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Railway applications – Track – Concrete sleepers and bearers – Part 6: Design; English version EN 13230-6:2020, English translation of DIN EN 13230-6:2020-09

Bahnanwendungen –
Oberbau –
Gleis- und Weichenschwellen aus Beton – Teil 6: Bemessung;
Englische Fassung EN 13230-6:2020,
Englische Übersetzung von DIN EN 13230-6:2020-09

Applications ferroviaires –
Voie –
Traverses et supports en béton – Partie 6: Conception;
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In case of doubt, the German-language original shall be considered authoritative.

A comma is used as the decimal marker.

National foreword

This document (EN 13230-6:2020) has been prepared by Technical Committee CEN/TC 256 “Railway applications” (Secretariat: DIN, Germany).

The responsible German body involved in its preparation was *DIN-Normenausschuss Fahrweg und Schienenfahrzeuge* (DIN Standards Committee Railway), Subcommittee NA 087-00-01-03 UA “Sleepers and bearers”.

The DIN document corresponding to the international document referred to in this document is as follows:

ISO 15901-1:2016	DIN ISO 15901-1:2019-03

For current information on this document, please go to DIN’s website (www.din.de) and search for the document number in question.

National Annex NA
(informative)

Bibliography

DIN ISO 15901-1:2019-03, *Evaluation of pore size distribution and porosity of solid materials by mercury porosimetry and gas adsorption — Part 1: Mercury porosimetry (ISO 15901-1:2016)*

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Railway applications - Track - Concrete sleepers and bearers - Part 6: Design

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
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European foreword

This document (EN 13230-6:2020) 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of an identical text or by endorsement, at the latest by October 2020, and conflicting national standards shall be withdrawn at the latest by October 2020.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document has been prepared under a mandate given to CEN 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.

This European Standard is one of the EN 13230 series, *Railway applications – Track – Concrete sleepers and bearers*, which consist of the following parts:

— *Part 1: General requirements*;

— *Part 2: Prestressed monoblock sleepers*;

— *Part 3: Twin-block reinforced sleepers*;

— *Part 4: Prestressed bearers for switches and crossings*;

— *Part 5: Special elements*;

— *Part 6: Design*.

This European Standard can be used as a technical basis between contracting parties (purchaser – supplier).

Annexes A and B are informative; they can be used as normative requirements by completion of a contract, if agreed by the contracting parties.

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, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

Introduction

This document covers the design of concrete sleepers and bearers and is used in conjunction with the following parts:

— *Part 1: General requirements*;

— *Part 2: Prestressed monoblock sleepers*;

— *Part 3: Twin-block reinforced sleepers*;

— *Part 4: Prestressed bearers for switches and crossings*;

— *Part 5: Special elements*.

Concrete sleepers and bearers are safety critical components for railway applications. They are not covered by any other European Standard.

As safety critical components, an agreement is needed between purchaser and supplier to operate a factory Quality System.