SLOVENSKI STANDARD
SIST EN 13044-2:2011

01-november-2011

Nadomešča:
SIST EN 13044:2000

Referenčne obremenilne enote - Označevanje - 2. del: Oznake menjalnih enot (kesonov), povezanih z delovanjem železnice

Intermodal Loading Units - Marking - Part 2: Markings of swap bodies related to rail operation

Intermodale Ladeeinheiten - Kennzeichnung - Teil 2: Kennzeichnungen von Wechselbehältern für den Bahnbetrieb

Unités de chargement intermodales - Marquage - Partie 2: Marquages des caisses mobiles pour l'exploitation sur rail

Ta slovenski standard je istoveten z: **EN 13044-2:2011**

ICS:

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

SIST EN 13044-2:2011 **en,fr,de**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN 13044-2

January 2011

ICS 35.240.60; 55.180.10

Supersedes EN 13044:2000

English Version

Intermodal Loading Units - Marking - Part 2: Markings of swap bodies related to rail operation

Unités de chargement intermodales - Marquage - Partie 2: Marquages des caisses mobiles pour l'exploitation sur rail

Intermodale Ladeeinheiten - Kennzeichnung - Teil 2: Kennzeichnungen von Wechselbehältern für den Bahnbetrieb

This European Standard was approved by CEN on 30 November 2010.

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. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and United Kingdom.

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

Management Centre: Avenue Marnix 17, B-1000 Brussels

Contents

Page

Foreword 3
Introduction 4
1 Scope 5
2 Normative references 5
3 Terms and definitions 6
4 Operational markings 6
4.1 Purpose of the operational markings 6
4.2 Structure of the operational marking 6
5 Location of the marking 9
6 Assignment of the profile code 9
7 Allocation bodies for coding and their responsibilities 9
8 Other operational marks 9
8.1 General 9
8.2 Maximum gross and tare masses 10
8.3 Warning sign for not allowed stacking configurations 10
8.4 Warning; Electricity 10
9 Design of the markings 10
9.1 Size and colour of the markings 10
9.2 Display and location of the markings 10
9.2.1 General 10
9.2.2 Location 10
Annex A (normative) Warning; Electricity 11
Bibliography 12

Foreword

This document (EN 13044-2:2011) has been prepared by Technical Committee CEN/TC 119 “Swap bodies for combined goods transport”, the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by July 2011, and conflicting national standards shall be withdrawn at the latest by July 2011.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN 13044:2000.

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland and the United Kingdom.

Introduction

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

This European Standard follows the format used in EN ISO 6346, the worldwide 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 communication (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 specific 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, with corresponding marks for their display;

c) mandatory operational marks;

d) physical presentation of the marks on the ILU.

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

This part of the European Standard prescribes furthermore the additional operational markings, which are necessary for railway operation.

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 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 swap bodies.

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 12642, *Securing of cargo on road vehicles — Body structure of commercial vehicles — Minimum requirements*

EN 13044-1, *Swap bodies — Marking — Part 1: Markings for identification*

CEN/TS 13853, *Swap bodies for combined transport — Stackable swap bodies type C 745-S16 — Dimensions, design requirements and testing*

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 term and definition 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 Amongst others swap body, semi-trailer.

4 Operational markings

4.1 Purpose of the operational markings

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

— the approval of the swap bodies to be transported on the European railway network;

— the assignment of a profile code according to UIC 596-6 for these specific swap bodies.

It is up to the owner of the swap body to choose a horizontal or vertical plate according to the geometry (shape) of the unit or to the place available.

4.2 Structure of the operational marking

A swap body shall be marked according to Figure 1 and Figure 2. The marking with a two-digit profile number is valid for swap bodies having a width equal to or less than 2 550 mm, or a three-digit profile number is valid for swap bodies having a width greater than 2 550 mm but not more than 2 600 mm.

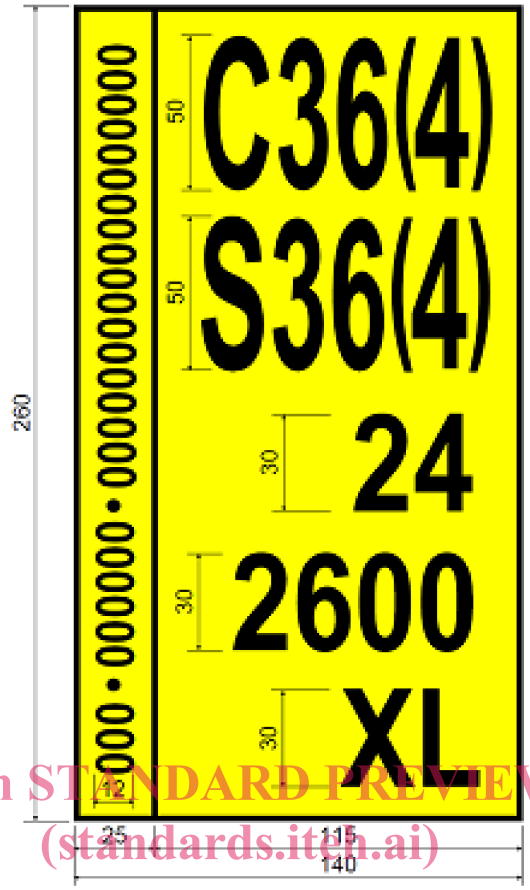

Figure 1 — Shape and content of the operational marking with a 2 or 3-digit profile number on a vertical plate

The items of the marking have the following meaning:

— the code for the railway profile according to UIC 596-6 in connection with ‘S’ or ‘C’;

— two digit length code of the swap bodies according to Table 1 and Table 2;

— the width class of the swap bodies in mm (2 500, 2 550 or 2 600);

— indicates the strength of the swap bodies’ body, standard or reinforced with the marking referring to EN 12642.

The left part of the marking contains all information about the approval of the swap bodies for the transport on the railway network. The meaning of the numerals is as follows:

— the leading 3 digits are coding the authorised body, which has certified the approval, according to UIC 596-6;

— the following 6 digits, separated by a dot are coding the case number assigned by the certification body;

— the last characters, separated by a dot representing the body frame number of the swap bodies.