Commission Decision of 28 July 2006 concerning the technical specification of interoperability relating to...
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ANNEX

Technical Specification for Interoperability relating
to the subsystem Rolling Stock — Freight Wagons

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ANNEX W

SPECIFIC CASES

Kinematic gaugeFINLAND, STATIC GAUGE FIN1

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FIN1/Appendix D1

GAUGE OF THE VEHICLE LOWER STEP

4.   Notations (values in metres):

A_s , A_u =	distance between the track centreline and the outer edge of a step;
B =	distance between the vehicle centreline and the outer edge of the step;
a =	distance between bogie pivots or between end axles;
n =	distance of the step cross section most remote from the bogie pivot;
p =	bogie wheel base;
q =	possible transverse displacement due to the play between the axle and the axle box added with the play between the axle box and the bogie frame measured from the middle position with ultimately worn components;
w_{iR} =	possible transverse displacement of the bogie pivot and the cradle, measured from the middle position towards the internal side of the curve;
w_{aR} =	comme w_{iR} , but towards the outside of the curve;
$w_{iR/aR}$ =	maximum value in considered curved track (for fixed steps);

= 0,005 m (for controlled steps which for v ≤ 5 km/h unfurl automatically);

l =	maximum track gauge in straight and in considered curved track = 1,544 m;
d =	distance between ultimately worn wheel flanges, measured 10 mm outwards the running circle = 1,492 m;
R =	Curve radius =500 m …. ∞;
t =	allowed tolerance (0,02 m) for the displacement of the rail towards the platform between two maintenance actions.

Status:
Point in time view as at 28/07/2006.

Changes to legislation:
There are currently no known outstanding effects for the Commission Decision of 28 July 2006
concerning the technical specification of interoperability relating to the subsystem 'rolling stock
— freight wagons' of the trans-European conventional rail system (notified under document
number C(2006) 3345) (Text with EEA relevance) (2006/861/EC) (repealed), Division 4..