



## Safety recommendation no. 48

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<b>Number of the final report</b>	2013040901
<b>Safety deficit</b>	<p>During construction work carried out by a private company in Kaltbrunn on 9 April 2013, a track-construction excavator accidentally started to roll on a section of sloping track in the Ricken Tunnel. The excavator had a transporter wagon with a ballast wagon attached to the front. At Kaltbrunn station, it collided with a freight wagon, carrying two concrete mixers, parked at the end of the track. The driver of the excavator was able to jump out of the driver's cab just before the collision occurred. The freight wagon was pushed down an embankment as a result of the collision and the excavator derailed. A no longer identifiable technical technical fault in the control of the hydraulic cylinder of the two-way excavator led to it being lifted from the rail guide axles so that the wheels with tyres were no longer on the rails. It was no longer possible to brake the vehicle using the method selected by the excavator driver. The investigation of the event has shown that the defective functional safety of rocker control item 70 as well as the accidental actuation of rocker control item 70 and rocker switch item 44 might lead to the same accident recurring.</p>
<b>Safety recommendation</b>	<p>On identical two way excavators, rocker control item 70 and rocker switch item 44 should be fitted with additional protection to prevent accidental actuation.</p>
<b>Stage of the implementation</b>	<p>Implemented: After consultation with the manufacturer, he checked the two way excavators of the same design and retrofitted them if necessary.</p>
<b>Investigation report concerning the safety recommendation</b>	<u>Schlussbericht</u>