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Revision:5.00	BA-00037	BA - User Manual

User Manual Basic Part IW80ft Sggrs



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1 LIST OF CHANGES

Revision-number	Changes	Performed by	Date of change
Rev 1.00	One-sided wheelset wear - change of direction (user note)	LGE	27.04.2022
Rev 2.00	Layout changes	LGE	03.11.2022
Rev 3.00	Wagon operating during winter conditions added (Point 7)	LGE	08.11.2022
Rev 4.00	Update of Point 4.2 Purpose of use	LGE	12.01.2022
Rev 5.00	Update Point 3.3, 4.5, 5.1, 5.2, 6.1.2, 6.2, 6.1, 6.3, 7.1, 7.2	CME	02.02.2023

2 SHORT FORMS



Short form	Long form
IW	InnoWaggon
EVU	Eisenbahnverkehrsunternehmen
ISO	International Organisation for Standardization

3 ACCIDENT PREVENTION AND HEALTH PROTECTION





3.1 Mandatory signs

	Wear protective clothing
	Wear high visibility clothing
	Wear foot protection
	Wear protective gloves

3.2 Prohibition signs

	Work under suspended load prohibited
	The wagon and the superstructure must not be entered

3.3 Warning signs






	The prescribed protective distance to the overhead line must not be undercut under any circumstances, otherwise there is a danger to life.
	Crushing of Hands, general warning of Hand damages
	Slippery surface
	Drop or Fall hazard

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4 GENERAL INFORMATION

4.1 User note

The following user manual contains important information and steps to be taken when operating and handling the vehicles. General rules for the operation of this wagon type and its railway-typical assemblies are assumed to be known or are to be carried out according to the regulations of the hiring railway administration. They shall be adapted to the respective state of the art. The manufacturer cannot accept claims for compensation for damage to railway-specific parts caused by incorrect operation and justified by the fact that the operating instructions do not contain any information on this. The operation of the air brake is also assumed to be known.

	The loading tariff of the transporting EVU (e.g. Rail Cargo Austria AG) as valid from time to time shall be bindingly observed.
	Before each loading or unloading, the vehicle must be secured against rolling away. Note: The variant "C02", RockTainer INFRA does not have to be secured against rolling away during unloading.
	The freight wagons are only allowed to be moved by the devices provided for this purpose - (e.g. towing hooks, rope hooks). Any other form of movement is not permitted.
	To avoid one-sided wheelset wear, ensure that the trains are turned once every 3 months.
	The loading tariff is not published in printed form. The loading tariff is accessible within ÖBB - Holding via the intranet and for external customers via the Internet (http://www.railcargo.com/de/E-Services/Tarife/Beladetarif/index.jsp) and can be downloaded as a pdf file. This ensures rapid updating. The entry into force, amendments and revocation of the BT are published in the Transport Gazette (AFV).

4.1.1 Lifting points

Lifting the vehicle when it is loaded at the ends of the wagon elements is prohibited. Lifting at the ends is only permitted when the vehicle is empty (check whether lifting points are available).

When loaded, the lifting points in the area of the bogie must be used. These points are marked on the frame longitudinal member of the wagon by an address. See Figure 1 Lifting points.

	<p>Without exception, only the lifting points that belong together may be lifted!</p>
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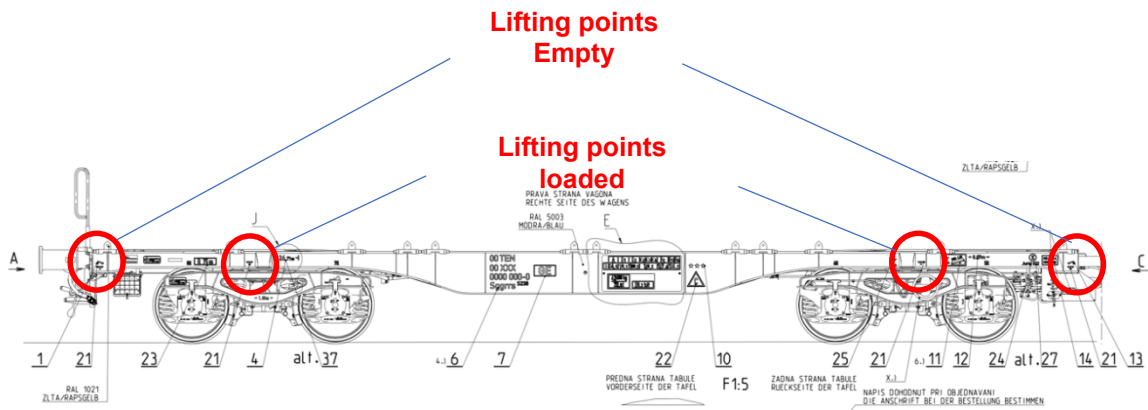


Figure 1 Lifting points

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4.2 Purpose of use

The eight-axle wagon unit is suitable for the transport of goods with containers, superstructures or loading frames according to the type plan. The designation of the different loading frames as well as the listing of all variants can be seen on the respective and currently valid type plan!

4.3 Area of application

The user manual applies to the correct operation of the vehicle including the containers, superstructures or loading racks and is valid for the following wagon units. See the respective and currently valid type plan!

4.4 Employee protection

The employee protective equipment specified in the user manual must be used. This consists of a safety helmet (safety goggles if necessary), safety shoes and a high-visibility waistcoat. If necessary, ear protection and a dust mask must also be used.



In order to make the employees aware of the dangers that occur when handling the wagon and all its equipment, it must be proven that each employee has received instruction. Furthermore, the respective safety regulations prescribed by workshops, terminals, etc. must be observed.

4.5 Mandatories/Prohibitions

The exchange of the loading devices from one configuration variant to another is only allowed to be carried out by trained and authorised employees. The training and authorisation shall be carried out by the ECM, in agreement with the wagon keeper, the licence holder, or by a party chosen by the ECM or the licence holder.

The usage of new configuration variants which are not shown on the type plan or which deviate from the type plan is not permitted without the consent of the TSI licence holder. The transport of ISO containers is excluded from this.

The carriage of the wagon with different or deviating loading frames requires the prior written approval of InnoWagon GmbH, Grazer Straße 11, 8600 Bruck an der Mur, Austria.

	Carriage of the wagon without loading devices is not permitted.
	It must always be ensured that the wagon is free of dirt or good residuals. Inscriptions and warnings must always be clearly visible.

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5 BEHAVIOUR IN THE EVENT OF DAMAGE TO THE WAGON OR THE LOADING DEVICES

5.1 Notification and treatment of damage to the wagon

Should any damage occur to the wagon during its operation, the wagon keeper marked on the wagon must be informed.

The contact addresses of the wagon keepers can be found on the website:
<http://www.gcubureau.org/welcome> (search for contracting party).

All repairs to the wagon are only allowed to be carried out by authorised workshops. The decision on the form in which the repair is carried out is taken by the keeper in agreement with the responsible ECM in accordance with the GCU.

For example:

1. DE_Details of GCU contact

Rail Cargo Wagon - Austria GmbH
Halter
Österreich
Am Hauptbahnhof 2
Wien
1100
Österreich
ATU51274106
01. 07. 2006.

Figure 2 Example of a wagon holder information sheet in the course of contact procedure for damaged wagons

5.2 Notification and treatment of damage to the loading devices (upper structures)

If damage to the loading devices occurs during the operation of the wagon, the Innofreight damage hotline must be informed immediately.

Innofreight - damage hotline
 Email: support@innofreight.com
 Phone: +43 / 3862 8989 242
 Fax: +43 / 3862 8989 241

All repairs to loose wagon components are only allowed to be carried out by authorised and trained workshops. The decision as to the form in which the repair is to be carried out is made by the Innofreight damage hotline.

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6 OPERATING INSTRUCTIONS

6.1 General operating instructions

6.1.1 Moving the wagon unit

To move the wagons, use the equipment provided for this purpose, e.g. rope hooks. Do not move by buffer plates etc. See Figure 3 Ropehook.



Figure 3 Ropehook

6.1.2 Shunting

Carry out on the devices provided for this purpose, e.g., rope hooks. See Figure 3 Ropehook.


The max. towed load per hook is: 240t total wagon weight.

Releasing the handbrake: Make sure that the handbrake (if available) is released before moving the trolley.

The availability of the handbrake is optional. If there is one - only on one bogie per double wagon. See Figure 4 Handbrake on bogie - Optional.



Figure 4 Handbrake on bogie - Optional

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6.2 Foldable handle

Before each loading or unloading, fold down the foldable handle. See Figure 5 Foldable handle - folded



Figure 5 Foldable handle – folded

The wagon is equipped with a foldable handle at each end.



Figure 6 Foldable handle – set up

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6.2.1 Folding of the foldable handle

After lifting the sleeve (see Figure 7 Foldable handle – lifting the sleeve), it is possible to fold the handle towards the trolley (see Figure 8 Foldable handle – folding).



Figure 7 Foldable handle – lifting the sleeve

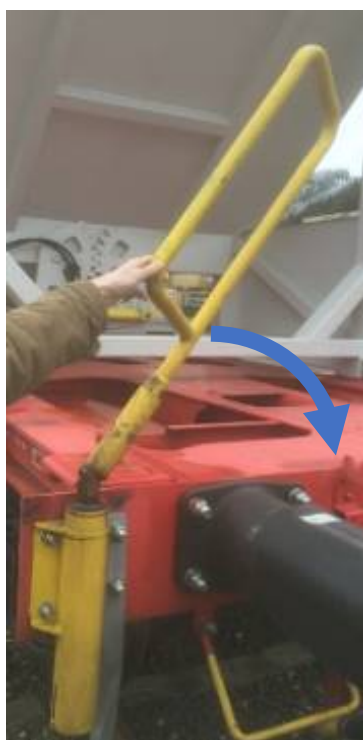



Figure 8 Foldable handle – folding

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The folded handle lies in the holding device (See Figure 9 Foldable handle – Horizontal lying in holder).



Figure 9 Foldable handle – Horizontal lying in holder

To set up the folding handle, carry out the steps in reverse order.

6.3 Loading/Unloading

Before each loading or unloading, the vehicle must be secured against rolling away by applying the brake or otherwise. See Figure 10 Example of securing against rolling.



Figure 10 Example of securing against rolling

Before each loading or unloading, the foldable handle must be folded down. See Figure 5 Foldable handle – folded and Figure 9 Foldable handle – Horizontal lying in holder.

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7 WAGON OPERATING DURING WINTER CONDITIONS: SCANDINAVIA

7.1 Snow and ice during winter time

The winter temperatures in Scandinavia can vary a lot, due to that the south parts of Sweden and Finland have a moderate temperate climate and the northern parts have a subarctic climate. Temperatures around 0 °C cause the formation of snow and ice that is moister and can easily attach to wagon components, for example to wagon platforms, containers and upper structure. Temperatures around -15 °C or colder form snow that is drier and causes flowing snow around the trainset during transport. This snow is prone to attach to bogies, springs, brakes, pipes and underneath the wagon. The ice and snow on the wagon can lead to extra weight, sometimes several tons and if this is not considered when loading the wagon with cargo, this can, in the worst case cause overloading and possible damages to the wagon. Another winter challenge is that wagons are transported from north to south and vice versa. The snow and ice buildup on the wagon frame and bogies melts during the transport to the south and freezes again on the way back to the north. It is important that the user of the wagons is removing snow and ice in regular intervals from the wagon, including the bogies.

7.2 Hoses and pipes

Hoses and pipes can be affected by cold climate and snow/ice formation on various locations on the wagon. The rubber hoses are working in various temperatures during the year, from +35 °C in the summer to -40 °C in the winter and this is causing wear on the hoses. During winter time when the hoses are cold, they are particularly sensitive to bending. If a hose is damaged during winter time, it is a must to replace the hose as fast as possible. If a hose needs to be replaced it is important that the maintenance provider is changing to the correct type of hose = type **T2**.

7.3 Brakes and wheels

Another winter related problem is that the brakes on the wagon can freeze. This means that the brake block has frozen to the wheel surface. It can lead to the wheel axles not rotating when the train starts to move, and this can cause a wheel flat on one or wheel axles. Before the train can depart, a braking performance and air tightness test should be performed. Before the train is reaching the maximum speed, a service braking should be performed and the result has to be in acceptable values. If the brake performance is less than expected, a new braking should be performed to warm up the brakes and wheels and therefore melt the possible snow and ice on these parts. The driver should also perform a “warm-up” braking (to keep the brake components warm and free from snow and ice) with a 10-15 min interval during the entire journey to ensure the braking performance. If the braking performance is not within the acceptable values, or in case of total loss of braking performance the entire train should be driven with reduced speed to a location which is agreed with the traffic controller.

At severe cold temperatures it is recommended that the user of the wagon is conducting extended checks, since it is a possibility that the brakes have not been properly released due to ice and snow on the brake block and wheel. Even-though the brake system has been emptied of air, this does not mean that the brakes have been properly released. This needs to be checked before every departure on each side of the train. If more force than normal is needed to start moving the train, this can give an indication that the brakes have not been released on one or more wagons. Keep in mind that the brake release time is extended at severe cold temperatures.