



Safety recommendation no. 141

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Safety deficit	<p>On Sunday 04 August 2019 at 00:10 the train manager of the Interregio train IR 1893 was trapped in a door as the doors were closing, and was dragged along as the train was departing from Baden station, sustaining fatal injuries as a result.</p> <p>The train was departing from Platform 2 at Baden station. After passengers had alighted and boarded, the train manager instructed the train driver by text message to move off and activated the UIC door closing command for the train at no. 4 door set of the fifth-last carriage, using a square wrench. The doors where the command is given remain open so that door closing can be monitored. These doors then have to be closed by the train manager by pressing a separate button. The train manager was trapped in no. 4 door set during the closing action.</p> <p>The pneumatic anti-trap system must be switched off for technical reasons shortly before the closing action.</p> <p>The reliability of the switching point of the "Doors 98 % closed" sensor that deactivates the pneumatic anti-trap system is not guaranteed, which means that the protective anti-trap function can no longer be guaranteed before the 98 % doors-closed position, contrary to its specification.</p>
Safety recommendation	The STSB recommends that the Federal Office of Transport (FOT) asks vehicle keeper to replace the current system for deactivating the anti-trap protection on the EW IV by a reliable system.
Addressees	Bundesamt für Verkehr
Stage of the implementation	Implemented. On 22 August 2019, the FOT ordered that safety recommendation no. 141 must be implemented. The FOT also ordered that the SBB arrange for the organisation of train maintenance and activities to be examined.
Investigation report concerning the safety recommendation	Vorbericht Schlussbericht Zwischenbericht