AS 7524:2019

Australian STANDARD®

Coupler and draw gear

RISSB
RAIL INDUSTRY SAFETY AND STANDARDS BOARD

Rolling Stock Standard

This Australian Standard® AS 7524 Coupler and draw gear was prepared by a Rail Industry Safety and Standards Board (RISSB) Development Group consisting of representatives from the following organisations:

Wabtec	ATHRA	Queensland Rail
VLine	Pacific National	

The Standard was approved by the Development Group and the Rolling Stock Standing Committee in January, 2019. On January 30, 2019 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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Document control

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2010	November 29, 2010	

Approval

Name	Date
Rail Industry Safety and Standards Board	30/01/2019

Contents

Appendix contents

1 Introduction

1.1 Purpose

This document describes requirements for coupler and drawgear used on rolling stock operating on Australian and New Zealand railways.

The main purpose of the requirements is to control hazards associated with train separation and to ensure operational compatibility in the coupling of rolling stock.

1.2 Scope

This document applies to new, modified, and existing rolling stock.

This document covers automatic knuckle couplers, multi-function couplers, draw bars, articulated connectors, and associated equipment such as draft gear and draft gear yokes.

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

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 recognise that there could be limitations to the universal application of the control, i.e. the identified control cannot be able to be applied or other controls can be appropriate / 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 an appendix.