

OTIF



**ORGANISATION INTERGOUVERNEMENTALE POUR
LES TRANSPORTS INTERNATIONAUX FERROVIAIRES**

**ZWISCHENSTAATLICHE ORGANISATION FÜR DEN
INTERNATIONALEN EISENBAHNVERKEHR**

**INTERGOVERNMENTAL ORGANISATION FOR INTER-
NATIONAL CARRIAGE BY RAIL**

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Original: German

RID: 10th Session of the Working Group on Tank and Vehicle Technology
(Brussels, 11 and 12 June 2009)

Subject: Alignment of 6.8.4 (b), Special Provision TE 22 RID with standard EN 15551
“Railway applications – Freight wagons – Buffers”

Proposal transmitted by Germany

Introduction

In the context of the general transfer of UIC leaflets into standards, UIC leaflets

- 526-1 Wagons – Buffers and
- 573 Technical conditions for the construction of tank-wagons, section 1.4 and Annex F for crash buffers

have been summarised in standard EN 15551 “Railway applications – Freight wagons – Buffers”. Standard EN 15551 is available as prEN 15551:2008 (draft) and will enter into force in 2009.

At present, special provision TE 22 in RID 6.8.4 (b) takes into account sections 1.1.6 and 1.4 of UIC leaflet 573. It must therefore be checked to what extent these references must be adapted to the new situation.

At its meeting on 23 – 26 March 2009, the Joint Meeting decided that the reference to standard EN 15551 could be examined at the next Joint Meeting in September 2009 or by the RID Committee of Experts’ working group on tank and vehicle technology (see also paragraph 6 (c) of Joint Meeting report ECE/TRANS/WP.15/AC.1/114).

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As this concerns a subject which is specific to the railways, Germany proposes that the reference to standard EN 15551 be dealt with at the working group on tank and vehicle technology and that the result of this discussion be transmitted to the RID Committee of Experts for the final decision in connection with the 1 January 2011 revision of RID.

Proposal

6.8.4 (b)

TE 22 Amend the last sub-paragraph to read:

"The requirements of this special provision are deemed to have been complied with if:

(a) crashworthy buffers in accordance with section 7 of standard EN 15551 (Railway applications – Freight wagons – Buffers) are used. In this case, the crashworthy buffers shall be fitted with category A or C spring systems; and

(b) in order to demonstrate that the vehicle is suitable, the requirements of Annex F of UIC leaflet 573 (Technical conditions for the construction of tank-wagons) have been observed."

Justification

TE 22 paragraph (a):

The requirements for crash components in section 1.4 of UIC leaflet 573 have been taken into account in standard EN 15551 or are subject to the requirements of the TSI Freight Wagons. Section 1.4 also refers to Annex F of the UIC leaflet. The requirements concerning crash components in Annex F have also been incorporated into standard EN 15551 in a revised form.

Section 7 of standard EN 15551 lays down the conditions and requirements for crashworthy buffers for tank-wagons in accordance with RID. These are buffers that have an additional function enabling plastic deformation in order to absorb energy in particularly violent collisions (standard EN 15551, section 3.11 "Terms"). This new term is taken into account in the proposed new text.

The second sentence is necessary because section 1.1.6 of UIC leaflet 573 has not been transferred into standard EN 15551. Section 1.1.6 requires that tank-wagons designed for carrying goods of Class 2 must be fitted at least with buffers of category C. Only if the buffers have crash components in accordance with Annex F of UIC leaflet 573 can they also be fitted with buffers of category A. However, as it does not seem sensible to maintain this information for crashworthy buffers as the only reference to the outgoing UIC leaflet 573, Germany proposes that the content of this reference be included in RID.

TE 22 paragraph (b):

Up to now, there have not been any rules in a European standard on demonstrating the suitability of a vehicle. It is intended that this subject will in future be dealt with in standard EN 12663-2. However, it cannot yet be foreseen when this standard will be adopted. Until it is adopted, Annex F of UIC leaflet 573 must continue to be applied in relation to this subject area.
