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Translation

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Buffer gear for coaches

Organes de tamponnement des voitures
Stoßeinrichtungen für Reisezugwagen



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7th edition, January 1991	Published with 1 amendment
8th edition, September 2007	Provision concerning the F2 off-centre force added to point 4.1. Important: the articles (points) in this leaflet have been renumbered in the new edition. The first digit of each point has been increased by one (i.e. 0 becomes 1, 1 becomes 2, etc.). Please take account of this when using cross-references from other leaflets.

The person responsible for this leaflet is named in the UIC Code

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Summary

This leaflet specifies the technical and operational characteristics required for the supply and assembly of buffers for coaches.

1 - General

1.1 - All coaches must be equipped at each end with buffers of identical type with a stroke of

$$110^{+0}_{-5} \text{ mm}$$

Coaches which remain permanently coupled in operation shall be considered as a single vehicle for the purpose of these provisions.

1.2 - The characteristics listed under point 4 - page 5 are specified in order to:

- protect coaches against buffer impacts at speeds of at least 10 km/h;
- enable the coaches to run without special precautions through a curve/reverse curve with $R = 150$ m separated by 6 m straight transition section, without risk of derailment or reduction of ride comfort;
- enable initial coupling to be performed in a curve with a minimum radius of 250 m, possibly requiring adjustment on straight track.

Coaches with the following dimensions shall meet these conditions, if they are equipped with buffers in accordance with point 4:

	Type 1	Type 2	Type 3	Type 4
Distance between bogie pivots	19 m	18,306 m	19,5 m	17,2 m
Length over buffers	26,4 m	26,4 m	27,5 m	24,5 m

2 - Dimensions, installation tolerances and characteristics

2.1 - The dimensions of the buffer contour as well as the clearance to be reserved above the buffer and interchangeability dimensions are shown in Appendix A - page 8.

2.2 - The buffer plungers must be secured in their housing against rotation. Rotation must not exceed $\pm 2^\circ$ for new plungers.

2.3 - All buffer heads must comply with the provisions of *UIC Leaflet 527-1* (see Bibliography - page 14).

2.4 - The distance between buffer centres must be $1\,750 \pm 10$ mm.

2.5 - With the vehicle at a standstill, the height of the buffer centre above rail level must be:

- no more than 1 065 mm when empty,
- at least 980 mm¹ with maximum load.

1. Exceptionally 960 mm for double-decker car-carriers under maximum load, provided the kinematic gauge is not infringed.