

6th edition, February 2013

Translation

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Brake parts - Interchangeability

Bremsteile - Austauschbarkeit

Pièces de frein - Interchangeabilité



INTERNATIONAL UNION
OF RAILWAYS



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Leaflet to be classified in volume:

V- Rolling stock

Application :

With effect from 1.2.2013

All members of the International Union of Railway

Record of updates

1st edition, January 1953	First issue and 3 amendments
3rd edition, July 1973	and 4 amendments
4th edition, January 1995	and 4 amendments
5th edition, September 2010	Overhaul of Leaflet to align it with the corresponding TSI & EN Documents
6th edition, February 2013	Additon of point 4 Addition of point 5

The person responsible for this leaflet is indicated in the UIC Code

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Summary

This Leaflet sets out the fundamental characteristics necessary to ensure the interchangeability of brake block holders, brake-rigging adjusters and cast iron brake blocks in international traffic.

1 - Brake block holder

The dimensions for interchangeability of brake block holders with a single brake block and holders with non-articulated two-piece brake blocks are defined in Appendix A - page 7 and Appendix B - page 8.

To prevent the brake blocks from protruding beyond their holders it is recommended that holders and brake triangles be replaced and repaired when any of the limit dimensions shown in Appendix C - page 9 is reached. The dimensions shown in the figure concern all brake block holders.

2 - Envelope and characteristics of brake-rigging adjusters

The envelope and characteristics of brake-rigging adjusters are defined in Appendix **D - page 10** for forces of up to 75 kN in the brake rigging and in Appendix **E - page 11** for forces exceeding 75 kN. These particulars must be observed when new wagons are being manufactured.

Brake-rigging adjusters built into the wagon underframe must comply with the envelope and other minimum requirements laid down.

The serial number 1, 2 or 3 (see Appendices **D** and **E**) to be allocated to the corresponding wagon shall be chosen in relation to the vehicle design and the braking devices and shall be defined when the vehicle is designed.

When designing wagons, allowance must be made for the fact that the position of the brake-rigging adjuster built into the underframe can change due to wear (brake blocks, brake rigging, wheel diameters) and to the passage of bogie wagons through curves and over humps. The adjuster may therefore require more space. Consequently, under all operating conditions a 15 mm gap must be allowed between the envelope of the brake-rigging adjuster and the fixed elements of the underframe.

Clearance for the adjuster ends and the brake-rigging connections must be observed on the vehicles. Pin diameters are given in Appendix **F - page 12**.

Due to insufficient space no special envelope is planned for the brake-rigging adjuster in the bogie. However, also in this case the design must ensure that a gap of 15 mm is allowed between the brake-rigging adjuster and the fixed elements for all operating situations.