

SAFETY ALERT	
SUBJECT	Rolling stock – other
EQUIPMENT	Pocket wagon and hitches
DESCRIPTION	<p>Under circumstances very similar to the circumstances (strong wind and empty trailer) at the Great Belt accident on the 2nd of January 2019, a semitrailer was pulled out of its position (up from the hitch) when crossing the low bridge on the Great Belt connection on the 13th of January 2021.</p> <p>During the investigations and tests performed after the incident, the Accident Investigation Board (AIB Denmark) found, that the hitch lock in some of the tests carried out, had no or limited locking effect when pulled vertically, even though the lock was in the correct locking position and the lock was well functioning, maintained and lubricated as prescribed. The tests were performed on the incident hitch as well as several hitches of the same type.</p> <p>The pocket wagon type was a Sdggmrss and the hitch / lock type was a MAZ 80800 type.</p> <p>In the current European legislation, AIB Denmark has not been able to obtain information or identify any specific requirements for the function of a hitch in relation to the locking effect during vertical forces (unloading or during operation).</p> <p>The AIB Denmark has not investigated other types of hitches than FW6170 (after the Great Belt accident on the 2nd of January 2019) and MAZ 80800 (incident on the Great Belt on the 13th of January 2021). In view of the tests and the apparent lack of requirements for locking effect in vertical direction, at present time it can't be eliminated that a missing or limited locking effect due to vertical impact may occur with other types of hitches / locks in operation on the European railway network.</p>
COUNTRY/ KRAJ	Denmark
ISSUER/ ZGLASZAJĄCY	NIB
ISSUING DATE/ DATA WYDANIA	January 2021