Joint Coordinating Group of Experts
(Video conference, 8 and 9 September 2020)

Agenda item 3: Review and report on the list of priority items agreed at the previous meeting
(see also document OTIF/RID/CE/JCGE 2019-B/Add.1)

1b - Design and construction of vehicles: specification method; functional/technical solutions

ITEM 2: 6.8.3.1.6

Transmitted by UIP
JCGE – Web Meeting
8.- 9.9.2020

ITEM 2: 6.8.3.1.6 and TE 22/25

Crash buffer and buffer override

SAFETY TARGETS OF TE 22/TE25
CURRENT REGULATION IN RID

Reduce risk of buffer override (mainly in shunting)
- TE 22 by pure Energy absorption
- TE 25 in case of “catching device” solution

Reduce consequence of buffer override
- TE 25 by increased wall thickness or headshields
- 300 mm distance from bufferstock to tankends
CURRENT REQUIREMENTS RID

300 mm for all DG-Tanks

TE 22 in case of higher risk hazard potential
   e.g. class 2 (gases)

TE 22 and 25 in case of very high hazard potential
   e.g. chlorine

all requirements - not in case of intermodal transportation
Under discussion in Tank- and Vehiclegroup regarding BTC

JCGE-DISCUSSION

Basically already agreed for future:

➤ RID – for safety targets

➤ TSI – concrete requirements for DG-wagons
300 mm distance for all DG tanks in RID?
- to be added in intermodal transport?
or
- to be deleted
(already under discussion coming from BTC)

If 300 mm shall be kept:
- to be shifted from RID to TSI

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TE 22 (crashbuffer)
Reword TE 22: “a device that is able to reduce risks of bufferoverride (e.g. crashbuffer or catching devices to be installed) acc. TSI or EN Standard xxx
or a device that is able to protect the tank against its consequence (e.g. headshield)”

Consequence for Central Automatic Coupler:
Must be proven that safe catching is secured
or headshields to be mounted (US and Russian Technique)
TE 25 (buffer override protection)
reduce risk of buffer-override and additional protection of tankshell
Reword TE 25: "additional to TE 22 to be mounted a device that in able to reduce the consequence of bufferoverride
(e.g. increased thickness, headshields, ...)
• Agree to the general principles
• Create wording at TSI or develop referenced CEN Standards for such wagons/devices
  (Project to be started at ERA)
• Define text for RID
  (first discussion may be at Tank- and Vehicle working group in October)

Thank you very much