid product consisting of a mixture of liquid lubricant thickened with soaps or other thickeners, and may also contain other ingredients, imparting special properties (additives)

3.2

grease lubricating ability

lubricating ability of the grease during the stressing duration of the test, see 3.3, determined as the mean rolling elements wear rate from tests with four tapered roller bearings

NOTE In the FE8 test, the lubricating ability of grease is determined by wear and not by the service life of the grease.

3.3

stressing duration

period of time, t , during which the lubricating grease sample is stressed dynamically and thermally until the test is terminated by the first failure of the test bearings or by the end of the testing period, see 3.4

3.4

testing period

time required for testing, t_p , until failure occurs of one of the test bearings or 500 hours if a test run without interruption

NOTE For approval, the required time for a test is always 500 hours (plus an initial operation during 24 hours at 750 r/min in the 1 500 r/min test). If a bearing will fail earlier, the test is failed.

3.5

frictional moment

torque acting as a mechanical resistance to rotation, resulting from bearing friction

3.6

frictional moment of the test bearing arrangement

torque, M_r , required for driving the two test bearings, see Figure 1, obtained by measuring the force for retaining the bearing housing when the shaft is rotating

3.7

frictional moment of the test bearing arrangement at start

torque, M_{rs} , of the test bearing arrangement immediately after starting the test

3.8

run-in period

period of time, E_p , from the start of the test until the steady-state is reached

NOTE 1 During the run-in period, the grease is distributed and run-in wear occurs. Due to the smoothing of the contacting areas, the ratio of the lubricant film thickness to the sum of the roughness of the contact areas increases, thereby increasing the separating effect of the lubricant film. Depending on the smoothing of the contacting surfaces, the frictional moment is continuously reduced during the run-in process.

NOTE 2 For the test run at 1 500 r/min, there is a special run-in period of 24 hours before the real test starts. This run-in is carried out with the lower speed 750 r/min and with the axial load $F_a = 10$ kN.

3.9

frictional moment of the test bearing arrangement at steady-state

torque, M_{rb} is obtained after the run-in period and is reached when the frictional moment stabilizes at a fairly constant value (variation can be 20 %)

3.10

steady-state temperature

temperature, θ_b , obtained at the end of the run-in period

3.11

test temperature

temperature, θ , measured at the outer ring of the spring-side test bearing

NOTE Owing to better heat dissipation, the bearing at the drive side may be 2 °C to 5 °C cooler.