



UIC CODE

829-5

Leaflet to be classified in Volumes :

V - TRANSPORT STOCK
 VI - TRACTION
 VIII - TECHNICAL SPECIFICATIONS



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 Brought up-to-date on

TECHNICAL SPECIFICATION
 FOR THE PROTECTION AND PACKING
 OF FERROUS PARTS
 OF AUTOMATIC COUPLERS

**NUMERISATION DANS
 L'ETAT DU DOCUMENT**

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1 - PURPOSE

This specification defines the minimum conditions to be applied for the protection of ferrous parts of automatic couplers and for the packing used in their conveyance.

2 - CHARACTERISTICS

2-1 - Protection

2-11 - Protection of rough-finished parts

The rough-finished parts of ferrous components of automatic couplers must first be degreased if necessary, before being shot blasted to obtain a quality of not less than S.A 2 1/2 of the Swedish scale for degree of rusting; they shall also be given a coat of anti-corrosion priming paint (but not bituminous paints) which must be applied by immersion (1), and one or more coats of finishing paint applied by immersion or by spray to obtain a minimum total thickness of the dry film of 120 microns. The paints used must have been approved by the purchasing Railway. (See UIC Leaflet No. 842-1).

(1) Machined parts shall be effectively protected before immersion by means of suitable adhesive paper or any equivalent process.

2.12- Protection of machined parts

Machined parts must be given a coat of anti-corrosion grease approved by the purchasing Railway and applied to form a continuous film.

2.2 - Packing

In cases where sea transport and storage near the sea are involved, after being protected as prescribed in 2.11 and 2.12, the parts must be packed, if so prescribed in the order, in a vinyl polychloride or polyethylene thermo-weldable sealed bag with a minimum thickness of 0.5 mm and sufficiently strong for the operation consisting of extracting the air before closing the bag by welding to be carried out. The bag must have been approved by the purchasing Railway.

At the time of packing, the coupler parts are placed on AS type pallets to enable them to be transported. Before closing, a dehydrating sachet consisting of a silica gel is placed in each bag.

In addition, the material (vinyl polychloride or polyethylene) utilised for the bag must possess excellent resistance to ageing and be impervious to gases, which can be obtained by adding sheets of Kraft paper or aluminium assembled by glueing to the bag.

APPLICATION

With effect from 1st January, 1976.

All Railways in the Union.

RECORD REFERENCES

Headings under which the question has been dealt with :

- Specifications for the supply of automatic couplers
(Traction and Rolling Stock Committee : Trier, June, 1974).
- Problems of manufacture and supply raised by the introduction of automatic coupling.
(Supplies Committee, Paris, November, 1974).