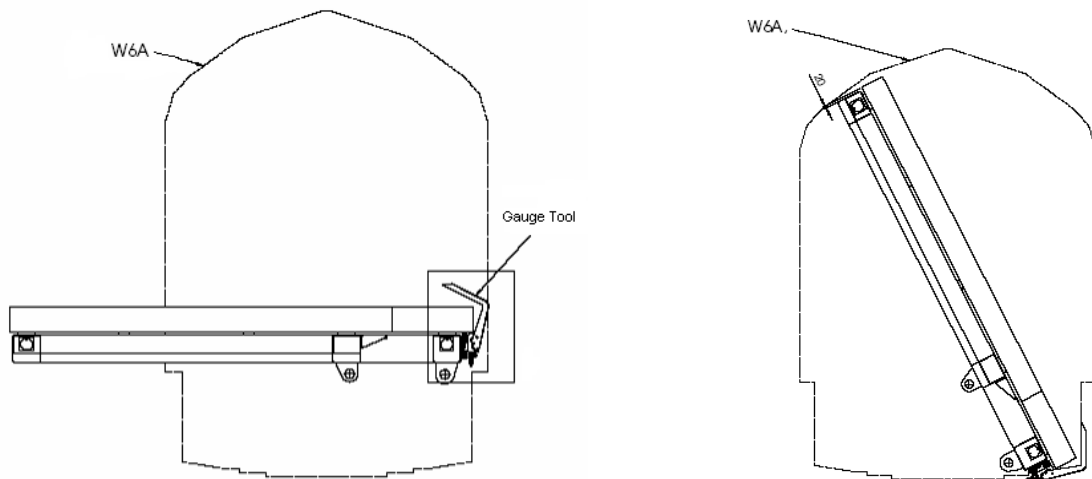
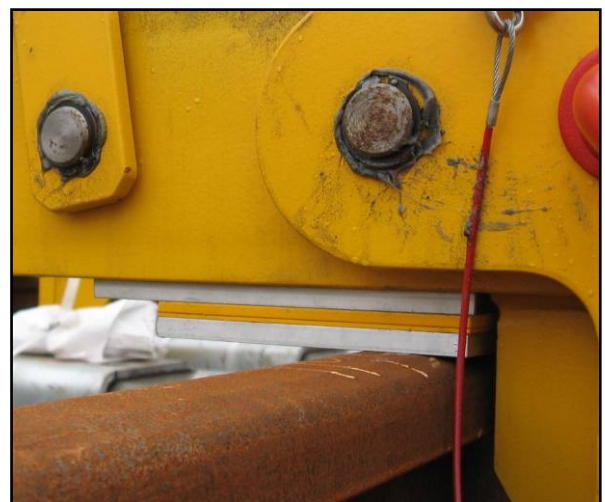


WAGON TYPE	COMMODITY
IFA Switch and Crossing Panel Vehicle (SCPV)	Modular Switch and Crossing Panels CEN60 and CEN56 rail only
Carrying Capacity: Gross Laden Weight 67.5 tonnes Carrying Capacity 26.5 tonnes (This will be panel weight only) Tare 41 tonnes (this includes the cross and connection beams, plus the extension frames if fitted) For Exact Loading Limits see Individual wagon on TOPS.	
Load Positioning : <div style="display: flex; justify-content: space-around;">   </div> <p>Approved modular switch panels shall be loaded on to the loading platform in the horizontal position. The straight edge of the panel shall always be positioned on the B side (high side) of the loading platform. The variable edge of the panel shall always be loaded on the A side (low side) of the loading platform. Once the modular panel is positioned correctly and locked in to position the loading platform shall be raised to the 63 degree transit position.</p> <p>The maximum loading width in the centre area is 3700 mm The maximum loading width in the bogie area is 3050 mm</p> <p>All modular panels shall be contained within the loading platform length. A permitted overhang of up to 45 mm is permitted on the B side (high side).</p> <p>Drawbar to Drawbar (DD) wagon can be fitted with a 1800 mm extension frames at each end of the loading platform to accommodate the long 'F' panel</p> <p>Use the gauge checking carriage on the A side (low side) of the loading platform so that the modular panel does not impede the loading gauge. The area between the loading platforms needs to be checked visually.</p> <p>To avoid conflict with the wagon bogie during tilting, the modular panel shall not exceed the profile ruler built in to the loading platform end sections.</p> <p>Unsupported sleepers may be positioned between the loading platforms in the centre of the wagon. Any unsupported sleeper needs to be primarily attached to the rail by the rail fastenings.</p>	



Panels made up using the smaller CEN56 type rail require an additional spacer to be inserted on the underside of each crossbeam. There are 2 types of spacer. One has 2 wing nuts and a length of chain and is used on the low side of the wagon. The other is secured by 2 bolts and is used of the high side.



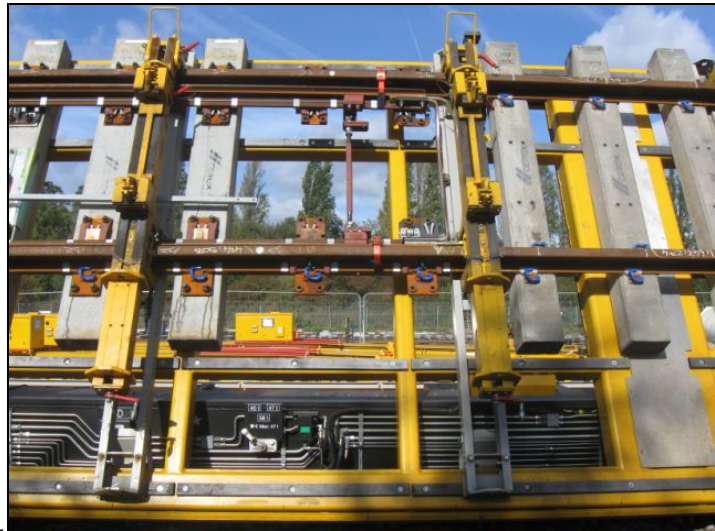
Confirm spaces are in the correct position and wing nuts are hand tight. The secondary securing chain shall be placed around the crossbeam. The chain is not to be placed across the lifting beam housing as this would prevent the lifting beam from connecting correctly to the crossbeams and would damage the securing chain.

When the panel has been unloaded the low side spacer needs to be secured by 2 wing nuts and its chain to be safe to travel.

Modular switch panel split bearers can be fitted with connecting shrouds and securing bolts. One shroud per sleeper maximum, the shroud shall be positioned tight against the rail housing on the down slope of the sleeper; the eight securing bolts shall be bagged with the bag positioned on the top of the shroud. Two bandings need to be used to securely hold in position. Crimped banding fasteners are not permitted.



Certain panels require the point motor bearers to be removed prior to loading. It is permitted to load such panels with a void of up to 2000 mm or 2 sleepers. Any associated cable can be secured with a minimum of 2 cable ties; one shall be positioned around the bearer with the other attached to the rail fastening.



Any other loose material or rail needs to be approved and documented in this procedure before being permitted to travel.

Stanchions : N/A