




# Coding of wagons of combined transport for the operation at ÖBB-network: correction factor determined by ÖBB-Infrastruktur AG

(version internet 05.07.2018)



# System – principle according UIC 596-6 / IRS 50596-6

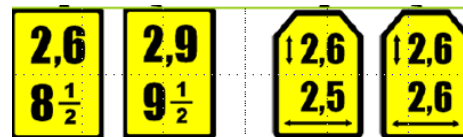


	loading	standard wagon IRS 50596-6/UIC 596-6, 571-4	wagen with deviatons	lines
coding rules	UIC, EN 13044	Wagon compatibility code (correction factor 0)	+/- correction factor accord. UIC 596-6 / IRS 50596-6	CT-Profile accord. UIC 596-6 / IRS 50596-6
coding by:	RU, competent body	RU, keeper, competent body	IM	IM
marking (example):				Profile P/C xx und P/C yyy

## Codified loading (ILU)

Competent authority in Austria:

**Rail Cargo Austria AG**  
[www.railcargo.com](http://www.railcargo.com)



## Codified lines - ÖBB (1)

- According IRS 50596-6 / UIC MB 596-6 by ÖBB INFRA

- **UIC-reference wagon** were checked:

→ all wagons with wagon compatibility code WCC acc. IRS 50596-6 / UIC 596-6 are usable

→ all wagons up to a=16,15m with correction factor acc. IRS 505096-6 / UIC 596-6 are usable

→ In future all wagons with WCC ISO oder correction factor ISO are useable



YY	-15
ZZ	-20

ÖBB	ISO
	-5



- **Feature of ÖBB-Infrastruktur AG**

it is possible to operate at the same codified lines longer wagons with correction factor; therefore a check by ÖBB INFRA is necessary

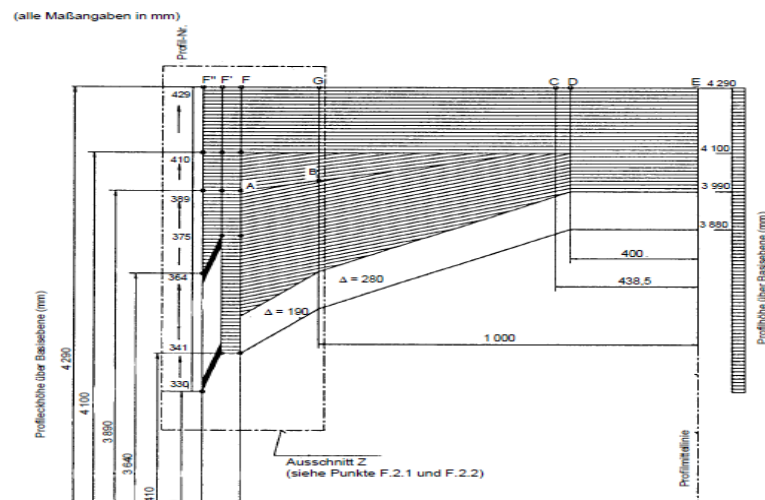
## Codified lines - ÖBB (2)

At ÖBB the CT-profiles are separated in 3 groups:

ÖBB-Profil 170: valid until P/C 45 and P/C 365

ÖBB-Profil 171: valid from P/C 46 to P/C 50 and P/C 366 to P/C 380

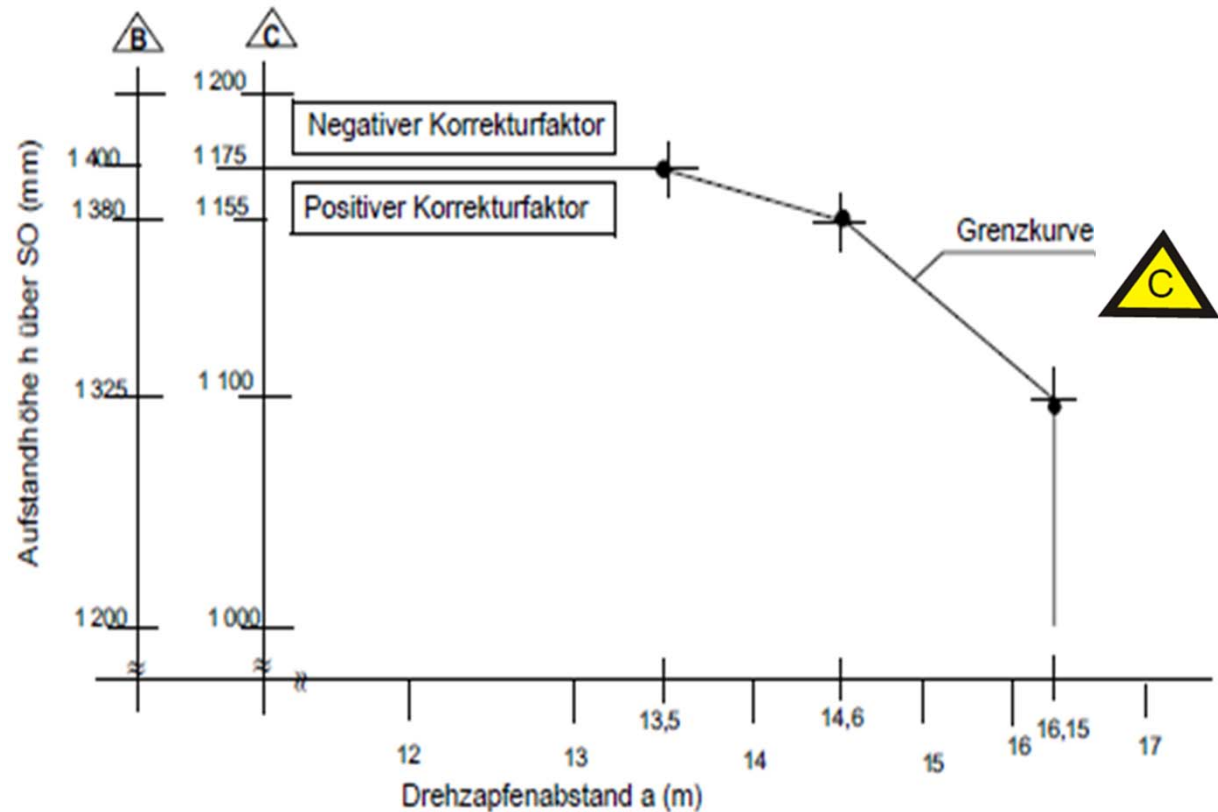
ÖBB-Profil 172: valid from P/C 51 up to P/C 80 and P/C 381 up to P/C 410



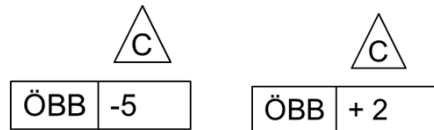
## Coding of wagons with $a \leq 16,15\text{m}$ (IRS 50596-6 / UIC 596-6) – wagon compatibility code



If bogie wagons meet exactly the structural characteristics corresponding to the IRS 50596-6 / UIC 596-6 limit curve, these wagons will receive the wagon compatibility code WCC ( C in triangle); this is equivalent to a correction number  $C=0$ .  
 The limit curve according to IRS 50596-6 / UIC 596-6 also states that wagons with a pivot distance greater than 16.15m or with heights above this UIC characteristic can not be used without restriction in transport on codified CTP lines



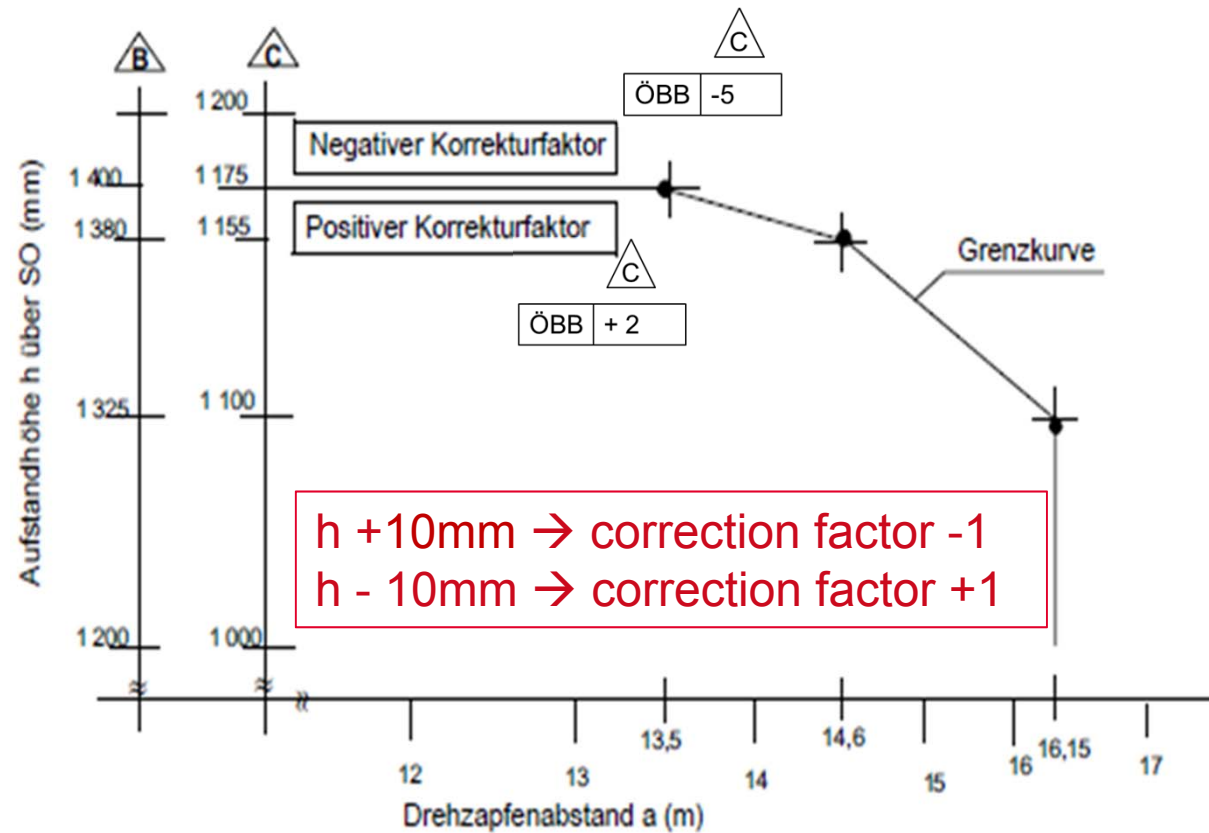
## Correction factor for wagons with $a \leq 16,15\text{m}$ (IRS 50596-6 / UIC 596-6)



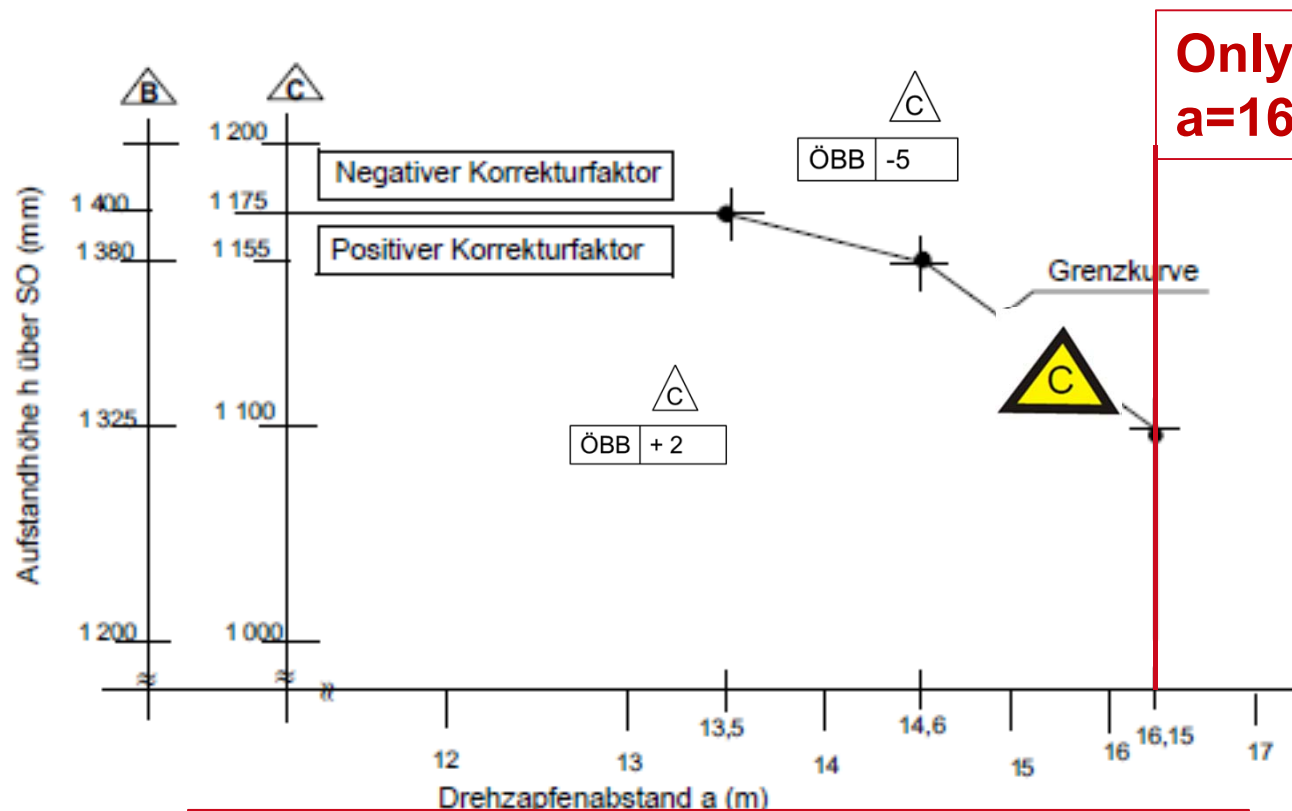
If bogie wagons do NOT comply with these characteristics, which correspond to the IRS 50596-6 / UIC 596-6 limit curve, then these wagons may receive a correction factor

The two necessary parameters are:

- Height of loading plane  $h$
- Distance between pivots  $a$



## Coding of wagons with $a \leq 16,15\text{m}$ (IRS 50596-6 / UIC 596-6) – SUMMARY



Only possible up to  $a=16,15\text{m}$ !

Easy determination of correction factor → can be done by a competent body with approval of ÖBB INFRA

Only 2 parameters are relevant: h and a



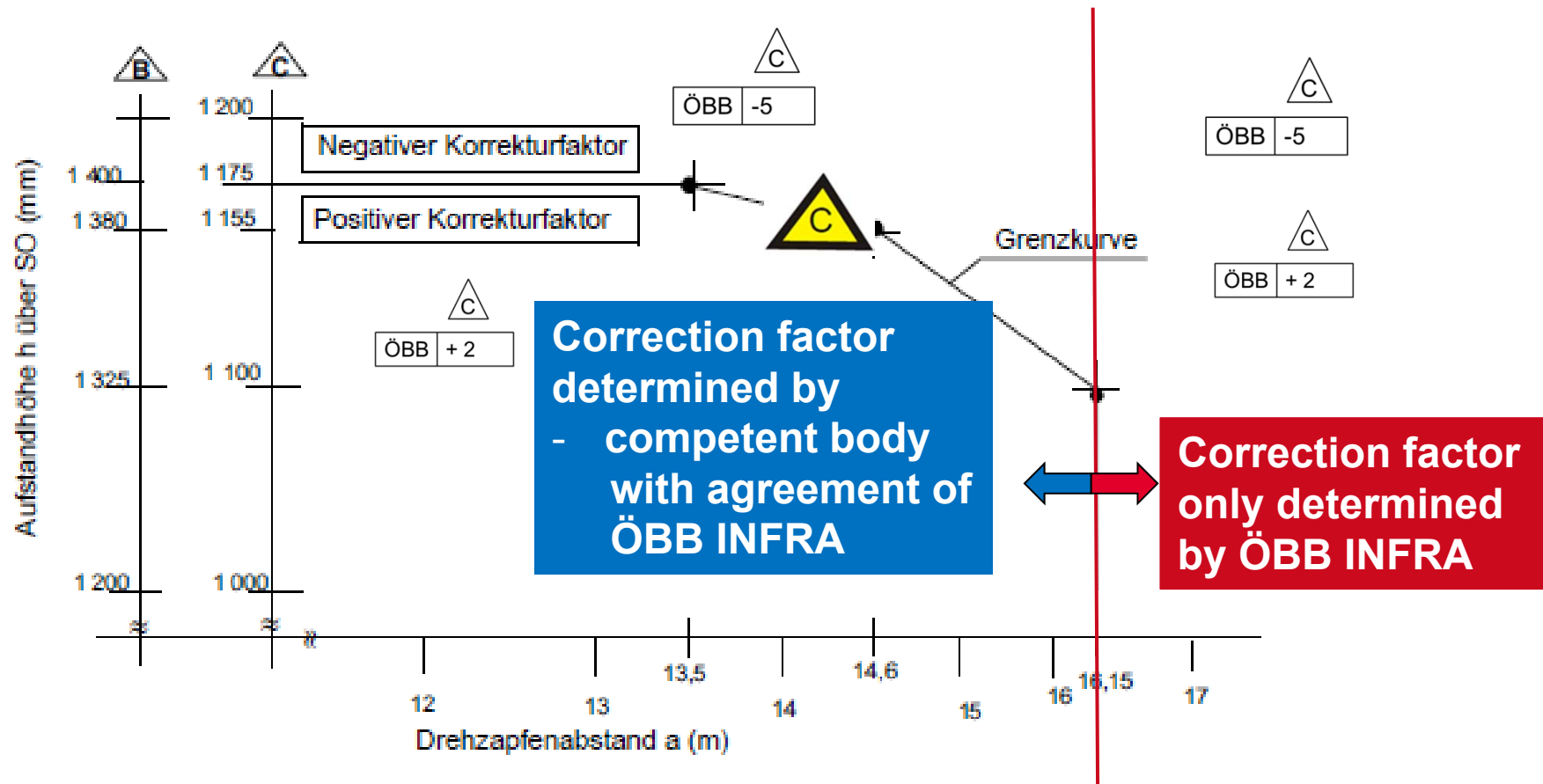
## Correction factor for wagons with $a > 16,15\text{m}$ - ÖBB



**Determination of correction factor for wagons with  $a > 16,15\text{m}$  only by ÖBB-Infrastruktur AG !**

- because: - Wagons requires more space than UIC-reference wagons
- Wagons can have different technical parameters (deviating from IRS 50596-6 / UIC 596-6)
  - Wagons must be considered for all codified lines
- There is not just one procedure!

# Correction factor for wagons with $a \leq 16,15\text{m}$ and $a > 16,15\text{m}$ - ÖBB (3) CONCLUSION



## Correction factor for P-, B-, ISO- wagons

The aforementioned provisions also apply to wagons with other WCC!



**Your contact person at ÖBB-Infrastruktur AG for the correction factor:**

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