



Safety recommendation no. 121

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Safety deficit	<p>On Wednesday, 13 January 2016 at approximately 17:29, a female passenger, whose arm had got trapped between the closed doors of a train operated by Sihltal Zürich Uetliberg Bahn (SZU) AG at the Zürich Schweighof stop, was pulled along by the departing train and seriously injured. The train driver was unaware of the incident and the train continued its journey.</p> <p>With the SZU's Be 556 vehicle fleet, the size of the rubber sections sealing the doors allows the doors to be closed and locked even when limbs are trapped, without the door's anti-trap facility registering the obstacle. With the Be 556 vehicle fleet, the final positions of doors and running boards are not registered correctly and, despite this, are reported to the train driver as locked. If, in case of failure, the doors are electrically and pneumatically disconnected, the doors and the running board need to be closed manually and locked mechanically using a square box spanner. With the Be 556 fleet, only one component needs to be locked mechanically and thereby also electrically to signal to the train driver that a door is completely locked. If a running board remains folded down and a door open, this goes undetected.</p>
Safety recommendation	The FOT should examine if a similar safety deficit exists with other vehicle types and take appropriate measures to eliminate them.
Addressees	Bundesamt für Verkehr
Stage of the implementation	Implemented. The FOT examination has determined that the SZU operates further individual vehicles with a similar safety deficit, but that the SZU has taken measures to reduce the risk. The FOT considers the measures taken to be sufficient. It further states that other railway operators have modified and retrofitted the door sections of their vehicles and this did not present any equivalent safety deficits.
Investigation report concerning the safety recommendation	Schlussbericht