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Continuous mechanical handling equipment for loose bulk materials — Wagon tipplers handling rail-borne wagons (rotary, side discharge and end discharge) — Safety code

Engins de manutention continue pour produits en vrac — Culbuteurs de wagons (rotatifs ou à déchargement latéral ou longitudinal) — Code de sécurité

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FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up has the right to be represented on that Committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 3265 was drawn up by Technical Committee ISO/TC 101, *Continuous mechanical handling equipment*, and circulated to the Member Bodies in September 1973.

It has been approved by the Member Bodies of the following countries :

Australia	Germany	Sweden
Belgium	India	Thailand
Bulgaria	Ireland	Turkey
Canada	Japan	United Kingdom
Czechoslovakia	Netherlands	U.S.A.
Egypt, Arab Rep. of	New Zealand	U.S.S.R.
Finland	Romania	Yugoslavia
France	South Africa, Rep. of	

No Member Body expressed disapproval of the document.

Continuous mechanical handling equipment for loose bulk materials – Wagon tipplers handling rail-borne wagons (rotary, side discharge and end discharge) – Safety code

1 SCOPE

This International Standard specifies, in addition to the general safety rules set out in ISO/R 1819, the special safety rules for the following continuous mechanical handling equipment for loose bulk materials: wagon tipplers handling rail-borne wagons (rotary, side discharge and end discharge).

2 FIELD OF APPLICATION

The safety rules laid down in this International Standard apply to tipplers handling rail-borne wagons of all gauges, regardless of the use for which the equipment is intended.

These safety rules limit the supplier's responsibility to continuous mechanical handling equipment proper, excluding the structures to which such equipment is affixed.

3 REFERENCE

ISO/R 1819, *Continuous mechanical handling equipment – Safety code – General rules*.

4 SPECIAL SAFETY RULES

The construction and operation of rail-borne wagon tipplers (rotary, side and end discharge) shall meet:

- the legal and local requirements relating to safety in general¹⁾,
- the principles laid down in clause 1 of ISO/R 1819,
- the general rules laid down in clause 2 of ISO/R 1819,
- the following special rules.

4.1 In the construction stage (design and manufacture)

4.1.1 Devices must be built-in to prevent any over-run of the wagon in either direction.

4.1.2 The equipment must be designed so that the wagon is securely held in all the operating positions.

4.1.3 Automatic devices must securely hold the tippler in any position in the event of failure of the drive unit.

4.1.4 With the exception of full rotary tipplers, all tipplers must have a device to limit the angle of tip.

4.1.5 On side and end discharge tipplers, a device or arrangement must be provided to prevent feet being trapped between the platform and the base of the appliance.

4.1.6 The maximum force (to be stated in the contract) imposed by the appliance on any of the wagons (whose range shall be stipulated in the contract) must not exceed the safe working design load of the weakest of the wagons.

4.1.7 Whenever possible, mechanical or electrical devices should be built-in to ensure that all the conditions allowing proper tipping are co-ordinated. Additionally, a device must be provided to prevent the empty wagon from being released until the tippler is back in the original position.

4.1.8 A device must be provided to prevent the entry of a non-scheduled wagon into the tippler.

4.2 During the installation stage (design, commissioning and entry into service)

4.2.1 Emergency stop controls must be provided adjacent to the wagon tippler and in readily accessible positions.

4.3 During the utilisation stage (operating and maintenance)

4.3.1 The following information must be displayed adjacent to the operating position on easily legible notices:

- a) maximum mass of the wagon to be tipped;
- b) minimum and maximum dimension of the wagon to be tipped;
- c) if any locomotive may run on the tippler, the maximum permissible mass and maximum permissible axle loading;

1) See Appendix Z of ISO/R 1819.