

Checklist of wagons which have passed the propelling tests

Wagons with $Lob \geq 15,5$ m and $2a^* \leq 10$ m;

RU	Date of request	Wagon type	Main characteristics of the Wagon	Decision of UIC SC 2
SNCF	09.09.1996	Permanently coupled wagons car-carrier with 2 x 2 axles	Lob = 32,400 m Wheelbase = 2 times 10 m Tare = 32,2 t Permissible compressive force $F_L = 250$ kN Torsional stiffness $c_t^* = 3,56 \times 10^{10}$ kNmm ² /rad	1/97
DB	28.04.1999	Hbbills Sliding walls wagon	Lob = 17,250 m Wheelbase = 10 m Tare = approx. 18 t Permissible compressive force $F_L = 341$ kN Torsional stiffness $c_t^* = 2,62 \times 10^{10}$ kNmm ² /rad	06/99
DB	24.07.2000	Lekks Permanently coupled wagons and double-deck car-carrier with 3 axles	Lob = 27,000 m Wheelbase = 2 times 10 m Tare = 28,5 t Permissible compressive force $F_L = 241$ kN Torsional stiffness $c_t^* = 2,065 \times 10^{10}$ kNmm ² /rad	1/01
CFF/SBB	27.03.03	Hbbills-uy Sliding walls wagon	Lob = 16,72 m Wheelbase = 10 m Tare = approx. 17,7 t Permissible compressive force $F_L = 250$ kN Torsional stiffness $c_t^* = 1,45 \times 10^{10}$ kNmm ² /rad	06/03
DB AG	28.11.03	Hbbills-uy Sliding walls wagon	Lob = 16,72 m Wheelbase = 10 m Tare = approx. 17,7 t Permissible compressive force $F_L = 250$ kN Torsional stiffness $c_t^* = 1,45 \times 10^{10}$ kNmm ² /rad	01/04