

Svensson Bolennarth

Från: Tagliaferri Carlo <c.tagliaferri@orlandi.it>
Skickat: den 8 oktober 2013 18:25
Till: Svensson Bolennarth
Kopia: juergen.westphaeling@tuev-sued.de
Ämne: R: Reduced speed
Bifogade filer: cuna NC138-55.pdf

Dear Bolennarth,

here attached the original language file of the Italian Standard CUNA NC138-55.
I try to sum up the most important points with reference to the purpose in object.

As in my previous notes, the speed European limit for MCM up to 80t is 62,5 Km/h, 40 Km/h over this limit.
The NC138-55 Standard considers 6 couplings categories, with different (increasing from III to VIII) towing capacities.

If we look the running limit points (A - from 42,6 to 80t / B - over 80t) under NC138-55 light, we have to consider as follows:

A is in the VI category (towable mass up to 120 t)
B should be in the VII (towable mass up to 250 t) or VIII (towable mass up to 500 t)

The geometrical features of those coupling categories are slightly (VI) or completely (VII/VIII) different from R55.01 prescriptions.

No vertical load is provided on those couplings.

Three different static tests have to be performed: 1 - longitudinal, with linear behavior in displacement / load graph between certain limits depending on towable mass capacity; 2- deviated longitudinal (interesting, a sort of Av static test) with residual deformation measurement; 3- vertical , even if no vertical load is provided.

I do not know if this can be of some interest on Reduced Speed Item on our list. Anyway this is the only "regulated" system we have now.

But if you think that it could be, I will prepare a powerpoint file on this.

Best regards.

Carlo

Da: Svensson Bolennarth [<mailto:bolennarth.svensson@vbggroup.com>]

Inviato: venerdì 27 settembre 2013 09:05

A: Tagliaferri Carlo

Cc: jose.algueera@jost-werke.de; thierry preud'homme

Oggetto: SV: Reduced speed

Dear Carlo,

I understand that your notes are illustrating the way you have understood the way that I have shown that we would like to propose to handle reduced speed.

For the discussion in the working group my request was that Orlandi, Jost and Pommier should make a comparison between this proposal and the way those individual companies use to handle this matters.

Concerning your notes I have some comments. The highlighted formula is correctly cited and shall be used that way.

$$X_{req-r} = X_{req-o} \sqrt{\frac{v_r}{v_o}}, \text{ where X stands for } D, D_c \text{ or } V$$

I.e. when reducing the speed the requirements become lower. The certified values are never changed. The static load S is the static load and does not depend on speed. I.e. S shall never be subject to elaboration with respect to speed.

Requirement	Performance	Requirement	Requirement	Requirement
	80 km/h	80km/h	62,5 km/h	40 km/h
D(KN)	190	200	177	141
Dc (KN)	120	160	141	113
S (Kg)	1000	800	800	800
V (KN)	50	75	66	53

I have taken your table and added one column. The performance column is the certified values for some equipment used. This stay the same we do not change the product. Then the first requirement column illustrate some requirement for an application at a maximum speed of 80 km/h. The second requirement column then illustrate what this same application would require if the maximum speed is reduced to 62,5 km/h. We see that the application with a hinged drawbar then become OK, i.e. below 190 kN. The third requirement column then illustrate what this same application would require if the maximum speed is reduced to 40 km/h. Then the Dc requirement become ok, i.e. lower than certified 120 kN. However the V value is still not ok.

I hope this illustrate how our proposal works. I now on behalf of the working group wonder how Orlandi, Jost and Pommier is addressing issues like these matters.

Best Regards

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Från: Tagliaferri Carlo [<mailto:c.tagliaferri@orlandi.it>]
Skickat: den 26 september 2013 18:26
Till: Svensson Bolennarth
Ämne: R: Reduced speed

Dear Bolennarth,
here attached my notes on this matter. Some others will follow soon.
Best Regards.
Carlo

Da: Svensson Bolennarth [<mailto:bolennarth.svensson@vbggroup.com>]

Inviato: giovedì 5 settembre 2013 14:24

A: jose.algueera@jost-werke.de; alan.feltham@safholland.com; thierry preud'homme; Tagliaferri Carlo

Cc: juergen.westphaeling@tuev-sued.de

Oggetto: SV: Reduced speed

Dear Experts,

I have not seen any response to this matter as we agreed in Hamburg. It would be very nice to see your response prior to our next meeting in Paris.

Looking forward to your response.

Best Regards

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Från: Svensson Bolennarth
Skickat: den 22 april 2013 11:59
Till: José Algüera (jose.algueera@jost-werke.de)
Ämne: Reduced speed

Dear José,

I promised you a description over how we have been handling reduced speed over the years. I have summarized that in the attached PPT.

It will be very interesting to see whether your reduced speed company certifications are within what this procedure says.

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