

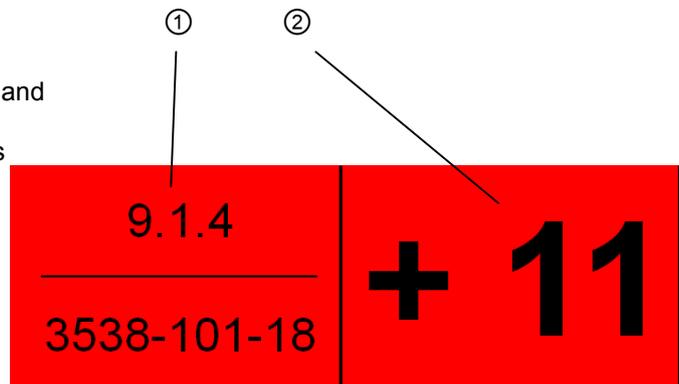
wagon adapter frames (WAFs)

Individual wagons and groups of wagons (for conditions of carriage, see Loading Guideline 9.0)

Wagons in permanently coupled trains or intermodal transport
Wagons with long-stroke buffers

Freight

Two-part wagon adapter frame (WAF) with mounting points for ILUs (containers and swap bodies) 20 to 40 feet long and a maximum weight of up to 40 tonnes



- ① Number of example loading scenario and issuing RU
- ② Height of profile number (WAF + ILU height code) to be taken into account

Each WAF must have a name plate including the following information as a minimum:

- Manufacturer
- Serial number^{*)}
- Construction year
- Max. load-bearing capacity

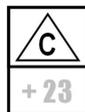


^{*)} can also be mounted separately from the nameplate on the same steel frame

If a WAF is transported on a flat wagon, the weight of the WAF must be included in the transport documents (record as freight).

Wagon

- Flat wagon with
- Wagon destination code
 - An additional load code



- An additional load code in accordance with the multilateral agreement

SNCF	- 3
FS	- 2
DB - DSB - HS - HSB	0
SBB - SJ - SHCB - ÖBB	0

Loading method

- Each WAF must be connected to two mounting brackets.
- Only ILUs up to 34 tonnes total weight can be loaded.
- Any jigger pins or twist locks underneath the WAF that are not needed must be folded down/lowered and fastened in place.

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Fastening in place

- By means of jigger pins and stop plates

- WAFs for ContainerMover handling systems must be prevented from lifting up inadvertently by means of an integrated fastening



Supplementary information

- See UIC Loading Guidelines (<https://uic.org/loading-rules>)
- See Loading Guideline 9.0 for general information on intermodal transport
- See Loading Guideline 9.0.1 for details of load safety inside the ILU
- See loading information 0.1 for details of load distribution
- See loading information 0.2 for details of load measurement

Behaviour during collision tests and trial transportation

On 14 March 2017, collision tests were carried out in accordance with the regulations specified in the Loading Guidelines, volume 1. The operational safety of WAFs was verified over the course of 20 block train journeys in 2017, in which no irregularities or incidents arose.

Communication regarding an example loading scenario

Example loading scenario approved by: Captrain, SBB C, RhB

Railway undertaking acting as publisher: railCare AG

railCare AG
Altgraben 23
CH-4624 Härkingen
Department of Technology

i.A. Urs Dannenhauer (Railbex GmbH)

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