



## Safety recommendation no. 50

<b>Date of the publication</b>	11.06.2015
<b>Number of the final report</b>	2013040901
<b>Safety deficit</b>	<p>During construction work carried out 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.</p>
<b>Safety recommendation</b>	<p>In the driver's cab of the two-way excavator, a table should be displayed with the permitted unbraked and braked trailer loads and the relevant inclines.</p>
<b>Stage of the implementation</b>	Implemented. The responsible manufacturers have been informed.
<b>Investigation report concerning the safety recommendation</b>	<u><a href="#">Schlussbericht</a></u>