



BSI Standards Publication

**Railway applications — Rescue coupler —
Performance requirements, specific
interface geometry and test methods**

National foreword

This British Standard is the UK implementation of EN 15020:2022. It supersedes BS EN 15020:2006+A1:2010, which is withdrawn.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

The requirements and recommendations of this standard are based on an existing established rescue coupler in use in Continental Europe. Caution should be exercised before using this rescue coupler in the UK, since it may be incompatible with many of the potential rescue vehicles. There is information on the special national conditions for use in the UK in Annex D (normative) in BS EN 16839:2022.

Many older UK-based locomotives in service are fitted with draw gear which is not designed for a buff load. Additionally, locomotives fitted with the Swing-Head Automatic Coupler (which is compatible with buff loads) have very limited space around the draw hook. The UK committee believes the rescue coupler is not compatible with any coupler except the draw hook given in BS EN 15566:2022.

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UK Government is responsible for legislation. For information on legislation and policies relating to that legislation, consult the relevant pages of www.gov.uk.

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Published by BSI Standards Limited 2022

ISBN 978 0 539 03557 5

ICS 45.060.01

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This British Standard was published under the authority of the Standards Policy and Strategy Committee on 30 September 2022.

Amendments/corrigenda issued since publication

Date	Text affected
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