

ICS 01.040.45

CCS S 40



**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 3367.5-2018

**Glossary of terms for diesel locomotives - Part 5: Auxiliary
equipment**

内燃机车词汇 第5部分：辅助装置

Issued on: June 7, 2018

Implemented on: January 1, 2019

**Issued by: State Administration for Market Regulation;
Standardization Administration of the PRC**

Table of Contents

1	Scope
2	Terms and definitions
2.1	Cooling system
2.1.1	Cooling water pump
2.1.1.1	Water pump body
2.1.1.2	Water pump cover
2.1.1.3	Water pump shaft
2.1.1.7	Cap nut
2.2	Fuel System
2.3	Oil system
2.4	Air Filtration System
2.5	Ventilation system
8	Index

Foreword

GB/T 3367 "Dictionary of Diesel Locomotive" is divided into five parts.

--- Part 1. Basic vocabulary;

--- Part 2. Diesel engine;

--- Part 3. car body, bogie and brake device;

--- Part 4. Hydraulic drive system;

--- Part 5. Auxiliary devices. This part is the fifth part of GB/T 3367. This part is drafted in accordance with the rules given in GB/T 1.1-2009. This part replaces GB/T 3367.3-2000 "Roller locomotive terminology diesel engine auxiliary device parts noun". The main technical changes in this section compared with GB/T 3367.3-2000 are as follows:

--- Added self-cleaning oil filter (see 2.3.4.2);

--- Added shell and tube oil heat exchanger (see 2.3.6.1);

--- Added plate oil heat exchanger (see 2.3.6.2);

--- Increased water-cooled substrate, air-cooled substrate nouns (see 2.1.3.15, 2.1.3.16);

--- Added paper air filter, bag air filter term (see 2.4.4.3, 2.4.4.4);

- Added louver cylinder nouns (see 2.6.10);
- Added gear coupling and crown gear coupling (see 2.6.6.4, 2.6.6.5);
- Modified the coupling definition (see 2.6.6, 26 of the 2000 edition);

1 Scope

Part 5 of China's national vocabulary for diesel locomotives, covering the auxiliary equipment - everything on the locomotive that is not the engine, the transmission, the body or the bogies. The word auxiliary undersells it. This is the cooling system that keeps the engine within its temperature band, the air compressor and reservoirs that supply the brakes, the fuel and lubricating oil systems, the electrical auxiliaries, the sanding equipment that puts grip under the wheels when the rail is wet, and the heating and ventilation the crew depends on. A diesel locomotive fails far more often on an auxiliary than on its engine: a fan drive, a compressor, a cooling fan clutch or a sanding valve will stop a train as surely as a seized piston, and will do it sooner. Giving those systems an agreed vocabulary is what allows a fault to be reported, a spare to be ordered and a maintenance manual to be translated without ambiguity.

This part of GB/T 3367 defines the diesel locomotive cooling system, fuel system, oil system, air filtration system, ventilation system, and auxiliary Terms and definitions for the drivetrain system. This section applies to diesel locomotive auxiliary devices.

2.1.1.3 Water pump shaft

2.1.1.4 Volute volutecasing The volute casing of the cooling water pump.

2.1.1.5 Impeller impeler A rotor with twisted blades mounted on one end of the pump shaft.

2.1.1.6 Water pump gear waterpumpgear A gear mounted on one end of the pump shaft for driving the pump impeller to rotate.

2.1.1.7 Cap nut

2.1.1.8 Static ring restring The non-rotating part of the water pump is combined with the rotating moving ring to form a friction pair.

2.1.1.9 Moving ring movingring The rotating part installed in the water pump forms a friction pair with the static ring that does not rotate.

2.1.2 Expansion tank expansiontank A water tank that supplies water and vents to the cooling water pipe and provides a space for thermal expansion and contraction of the cooling water.