



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
Intergovernmental Organisation for International Carriage by Rail

INF. 8

07/09/2020

Original: English

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



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JCGE

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 bufferoverride (mainly in shunting)

- TE 22 by pure Energy absorption
- TE 25 in case of “catching device” solution

Reduce consequence of bufferoverride

- 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)

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IDEA OF UIP

TBD IN STANDING WORKING GROUP RID

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 is able to reduce the consequence of bufferoverride

(e.g. increased thickness , headshields, ...)



IDEA OF UIP

TBD IN STANDING WORKING GROUP RID

Consequence for Central Automatic Coupler:

Proven catching of such coupling system required!

and additional protection of the tank by

- headshields or
- increased wall thickness



TODO

- 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)

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Thank you very much

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