

# SVENSK STANDARD

## SS-EN 14865-2:2006+A2:2010



Fastställt/Approved: 2010-11-15  
Publicerad/Published: 2010-12-21  
Utgåva/Edition: 1  
Språk/Language: engelska/English  
ICS: 45.040; 75.100

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### **Järnvägar – Smörjfetter för lagerboxar – Del 2: Metod för provning av den mekaniska stabiliteten hos smörjfetter för fordon med hastigheter upp till 200 km/h**

### **Railway applications – Axlebox lubricating greases – Part 2: Method to test the mechanical stability to cover vehicle speeds up to 200 km/h**

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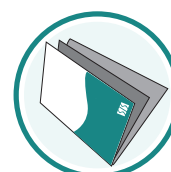
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Denna standard ersätter SS-EN 14865-2:2006+A1:2009, utgåva 1.

The European Standard EN 14865-2:2006+A2:2010 has the status of a Swedish Standard. This document contains the official version of EN 14865-2:2006+A2:2010.

This standard supersedes the Swedish Standard SS-EN 14865-2:2006+A1:2009, edition 1.

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EUROPEAN STANDARD

**EN 14865-2:2006+A2**

NORME EUROPÉENNE

EUROPÄISCHE NORM

October 2010

ICS 45.040; 75.100

Supersedes EN 14865-2:2006+A1:2009

English Version

**Railway applications - Axlebox lubricating greases - Part 2:  
Method to test the mechanical stability to cover vehicle speeds  
up to 200 km/h**

Applications ferroviaires - Graisses lubrifiantes pour boîtes  
d'essieux - Partie 2: Méthode d'essai de stabilité  
mécanique pour des vitesses de véhicules allant jusqu'à  
200 km/h

Bahnanwendungen - Schmierfette für Radsatzlager - Teil 2:  
Prüfverfahren für mechanische Stabilität bei  
Schienenfahrzeugen bis zu Geschwindigkeiten von 200  
km/h

This European Standard was approved by CEN on 9 January 2006 and includes Amendment 1 approved by CEN on 24 February 2009 and Amendment 2 approved by CEN on 14 September 2010.

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## Foreword

This document (EN 14865-2:2006+A2:2010) 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 2009-02-24 and Amendment 2 approved by CEN on 2010-09-14.

This document supersedes A1 EN 14865-2:2006+A1:2009 A1.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1 and A2 A2.

A2 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. A2

EN 14865 consists of the following parts, under the general title *Railway applications — Axlebox lubricating greases*:

- *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

A test method is standardized, which is referred to in EN 12081.

This European Standard standardizes a test method and acceptance criteria for the demand in EN 12081 for testing the mechanical stability of axlebox lubricating greases. It addresses the issue of mechanical stability 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 bearings from corrosion and to give good longevity. For lubricating grease there is a further demand: the product needs to be mechanically stable in use. Currently several common lubricating grease shear stability tests are available to industry, but the procedure in this European Standard is the most severe. It has been available for many years and it is used to discriminate between lubricating greases of different stabilities.

## 1 Scope

This European Standard specifies a test method and sets the acceptance criteria for the determination of the mechanical stability of lubricating greases intended for the lubrication of axlebox bearings according to EN 12081. In the test, impacts are applied to the lubricating grease so that only very stable lubricating greases will perform acceptably. The method is used in a discrimination process for finding lubricating greases of such mechanical stability that they are considered accepted lubricating greases for more extensive performance tests according to EN 12082.

For purposes of quality assurance and quality control, this test method is also used for batch testing of lubricating greases.

## 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 referenced document (including any amendments) applies.

EN ISO 868, *Plastics and ebonite — Determination of indentation hardness by means of a durometer (Shore hardness) (ISO 868:2003)*

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

EN ISO 4259:1995, *Petroleum products — Determination and application of precision data in relation to methods of test (ISO 4259:1992/Cor 1:1993)*

ISO 2137:1985, *Petroleum products — Lubricating grease and petrolatum — Determination of cone penetration*

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 and thickened with soaps or other thickeners, and may also contain other ingredients, imparting special properties (additives)

### 3.2

#### **lubricating grease mechanical stability**

resistance to breakdown of the lubricating grease structure under shear, causing the product to become softer

### 3.3

#### **lifting device**

hoist, block and tackle suitably supported, a traverse or other device suitable to support and safely manoeuvre the axlebox and its components

## 4 Testing principle

A typical type of railway axlebox with a labyrinth seal and two spherical roller bearings is packed with test lubricating grease. The axlebox axle is first rotated for 72 h at 500 r/min (52,4 rad/s) while the axlebox is subject to vibrational accelerations. The vibration is brought about by hitting the axlebox every second with a hammer with a falling height of 4,5 mm. The second part of the test continues in the same way for another 72 h, but the rotational speed of the axle is increased to 1 000 r/min (104,7 rad/s). The weight of lubricating grease lost from the axlebox is recorded as a measure of mechanical stability.

## 5 Reagents and materials

Use only reagents of recognised analytical grades (e.g. white spirit according to BS 245 specification).

## 6 Apparatus<sup>1)</sup>

The following V2F test rig and equipment are used in the test:

- a) test rig as described in Annex A and detailed in Annex B;
- b) lifting device suitable for supporting and manoeuvring the assembled axlebox (approximately 100 kg);
- c) spatula;
- d) balance;
- e) thermocouple.

## 7 Sampling

The following measures shall be taken when taking samples:

- a) unless otherwise specified, samples shall be taken in accordance with one of the procedures specified in EN ISO 3170;
- b) laboratory samples shall be examined for homogeneity before taking the test portion.

NOTE How lubricating grease samples are to be taken after the test procedure is described in 8.10;

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1) Information about suitable equipment is available from SKF Quality Technology Centre, A-4400 Steyr, Austria.

c) samples shall be stored at a temperature between 0 °C and 30 °C, for at least 24 h, before use.

## 8 Testing procedure

### 8.1 General

The procedure is described assuming that the apparatus is disassembled. If this is not the case, then disassemble the apparatus and bearings, as described in 8.10 and 8.11, before proceeding.

### 8.2 Preparation of the apparatus

Make sure that the test rig is earthed and that the electrical wiring is correct. When starting the machine, carefully check that the eccentric cam rotates in the correct direction.

### 8.3 Washing procedure

All parts of the axlebox shall be washed and thoroughly dried before any running test is carried out. White spirit or a similar non-aqueous solvent should be used for the washing and the parts may be dried using clean and dry compressed air.

The bearings shall be disassembled before washing according to the method described in 8.11.

### 8.4 Assembly of the bearings

The rollers shall be placed into the pockets in the two cage halves, with the exception of 12 rollers, 6 from each side of the bearing, i.e. 3 cage pockets are left empty on each side of each cage half to allow assembly.

The cage halves and the guide ring are then placed over the inner ring. The inner ring assembly is fitted into the outer ring and swung out so that it is possible to press the remaining rollers into position.

### 8.5 Volume and distribution of the test lubricating grease

A total volume of 1 370 cm<sup>3</sup> lubricating grease shall be used for the test and this volume of lubricating grease is split up in 5 portions – 132 cm<sup>3</sup>, 174 cm<sup>3</sup>, 700 cm<sup>3</sup>, 174 cm<sup>3</sup> and 190 cm<sup>3</sup>. These portions are to be prepared to an accuracy of ± 0,5 cm<sup>3</sup>.

If the density of the lubricating grease is known, the weight of the lubricating grease instead of the volume can be used.

NOTE Previous trials have proven that following the specified volumes is essential for the accuracy of the testing.

### 8.6 Assembly of the box

The collar shall be pressed on the axle (Figure B.1, key 8). The first bearing (Figure B.1, key 6) is pressed on and the spacing ring (Figure B.1, key 5) mounted.

The bearing is filled with 174 cm<sup>3</sup> lubricating grease. This is done by applying the lubricating grease with a suitable spatula. The outer ring is swung out and about half of the lubricating grease volume is worked between the rollers. With the outer ring swung back into position, the rest of the lubricating grease is applied.

The second bearing (Figure B.1, key 4) is then pressed on and 174 cm<sup>3</sup> lubricating grease is applied in the same way as described for the first bearing.

The fixing plate (Figure B.1, key 3) is placed into position and the bolts drawn tight to keep the bearings in place.

A portion of the lubricating grease,  $190 \text{ cm}^3$ , is placed behind the labyrinth grooves (Figure B.1, lubricating grease portion D). No lubricating grease is placed in the labyrinth grooves.

Another portion of lubricating grease,  $700 \text{ cm}^3$ , is placed against the spacing ring and the bearings (Figure B.1, lubricating grease portion C).

The remainder of the lubricating grease,  $132 \text{ cm}^3$ , is placed against the second bearing and fixing plate (Figure B.1, lubricating grease portion A).

The axle assembly (i.e. axle fitted with bearings, etc.) is moved to a suitable workbench using the lifting device (see Clause 6, b)). The outer labyrinth seal/cover (Figure B.1, key 8), which is in two halves, is put into position and the two halves are bolted together.

The axlebox housing (Figure B.1, key 2) is then placed over the axle assembly. Make sure that the pressure inside and outside the housing is levelled in order to avoid lubricating grease being pressed into the labyrinth seal. The housing unit is held together by 4 bolts and the assembly is completed by screwing in the end plug (Figure B.1, key 1).

## 8.7 Assembly of the machine

The assembled axlebox shall be placed in the rig with the aid of the lifting device and bolted to the frame (Figure A.1, key 4) in the correctly established position. This fixing shall be carried out in such a way that the axlebox spatial position is consistently reproduced for every test. Care shall be taken that the axlebox, when it is mounted on the vertical frame is tightened in its lowest position. This is best facilitated by letting the hammer contact the axlebox with its full weight while fastening the bolts.

The drive pulley is bolted on to the axle, and the position of the electrical motor is adjusted so that the pulleys are aligned and the belt tension is correct. The belt tension should be adjusted with the bolts to be sufficiently tight to prevent slippage.

The tray for collecting the leaked lubricating grease shall be weighed and put into position.

A thermocouple is connected to the axlebox and to a recording unit.

## 8.8 Calibrating the machine

The hardness of the rubber striking plate (Figure A.1, key 3) and the axlebox mounting rubbers (Figure A.1, key 6) shall be checked in accordance with EN ISO 868.

The rubber striking plate (Figure A.1, key 3) is made up of two rubber materials, each 5 mm thick, bonded together. The hardness shall be maintained in the range  $(80 \pm 5)$  Shore A units for the upper and  $(60 \pm 5)$  Shore A units for the lower rubber.

The hardness of the shock absorbing mounting rubbers (Figure A.1, key 6) shall be measured and recorded when new, and the hardness shall be maintained within 5 Shore A units of original measured values.

The rubber striking plate shall be checked annually or after operations where the equilibrium running temperature of the bearings has exceeded  $100 \text{ }^\circ\text{C}$ . It is furthermore recommended that all rubber elements are replaced every 5 years regardless of their hardness.

It is important that the hammer block hits the top of the axlebox correctly, i.e. that contact is made between the hammer and the rubber shock absorbing plate at all points. This can easily be adjusted by loosening the adjustment bolts (Figure A.1, key 1), then lowering the hammer into the axlebox and re-tightening the adjustment bolts.

The bushings or bearings of the arm that lifts the hammer shall be well aligned and without clearance.

NOTE If the hammer does not fall correctly, vibrations will be affected and an incorrect result will be obtained. Check the position of the hammer impact by means of, for instance, carbon paper.