



Safety recommendation no. 142

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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>Persons or objects trapped in doors must be detected with a high degree of reliability. The current system of the EW IV with a pair of door limit switches connected in parallel does not meet this requirement. The doors can be displayed as closed to the train driver even though they are not fully closed, resulting in uncertainty on the part of train driver, and can lead to accidents.</p>
Safety recommendation	The STSB recommends that the Federal Office of Transport (FOT) ask train operators to have the door limit switch system of EW IV to be modified so that the red indicator lamps display the correct door status to the engine driver.
Addressees	Bundesamt für Verkehr
Stage of the implementation	Implemented. On 22 August 2019, the FOT ordered that safety recommendation no. 142 must be implemented. The FOT also ordered that the SBB arrange for train maintenance organisation and activities to be examined by an external body.
Investigation report concerning the safety recommendation	<u>Vorbericht</u> <u>Schlussbericht</u> <u>Zwischenbericht</u>