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Swap bodies - Marking - Part 2: Markings related to rail operation

Wechselbehälter - Markierung - Teil 2: Markierungen für den Bahnbetrieb

Caisses mobiles - Marquage - Partie 2: Marquage pour la opération de railroute

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ICS:

35.240.60	Uporabniške rešitve IT v transportu in trgovini	IT applications in transport and trade
55.180.10	Veļ namenski kontejnerji	General purpose containers

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English Version

Swap bodies - Marking - Part 2: Markings related to rail operation

Caisses mobiles - Marquage - Partie 2 : Marquages pour l'exploitation sur rail

Wechselbehälter - Markierung - Teil 2: Markierungen für den Bahnbetrieb

This draft European Standard is submitted to CEN members for enquiry. It has been drawn up by the Technical Committee CEN/TC 119.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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Foreword

This document (prEN 13044-2:2008) has been prepared by Technical Committee CEN/TC 119 “Swap bodies for combined goods transport”, the secretariat of which is held by DIN.

This document is currently submitted to the CEN Enquiry.

This document will supersede EN 13044:2000.

Introduction

This standard contains the recommended method of marking *Intermodal Loading Units* (**ILU**) to meet current and future requirements.

The standard follows the format used in EN ISO 6346, the world wide accepted standard for marking and coding of marine freight containers. As the above standard can be applied, without alteration, to an ILU, the standard is not directly interchangeable with the ISO standard. However since the ILU are handled and transported in Europe in the same environment as ISO freight containers, the two standards are compatible.

1 Scope

This European Standard provides a system for the identification and presentation of information about the ILU. The identification system is intended for general application, for example in documentation, control and communications (including automatic data processing systems), as well as for display on the ILU and other non ISO containers (i.e.: which dimensions and testing parameters differ from those defined by the applicable ISO standards) used in European transport.

The methods of displaying identification and certain other data (including operational data) on the ILU by means of permanent marks are included.

This European Standard specifies:

a) an ILU identification system with an associated system for verifying the accuracy of its use, having mandatory marks for the presentation of the identification system for visual interpretation, and

b) a coding system for data on ILU size and type, with corresponding marks for their display;

c) mandatory operational marks;

d) physical presentation of the marks on the ILU.

This Part of EN 13044 specifies a system to identify the ability of an ILU to be operated at the European railway network. It combines the dimensions of an ILU with the size profile of the railway network to enable the user to select such parts of a railway network on which the ILU can be transported without danger.

This part of the European Standard prescribes the system of operational data fort he codification of the ILU. The codification assigns a maximum profile for the at the rail tracks available cover area to the ILU in order to enable the selection of those rail tracks on which this ILU can be transported without any danger.

This European Standard does not cover temporary operational marks of any kind, permanent marks, data plates, etc. which may be required by intergovernmental agreements, national legislation or non-governmental organisations other than CEN.

NOTE Some of the major international conventions whose container-marking requirements are not covered in this European Standard are as follows:

- International Convention for Safe Containers (UN/IMO 1992);
- Customs Convention on Containers 1956 and 1972;
- Customs Convention on International Movement of Goods under Cover of TIR Carnets (TIR-Convention) 1959 and 1975.

It should not to be assumed that this list is exhaustive.

This European Standard does not cover the display of technical data on Swap tanks (see EN 1432) nor does it, in any way, include identification marks or safety signs for items of cargo which may be carried in ILU.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN ISO 6346, *Freight containers – coding, identification and marking*

EN13044, *Swap bodies – marking – Part 1: markings for identification*

UIC 596-6, *Conveyance of road vehicles on wagons – Technical organisation - Conditions for coding combined-transport load units and combined-transport lines*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1
Intermodal Loading Unit
ILU
loading unit suitable for European intermodal transport on road, rail, inland waterway and sea, which is not an ISO-container according to ISO 830

EXAMPLE swap body, semi trailer

4 Operational markings

4.1 Purpose of the operational markings

The operational marking covers the information for codification and for homologation of the ILU for transportation within the European railway network. The assignment of the operational markings includes:

— homologation of the ILU to carry it within the European railway network

— assignment of a profile number according to UIC 596-6 for this specific ILU.

4.2 Structure of the operational marking

An ILU shall be marked according to Figure 1 and Figure 2. The marking according to Figure 1 with a two–digit profile number is valid for ILU having a width of less than 2.550 mm (w = 2.550). The marking according to Figure 2 with a three–digit profile number is valid for ILU having a width of greater than 2.600 mm (w = 2.600).

The items of the marking have the following meaning:

1) The left side of the marking consist of the number for the railway profile according to UIC 596-6 in connection with the code letters "C" and "S".

2) The right side contains additional information for a safe operation at the railway network. The single letters stands for:

   — l = class of length of the ILU according to ISO 6346 (see Table 1), for the determination of a specific position for the ILU at the railway wagon (i.e. length class 24 = 7,82 m)

   — w = shows the width class of the ILU,

- v = suitability of a ILU to be transported up the speed as shown in km/h.

3) The lower part of the marking contains all information about the homologation of the ILU for the transport at the railway network. The meaning of the numerals is as follows:

   - The leading 3 digits are coding the authorised body, which has certified the homologation, according to UIC leaflet 596-6.

   - The following 6 digits are coding the case number assigned by the certification body.

   - The last 11 digits, separated by a dot representing the body frame number of the ILU.

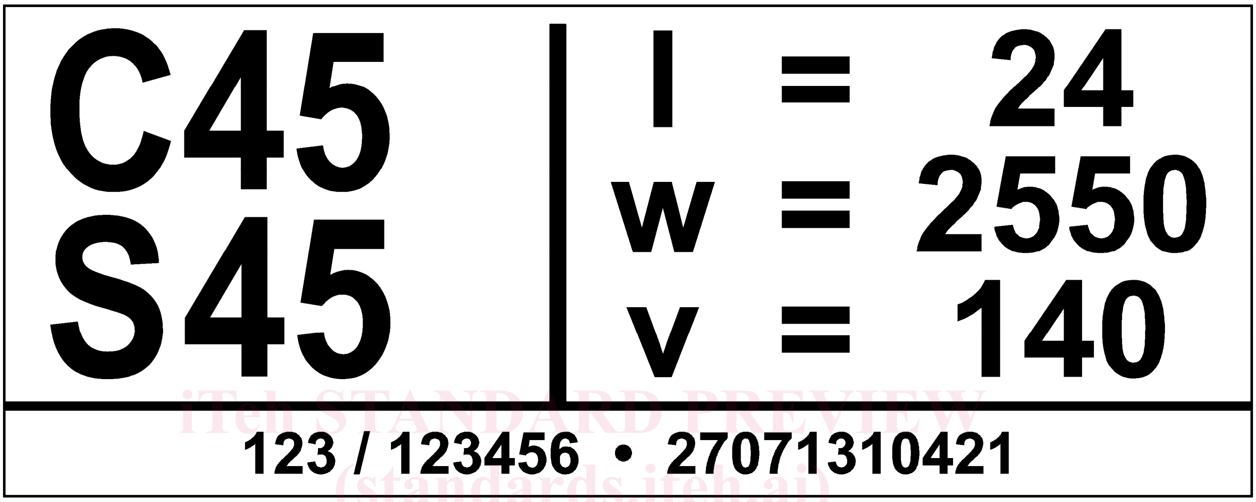

Figure 1 — Shape and content of the operational marking with a 2-digit profile number

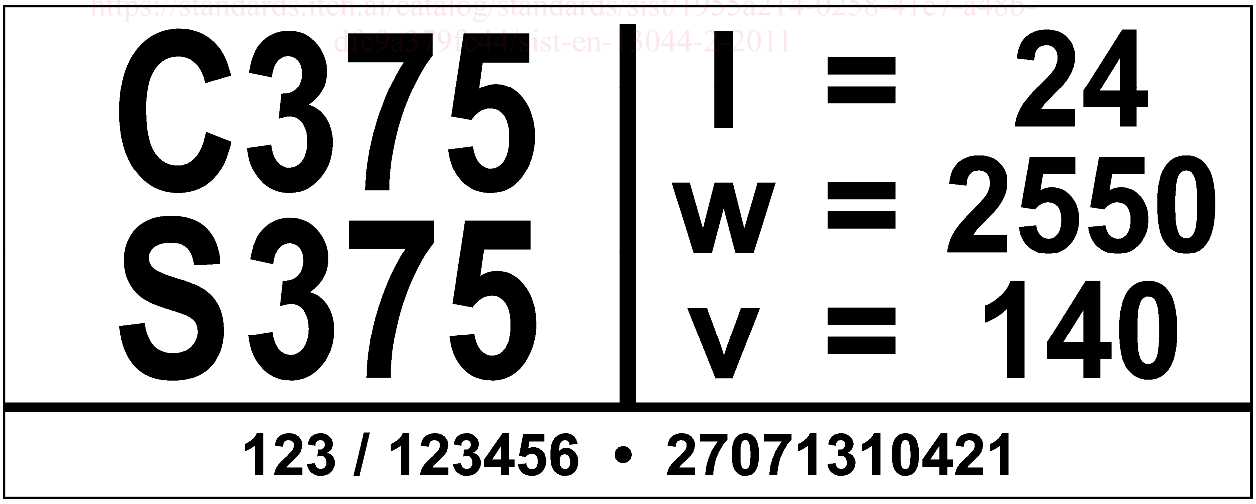

Figure 2 — Shape and content of the operational marking with a 2-digit profile number

Table 1 — Coding of the length (l) for symmetrical dimensions

Length code[a]	maximum length (mm)[b]	maximum projection (mm)	Distance of corner casting centre points (mm)	maximum projection (mm)
(20)	6 058	102,5	5 853 ± 3	102,5
(21)	6 250	198,5	5 853 ± 3	198,5
22	7 150	648,5	5 853 ± 3	648,5
23	7 450	798,5	5 853 ± 3	798,5
24	7 820	983,5	5 853 ± 3	983,5
(26)	8 150	1 148,5	5 853 ± 3	1 148,5
(30)	9 125	103,5	8 918 ± 4	103,5
(31)	9 300	191,0	8 918 ± 4	191,0
40	12 192	103,5	11 985 ± 5	103,5
42	12 500	257,5	11 985 ± 5	257,5
(44)	13 100	557,5	11 985 ± 5	557,5
(45)	13 716	865,5	11 985 ± 5	865,5

[a] Sub groups with 3 digit number are possible if necessary. group-number without () according to CEN

[b] In case of 30' and 40'- Distance of corner casting centre points and cooling unit, the unit has to be included in the ILU length calculation

Table 2 — Coding of the ILU length (l) for asymmetrical dimensions

Length code[a]	maximum length (mm)[b]	maximum projection (mm)	Distance of corner casting centre points (mm)	maximum projection (mm)
(60)	8.543	1.190	5 853 ± 3	1.500
(81)	9.275	103,5	8.918 ± 4	253,5
(82)	9.330	103,5	8.918 ± 4	308,5
(84)	10.040	103,5	8.918 ± 4	1.018,5
(85)	10.200	103,5	8.918 ± 4	1.178,5
(86)	10.900	103,5	8.918 ± 4	1.878,5
(91)	12.500	103,5	11.985± 5	411,5
(94)	12.750	103,5	11.985± 5	661,5
(95)	13.200	257,5	11.985± 5	957,5
(96)	13.600	715,5	11.985± 5	900,5
(97)	14.040	715,5	11.985± 5	1.340,5

[a] Sub groups with 3 digit number are possible if necessary. group-number without () according to CEN

[b] In case of 30' and 40'- Distance of corner casting centre points and cooling unit, the unit has to be included in the ILU length calculation