STRENGTH CONDITIONS FOR WHEEL/RAIL SYSTEM ACCORDING WITH EUROPEAN STANDARD EN 13001-3.3

Summary. The European Standard EN 13001 was prepared by CEN/TC-147/WG 2 “Cranes. Design - General”, where author of this article is one of the members of the international working group. The European Standard EN 13001-3.3 is one part of a large EN 13001. Transportation machines like cranes, to conform with the essential health and safety requirements of the Machinery Directive. This standard also established the interface between the user and the designer, as well as between the designer and the component manufacturer, in order to form a basic selecting wheel/rail systems of transportation machines like: cranes, baggers or removable conveyor belts.

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1. INTRODUCTION

The European Standard EN 13001-3.3 has been prepared to be a harmonized standard to provide one means for the mechanical design and technical verification of the requirements and methods to prevent mechanical hazards of wheel/rail contacts of cranes or baggers, by design and theoretical verification. This standard covers steel and cast iron wheels.

Transportation machines like cranes, to conform with the essential health and safety requirements of the Machinery Directive. This standard also established interface between the user and the designer, as well as between the designer and the component manufacturer, in order to form a basic selecting wheel/rail systems of transportation machines and theirs components.

The European Standard EN 13001 was prepared by CEN/TC-147/WG 2 “Cranes. Design - General” where the author of this article is one of the members of the international working group.
The European Standard EN 13001-3.3 is a part of a large EN 13001. The other parts of this standard are as follows:

- Part 1: General principles and requirements,
- Part 2: Load actions,
- Part 3.1: Limit states and proof competence of steel structures,
- Part 3.2: Limit states and proof competence of rope/reeving systems,
- Part 3.3: Limit states and proof competence of wheel/rail contacts,
- Part 3.4: Limit states and proof competence of machinery,
- Part 3.5: Hooks design.

Parts of EN 13001: 1, 2, 3.1 and 3.2 are just settled up in the 2006 year and introducing into the national standards of the EU countries, now. The next standards will be prepare in the near future. It shows in this article the method to determine the strength conditions for the wheel/rail contacts systems of cranes, baggers and other mechanical handling machines are useful for a better way to choose wheel units and details (shaft, bearing, etc.) of that mechanisms and can be treating like comments for EN 13 001-3.3.

2. GENERAL PRINCIPLES FOR PROOF CALCULATION

The objective of this calculation is to prove theoretically that transportation machines, like cranes, taking into account the service conditions agreed between the user, designer and/or manufacturer, as well as the states during erection, dismantling and transport, has been designed in conformance to the safety requirements to prevent mechanical hazards. The proof of competence according to EN 13001 shall be carried out by using general principles and methods appropriate for this purpose and corresponding with the recognized state of the art in machines design.

Hazards can occur if extreme values of load effects or their histories exceed the corresponding limit states. To prevent these hazards with a margin of safety, it shall be shown that the calculated extreme values of load effects from all loads acting simultaneously on a machine and multiplied with an adequate partial safety coefficient, as well as the estimated histories of load effects, do not exceed their corresponding limit states at any critical point of the machine. For this purpose the limit state method, and where applicable the allowable stress method, is used in accordance with international and European design codes.

The analysis of load actions from individual events or representative use of machines, like crane (representative load histories) is required to reflect realistic unfavorable operational conditions and sequences of actions of the crane. Figure 1 illustrates the general layout of a proof calculation for cranes.

3. PROOF OF STATIC STRENGTH

3.1. Design rope force

For the proof of static strength it shall be proven for all relevant load combinations [2]:

\[ F_{\text{Sd,s}} \leq F_{\text{Rd,s}} \]  

where: \( F_{\text{Sd,s}} \) is the design contact force, \( F_{\text{Rd,s}} \) is the limit design contact force.

The design contact force \( F_{\text{Sd,s}} \) of all wheel/rail contacts shall be calculated for all relevant load combinations of EN 13001-2, taking into account the respective dynamic factors \( \varphi \), partial safety factors \( \gamma_p \) and where required the risk coefficient \( \gamma_n \) [3].
Fig. 1. Layout of the proof calculation where: a) models of crane and loads; b) load actions; c) limit states; d) proof

Rys. 1. Przebieg obliczeń wytrzymałościowych: a) model dźwignicy i obciążeń; b) działanie obciążeń; c) stan graniczny; d) sprawdzenie
A contact force of the magnitude of the static limit design contact force $F_{Rd,S}$ causes permanent radial deformation of 0.02% of the wheel radius.

The static limit design contact force $F_{Rd,S}$ depends on:
- materials properties (modulus of elasticity and hardness) of wheel and rail,
- contact case (point contact or line contact),
- geometry (radius of wheel and rail),
- decreasing effects (stiffness, edge effects).

The static limit design contact force $F_{Rd,S}$ for cases of point contact are describing by formulas where:

$$F_{Rd,S} = \left( \frac{HB}{\gamma_{Rcp}} \right)^3 \left( \frac{\pi}{1.5} \right)^2 \left[ \frac{3 \cdot (1 - v^2)}{E_m \cdot \left( \frac{2}{D_w} + \frac{1}{r_k} \right)} \right]$$

(2)

$\gamma_{Rcp} = \gamma_m \cdot \gamma_{sep}$

$Em$ is the equivalent elasticity modulus, $v$ is the radial strain coefficient ($v = 0.3$ for steel), $D_w$ is the wheel diameter, $r_k$ is the radius of the rail surface or the second wheel radius (see Figure 2), $HB^*$ - the point of maximum shear, $\gamma_{Rcp}$ is the resulting resistance coefficient for point contact, $\gamma_m$ is the general resistance coefficient ($\gamma_m = 1.1$), $\gamma_{sep}$ is the specific resistance coefficient for point contact ($\gamma_{sep} = 0.1$).

The point of maximum shear is situated at depth $z_{mp}$ below the surface [5].

$$z_{mp} = 0.47 \cdot \frac{HB^*}{\gamma_{Rcp}} \cdot \frac{2 \cdot \pi \cdot (1 - v^2)}{E_m \cdot \left( \frac{2}{D_w} + \frac{1}{r_k} \right)}$$

(3)

Fig. 2. Point contact
Rys. 2. Kontakt punktowy

The static limit design contact force $F_{Rd,L}$ for cases of line contact is describe by formula 3 [6].

$$F_{Rd,L} = \left( \frac{HB^*}{\gamma_{Rcl}} \right)^2 \cdot \frac{\pi \cdot D_w \cdot l \cdot (1 - v^2)}{E_m} \cdot f_1 \cdot f_2$$

(4)

$$z_{ml} = 1.56 \cdot \frac{HB^* \cdot D_w \cdot (1 - v^2)}{\gamma_{Rcl} \cdot E_m}$$
where: $f_1$ is the decreasing factor for edge pressure, $f_2$ is the decreasing factor for non-uniform pressure distribution.

Typical line contacts are shown in figure 3.

Sharp edges at the end of the contact line of wheel or rail decrease the limit design contact force. This effect is taken into account by factor $f_1$, given in table 1.

An ideal uniform distribution requires sufficient elasticity of the rail fixation or support and/or wheels on hinged legs. Otherwise deformation of the machine structure (e.g. bending of main girders) or tolerances in rail alignment result in non-uniform pressure distribution, decreasing the limit design contact force. This effect is taken into account by factor $f_2$, given in table 2 (Tolerance classes according ISO 12488-1).

Table 1

<table>
<thead>
<tr>
<th>edge $r_3/l$</th>
<th>$f_1$</th>
</tr>
</thead>
<tbody>
<tr>
<td>sharp edge: $r_3/l \leq 0.1$</td>
<td>0.5</td>
</tr>
<tr>
<td>$0.1 &lt; r_3/l &lt; 0.2$</td>
<td>$5^*(r_3/l)$</td>
</tr>
<tr>
<td>smooth edge: $r_3/l \geq 0.2$</td>
<td>1.0</td>
</tr>
</tbody>
</table>

where $l$ is the length of the contact line and $r_3$ is the radius of the edge (see Figure 3).
4. PROOF OF FATIGUE STRENGTH

For the proof of fatigue strength of all wheel/rail contacts it shall be proven that for each wheel and for all points on the rails:

\[ F_{sd,f} \leq F_{rd,f} \]  \hspace{1cm} (5)

where: \( F_{sd,f} \) is the design contact force for fatigue, \( F_{rd,f} \) is the limit design contact force for fatigue.

The design contact force \( F_{sd,f} \) shall be calculated for regular loads (load combinations A of EN 13001-2) only, with the respective dynamic factors \( \varphi \), partial safety factors \( \gamma_p \), and risk coefficient \( \gamma_n \) set to 1.0 [1].

The limit design contact force \( F_{rd,f} \) shall be calculated for wheels and rails separately by formula:

\[ F_{rd,f} = \frac{F_u}{\sqrt{s_c \cdot \gamma_{cf}}} \cdot f_f \]  \hspace{1cm} (6)

where: \( F_u \) is the minimum contact force, \( S_c \) is the contact force history parameter, \( \gamma_{cf} \) is the minimum contact resistance factor (\( \gamma_{cf} = 1.1 \)), \( f_f \) is the factor of further influences, \( m \) is the exponent for wheel/rail contacts: \( m=3 \) for cases of point contact and \( m=10/3 \) for cases of line contact.

In analogy to stress history parameter (see EN 13001-1 [1]), the contact force history parameter is given by:

\[ s_c = k_c \cdot \nu_c \]  \hspace{1cm} (7)

where: \( k_c \) is the contact force spectrum factor, \( \nu_c \) is the relative total number of rolling contacts.

The contact force history parameter shall be determined either by direct use of equation (7) or simplified (based on experience) by selection of a class \( S_c \) from table 3.

<table>
<thead>
<tr>
<th>Class</th>
<th>( S_c0 )</th>
<th>( S_c1 )</th>
<th>( S_c2 )</th>
<th>( S_c3 )</th>
<th>( S_c4 )</th>
<th>( S_c5 )</th>
<th>( S_c6 )</th>
<th>( S_c7 )</th>
<th>( S_c8 )</th>
<th>( S_c9 )</th>
</tr>
</thead>
<tbody>
<tr>
<td>( s_c )</td>
<td>0.008</td>
<td>0.016</td>
<td>0.032</td>
<td>0.063</td>
<td>0.126</td>
<td>0.26</td>
<td>0.5</td>
<td>1.0</td>
<td>2.0</td>
<td>4.0</td>
</tr>
</tbody>
</table>

The contact force spectrum factor \( k_c \) is calculated by formula:

\[ k_c = \frac{1}{i_{tot}} \cdot \sum_{i=1}^{i_{tot}} \left( \frac{F_{sd,f,i}}{F_{sd,f}} \right)^m \]  \hspace{1cm} (8)
where: \( i \) is the index of one rolling contact with \( F_{sd,f,i} \), \( i_{tot} \) is the total number of rolling contacts during the useful life of wheel or rail, \( F_{sd,f} \) is the design contact force in contact \( i \), \( F_{sd} \) is the maximum design contact force.

The relative total number of rolling contacts \( v_c \) is calculated by formula:

\[
v_c = \frac{i_{tot}}{i_D}
\]

where: \( i_{tot} \) is the total number of rolling contacts during the useful life of wheel or rail, \( i_D \) is the number of rolling contacts at reference point: \( i_D = 6.4 \cdot 10^6 \) [2].

The factor \( f_f \) takes into account further influences on the limit design contact force:

\[
f_f = f_{f1} \cdot f_{f2} \cdot f_{f3} \cdot f_{f4} \cdot f_{f5}
\]

where: factor for edge pressure \( f_{f1} = f_1 \); pressure distribution factor \( f_{f2} = 1,0 \) [2].

A skewing wheel causes wear of wheel and rail and thus shortens its useful life. The wear is increased overproportionally in relation to the skewing angle \( \alpha \). This effect is taken into account by factor \( f_{f3} \).

\[
f_{f3} = \begin{cases} 1 & \text{for } \alpha \leq 3\%_0 \\ \sqrt[3]{\frac{3}{\alpha}} & \text{for } \alpha > 3\%_0 \end{cases}
\]

where: \( \alpha \) is the skewing angle either of the crane in \( 0/0_0 \), calculated according to [2].

Matching materials cause equal wear of a wheel and a rail per rolling contact. Non-matching materials will increase wear of one partner and decrease wear of the other partner.

This may be taken into account by factor \( f_{f4} \).

\[
f_{f4} = f_{4w} \quad \text{for wheels}
\]

\[
f_{f4} = f_{4r} \quad \text{for rails}
\]

where:

\[
f_{4w} = \frac{1}{f_{4r}}
\]

The factor \( f_{f4} \) may be chosen from experience in the range between 0.5 and 2.0 [2].

The mechanical drive factor \( f_{f5} \) may be chosen:

\[
f_{f5} = 0.95 \quad \text{for driven wheels in unclean environment},
\]

\[
f_{f5} = 1.0 \quad \text{for non-driven wheels or wheels in clean environment}.
\]

**CONCLUSION**

- New standard EN 13001-3.3 giving more practical information for designers and users of wheel units in different mechanisms of cranes or baggers than others standards (like: EN ISO 12100-1:2003 Safety of machinery — Basic concepts, general principles for design or ISO/DIS 12488-1, Cranes — Tolerances for wheels and travel and traversing tracks).
• For users, eg. designers of driving mechanisms, this standard is not sufficient, because in live
applications they should have other (so thick) standards from EN 13001 series.
• Actually, standard EN 13001-3.3 is on the last consulting way with national standardization
committees and discussion between members of CEN Working Group WG 2.

Literature

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