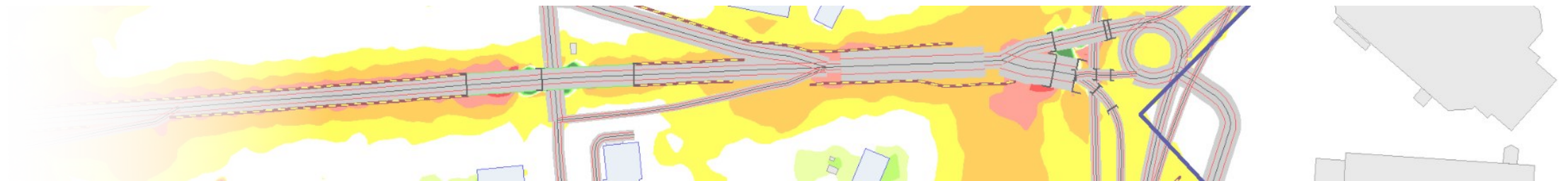


Nord2000 tåg

<http://kunskapscentrumbuller.se/>



Publicerad 2001, nya indata 2023

- Punktkällor, 3 höjder för hjul/räl + en källa för “övrigt”
- Utgår från total tåglängd i olika klasser
- Korrektioner från rev. 1996
- Ballast = impedansklass C

Table 2.7 Corrections for track conditions

Condition	Effective distance	Correction, in dB
Rails with joints	Continuously	+3
Switches and crosses	10 m/switch or crossing	+6
Bridge without ballast	Length of bridge	+6
Bridge with ballast	Length of bridge	+3

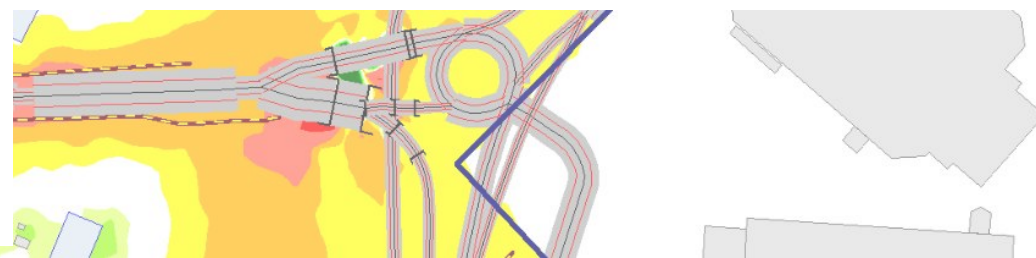
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Other corrections may be applied if they are well documented by field measurements. Such corrections could be particularly bad or well maintained tracks.

Table A.3 Source locations for X2 and X10, X11 and X12.

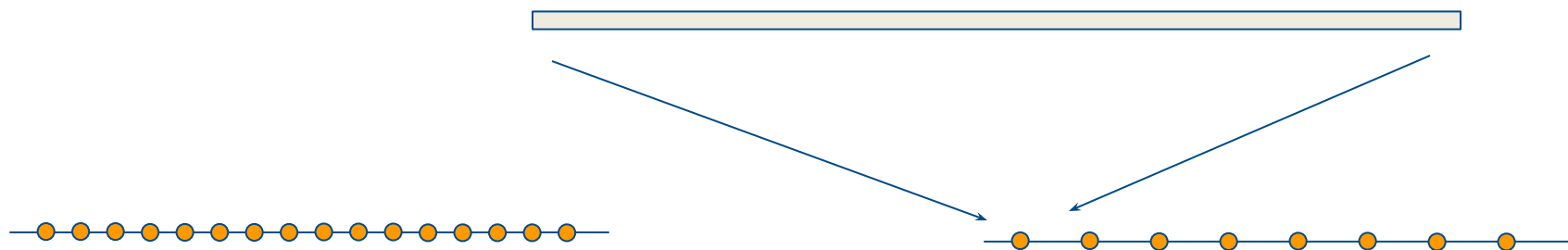
	Height above top of rail (m)	Frequency range ¹⁾ (Hz)	Horizontal location
Source 1 Wheel/rail	0,01 (0,21 above rail bed)	200 - 10000	Evenly distributed along the train
Source 2 Wheel/rail	0,35 (0,55 above rail bed)	200 - 10000	Evenly distributed along the train
Source 3 Wheel/rail	0,70 (0,9 above rail bed)	200 - 10000	Evenly distributed along the train
Source 4 Engine	1,8 (2,0 above rail bed)	25 - 160	Centre of locomotive.

Table A.4. Source locations for trains with RC locomotives.

	Height above top of rail (m)	Frequency range ¹⁾ (Hz)	Horizontal location
Source 1 Wheel/rail	0,01 (0,21 above rail bed)	400 - 10000	Evenly distributed along the train
Source 2 Wheel/rail	0,01 (0,55 above rail bed)	400 - 10000	Evenly distributed along the train
Source 3 Wheel/rail	0,70 (0,9 above rail bed)	400 - 10000	Evenly distributed along the train
Source 4 Engine	2,8 (3,0 above rail bed)	25 - 315	Centre of locomotive.

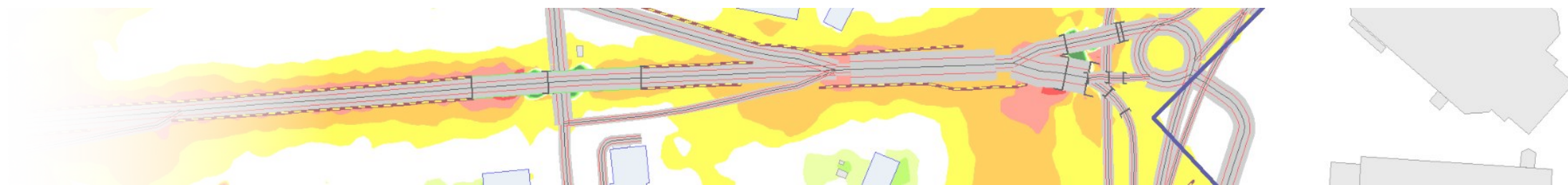


Ekvivalent nivå



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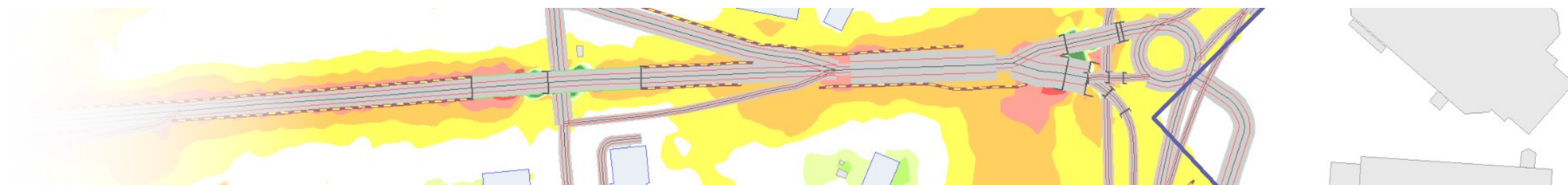
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Maximal nivå



o



Nya indata 2023

- Trafikverkets banor
- Inmätning av mer än 700 passager 2018 - 2023
- Ytråhet på rälen
- Vibration på rälfot
- 7,5 m från spårmitt (ISO 3095)
- Utvärderat enligt nytt standardförslag prEN 17936

