



## Rolling stock suspension



Rolling Stock Standard



This Australian Standard® AS 7518 Rolling stock suspension was prepared and reviewed by a Rail Industry Safety and Standards Board (RISSB) Suspension Development Group consisting of representatives from the following organisations:

Downer Rail	Lovells Springs	Pacific National
Aurizon	V/Line	Queensland Rail
KiwiRail		

The Standard was approved by the Development Group and the Suspension Standing Committee in November, 2018. On November 26, 2018 the RISSB Board approved the Standard for release.

This Standard was issued for public consultation and was independently validated before being approved.

Development of the Standard was undertaken in accordance with RISSB's accredited process. As part of the approval process, the Standing Committee verified that proper process was followed in developing the Standard.

RISSB wishes to acknowledge the positive contribution of subject matter experts in the development of this Standard. Their efforts ranged from membership of the Development Group through to individuals providing comment on a draft of the Standard during the open review.

I commend this Standard to the Australasian rail industry as it represents industry good practice and has been developed through a rigorous process.



**Paul Daly**  
Chief Executive Officer  
Rail Industry Safety and Standards Board

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# AS 7518:2018

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## Document control

### Document identification

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### Approval

Name	Date
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## 1 Introduction

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### 1.1 Purpose

This Standard describes requirements for rolling stock suspension.

The main purpose of the requirements are to reduce the risk of hazards due to inadequate design or maintenance of suspension components.

### 1.2 Scope

This Standard applies to new and modified locomotive, freight, passenger and infrastructure rolling stock.

The Standard covers the design, construction and maintenance of rolling stock.

Operation of rolling stock in regard to network safe working rules and route standards is not covered.

The requirements mandated in this Standard do not apply to infrastructure maintenance rolling stock that travel at 25 km/h or less.

Rolling stock used on light rail, cane railway and monorail networks are not covered.

### 1.3 Compliance

There are two types of control contained within Australian Standards developed by RISSB:

- (a) Requirements.
- (b) Recommendations.

**Requirements** – it is mandatory to follow all requirements to claim full compliance with the Standard.

Requirements are identified within the text by the term 'shall'.

**Recommendations** – do not mention or exclude other possibilities but do offer the one that is preferred.

Recommendations are identified within the text by the term 'should'.

Recommendations recognize that there could be limitations to the universal application of the control, i.e. the identified control cannot be applied, or other controls could be more appropriate or better.

For compliance purposes, where a recommended control is not applied as written in the standard it could be incumbent on the adopter of the standard to demonstrate their actual method of controlling the risk as part of their WHS or Rail Safety National Law obligations. Similarly, it could also be incumbent on an adopter of the standard to demonstrate their method of controlling the risk to contracting entities, or interfacing organisations where the risk may be shared.

Controls in RISSB standards address known railway hazards as included in Appendix A.