



## Safety recommendation no. 49

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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 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. In the event of a technical fault, the wheels with tyres can be lowered by operating the released spring-loaded brakes, which could in turn brake the two-way excavator. This fact is described only in the handbook and not displayed in the driver's cab as is customary. The dependence between these operations and the lifting of the rail guide axles cannot be readily understood.</p>
<b>Safety recommendation</b>	<p>A note should be displayed in the driver's cabin explaining that operation of the parking brake immediately lowers the wheels with tyres.</p>
<b>Stage of the implementation</b>	<p>Implemented. After consultation with the manufacturer, a notice was placed in the driver's cab of the corresponding two-way excavators.</p>
<b>Investigation report concerning the safety recommendation</b>	<p><u><a href="#">Schlussbericht</a></u></p>