



BSI Standards Publication

Railway applications — Railway rolling stock — Buffers

National foreword

This British Standard is the UK implementation of EN 15551:2022. It supersedes BS EN 15551:2017, which is withdrawn.

The UK participation in its preparation was entrusted to Technical Committee RAE/3/-/7, Railway applications - Couplers.

A list of organizations represented on this committee can be obtained on request to its committee manager.

The UK committee draws users' attention to the distinction between normative and informative elements, as defined in Clause 3 of the CEN/CENELEC Internal Regulations, Part 3.

Normative: Requirements conveying criteria to be fulfilled if compliance with the document is to be claimed and from which no deviation is permitted.

Informative: Information intended to assist the understanding or use of the document. Informative annexes do not contain requirements, except as optional requirements, and are not mandatory. For example, a test method may contain requirements, but there is no need to comply with these requirements to claim compliance with the standard.

When speeds in km/h require unit conversion for use in the UK, users are advised to use equivalent values rounded to the nearest whole number. The use of absolute values for converted units should be avoided in these cases. Please refer to the table below for agreed conversion figures:

INS, RST and ENE speed conversions	
km/h	mph
7	4.5
9	5.5
10	6
12	7.5
20	12.5

There are special national conditions relating to the United Kingdom, specified in Annex D (normative) of BS EN 16839:2022, which UK users should reference. Text from that Annex D (normative) is supplied below and references amended for application in this standard.

The UK loading gauge is much smaller than the gauge in Europe and the maximum axle load is higher at 25.4 tonnes. As a consequence of this, longer thinner wagons are built to maximize the payload of wagons carrying lower density products.

In order to maximize the volumetric capacity of the wagon body within this overall length, we have continued to use 520 mm buffers with a head radius of 1250 mm to cater for the tighter curves found in many UK terminals, (for example Oleo OP176GX buffers). As BS EN 15551:2022 is referenced in the Wagon TSI, any new wagons would have to be built with 620 mm buffer and 2750 mm head radius.