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Järnvägar – Rak och vinklad kran för broms- och huvudledning

Railway applications – Straight and angled end cocks for brake pipe and main reservoir pipe

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Denna standard ersätter SS-EN 14601:2005, utgåva 1.

The European Standard EN 14601:2005+A1:2010 has the status of a Swedish Standard. This document contains the official version of EN 14601:2005+A1:2010.

This standard supersedes the Swedish Standard SS-EN 14601:2005, edition 1.

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EUROPEAN STANDARD

EN 14601:2005+A1

NORME EUROPÉENNE

EUROPÄISCHE NORM

October 2010

ICS 45.060.01

Supersedes EN 14601:2005

English Version

Railway applications - Straight and angled end cocks for brake pipe and main reservoir pipe

Applications ferroviaires - Robinets d'arrêt droit ou coudé
pour conduite générale de frein et conduite principale

Bahnanwendungen - Gerade und abgewinkelte
Luftabsperrhähne für die Hauptluftleitung und
Hauptbehälterleitung

This European Standard was approved by CEN on 24 March 2005 and includes Amendment 1 approved by CEN on 30 August 2010.

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Foreword

This document (EN 14601:2005+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of an identical text or by endorsement, at the latest by April 2011, and conflicting national standards shall be withdrawn at the latest by April 2011.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 2010-08-30.

This document supersedes EN 14601:2005.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1.

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

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1 Scope

This European Standard is applicable to manually operated end cocks designed to cut-off the brake pipe and the main reservoir pipe of the air brake and compressed air system of rail vehicles; without taking the type of vehicles and track-gauge into consideration.

This European Standard specifies requirements for the design, dimensions, testing and certification (qualification and/or homologation), and marking.

2 Normative references

The following referenced documents are indispensable for the application 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 50125-1, *Railway applications — Environmental conditions for equipment — Part 1: Equipment on board rolling stock*

EN 61373, *Railway applications — Rolling stock equipment — Shock and vibration tests (IEC 61373:1999)*

EN ISO 228-2, *Pipe threads where pressure-tight joints are not made on the threads — Part 2: Verification by means of limit gauges (ISO 228-2:1987)*

ISO 5208:1993, *Industrial valves — Pressure testing of valves*

ISO 8573-1:2001, *Compressed air — Part 1: Contaminants and purity classes*

ISO 9227:1990, *Corrosion tests in artificial atmospheres — Salt spray tests*

3 Terms and definitions

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

3.1

end cock

two position, three way cock, with no piped vent and, with a rotary spindle moved by the operating handle

3.2 Components

3.2.1

port

terminus of a fluid passage in a component (to which may be connected pipelines) for the transmission of fluid to, or from the component

3.2.1.1

venting port

port which provides passage to atmosphere

3.2.1.2

outlet port

port which is vented to atmosphere when the cock is closed

3.2.1.3**inlet port**

port which is not vented when the cock is closed

3.2.1.4**threaded port**

port arranged to accept screw threaded connection

3.2.2**direction of rotation**

direction of rotation quoted as viewed looking at the handle side

NOTE In case of doubt a sketch should be provided.

3.2.3**mechanical detent**

spring arrangement to retain moving parts in open or closed position and only able to be moved to another position with the specified force

3.2.4**latch**

mechanical device to retain moving parts in open or closed position which can only be moved when the latch is released

3.3 Types of end cocks**3.3.1 Design****3.3.1.1****straight end cock**

cock with axis of inlet and outlet ports in line

NOTE See Figure 1.

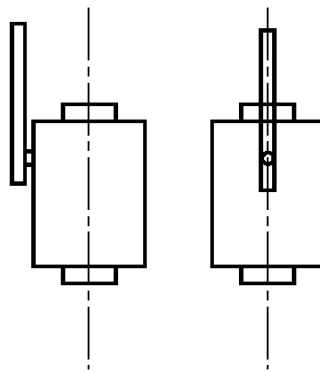


Figure 1 — Straight end cock

3.3.1.2**angled end cock**

cock with axis of outlet port at an angle of $(35 \pm 2)^\circ$ with axis of inlet port

NOTE See Figure 2.

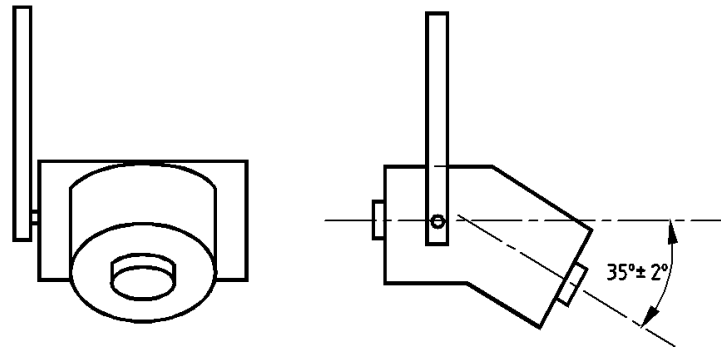


Figure 2 — Angled end cock

3.3.2 Location of the handle

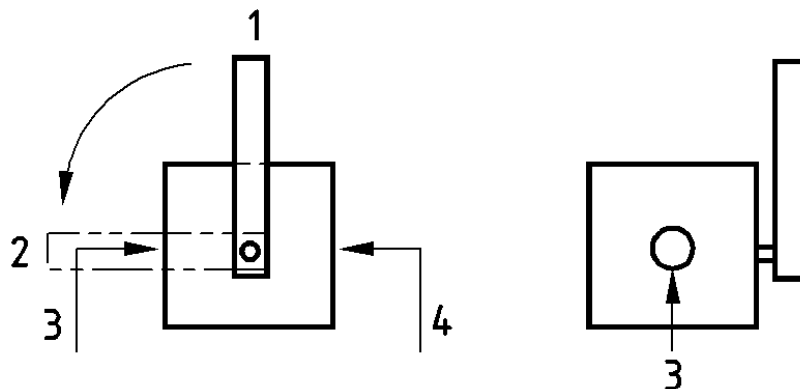
3.3.2.1

right hand end cock

handle located at the right hand side of the end cock with the handle closed in a vertically upwards position

NOTE 1 The end cock is opened by rotating the handle in an anticlockwise direction (see Figure 3).

NOTE 2 Standard mounting position. Other positions of handle are defined by drawing (see Figure 3).



Key

- 1 Closed position
- 2 Open position
- 3 Outlet port
- 4 Inlet port

Figure 3 — Right hand end cock

3.3.2.2

left hand end cock

handle located at the left hand side of the cock with the handle closed is in a vertically upwards position

NOTE 1 The cock is opened by rotating the handle in a clockwise direction (see Figure 4).

NOTE 2 Standard mounting position. Other positions of handle are defined by drawing (see Figure 4).