



International Rail Transport Committee  
Comité international des transports ferroviaires  
Internationales Eisenbahntransportkomitee

Edition 1 September 2014

# **Checklist for Sealing Wagons**

Applicable with effect from 1 July 2006



The purpose of this checklist is to simplify the sealing of wagons and UTI.

The following provisions apply to the sealing of wagons and UTI:

- Article 7 § 2 h) CIM;
- ABB-CIM 6.4;
- GLV-CIM, Appendix 2, box 21;
- GTM-CIT, Work sheets 02-01, 02-02, 03-02;
- UIC leaflet 426.

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## Remark:

- The purpose of this checklist is to simplify the sealing of wagons and UTI.
- Based on the GTM-CIT manual bilateral or multilateral agreements between carriers may provide for wagons in specific traffic not to be sealed. These cases are documented if so agree with code 16 in box 7 of the consignment note.
- The design of some wagon types may permit those wagons to be opened without damaging standard Europlombe seals despite the seals being passed through the proper sealing points. This particularly applies to covered wagons. The standard Europlombe seal should be passed through the sealing points twice on those wagons. That will prevent the wagon being opened without the seal being damaged.
- Details of further wagon types which are not shown in the checklist may be provided to the CIT.

## Wagon type E...

Wagon types and sealing points (Number and position)	E (s)	Eaos	Eanos
Hinged side doors	2	4	4
Wagon sheets	2	2	2

### Notes

- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- Wagons of type E only need to be sealed if they are sheeted. The wagon sheets must then be secured with a rope which must itself be sealed at both ends. The rope used to pass around a type E wagon must be a single piece of rope without joints.

## Eaos –x



## Eanos



## Wagon type F...



Wagon types and sealing points (Number and position)	Fans
Hinged side doors	4
Wagon sheets	2

### Notes

- The schema above is only intended to be a general instruction; exceptions for particular wagon types for technical reasons are acceptable.
- Wagons of type F may only be sealed if they are sheeted. The wagon sheets must then be secured with a rope which must itself be sealed at both ends.

### Fas



## Wagon type G...

Wagon types and sealing points (Number and position)	Gb(h), Gs	Gabs	Gabs (81)	Gqss (85)
Small sliding doors	2	4	4	2
Ventilator shutters and aeration flaps	8	8	10	8

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- Ventilation shutters and flaps do not need to be sealed if they are sealed from inside or are equipped with internal protection (for example, with a fixed grill).
- The number of seals must be increased appropriately wagons composed of multiple sections close-coupled.

## Gs





**Gabs** Photo 1



**Gabs** Photo 2 (sealing is not necessary if the grill is fixed)



## Wagon type H...

Wagon types and sealing points (Number and position)	H...	H... (87)	Ha... (85)	Habis...	Hbchs (83)	Habils (83)	Habills, Hb... (83)	Hirrs-tt (80)
Small sliding doors					2			
Large sliding doors	4	8	8	6		8	4	
Ventilator shutters and aeration flaps					8			
Roof closures								4
Space between wagons								2

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- Ventilation shutters and flaps do not need to be sealed if they are sealed from inside or are equipped with internal protection.
- The number of seals must be increased appropriately for wagons composed of multiple sections close-coupled.
- One seal should be put on each sliding door.

## Habbits



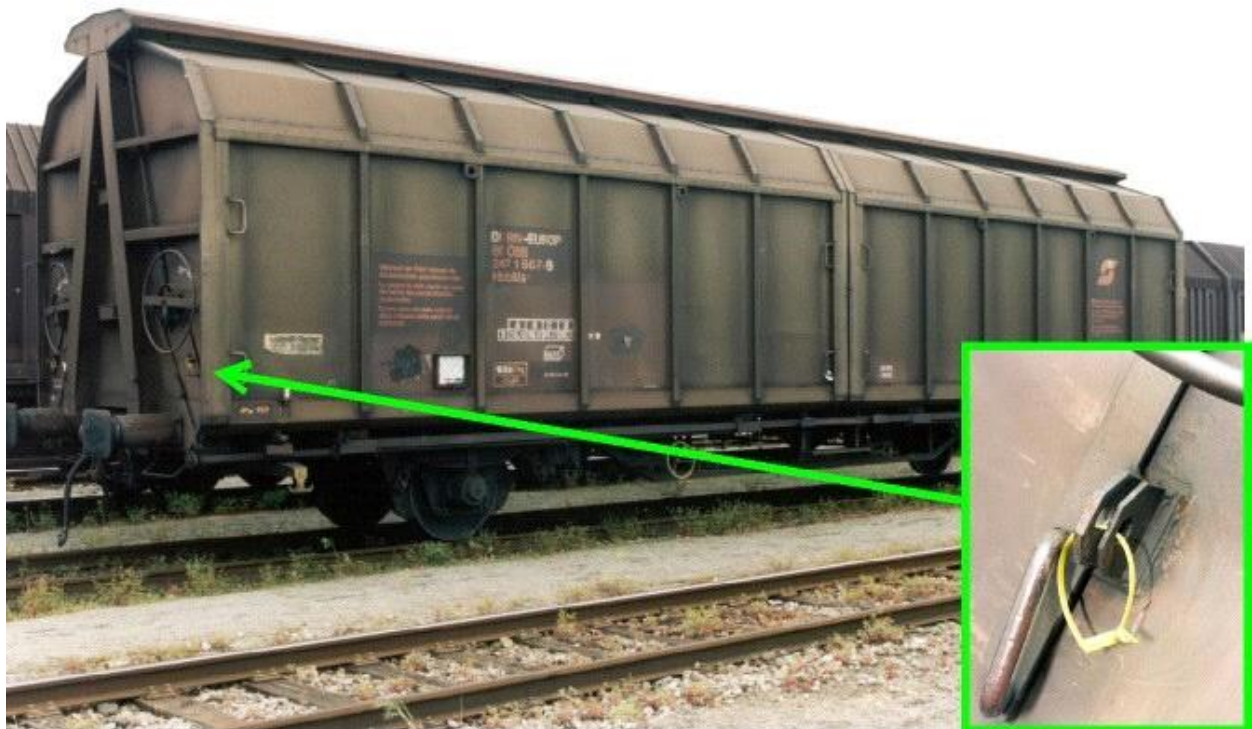




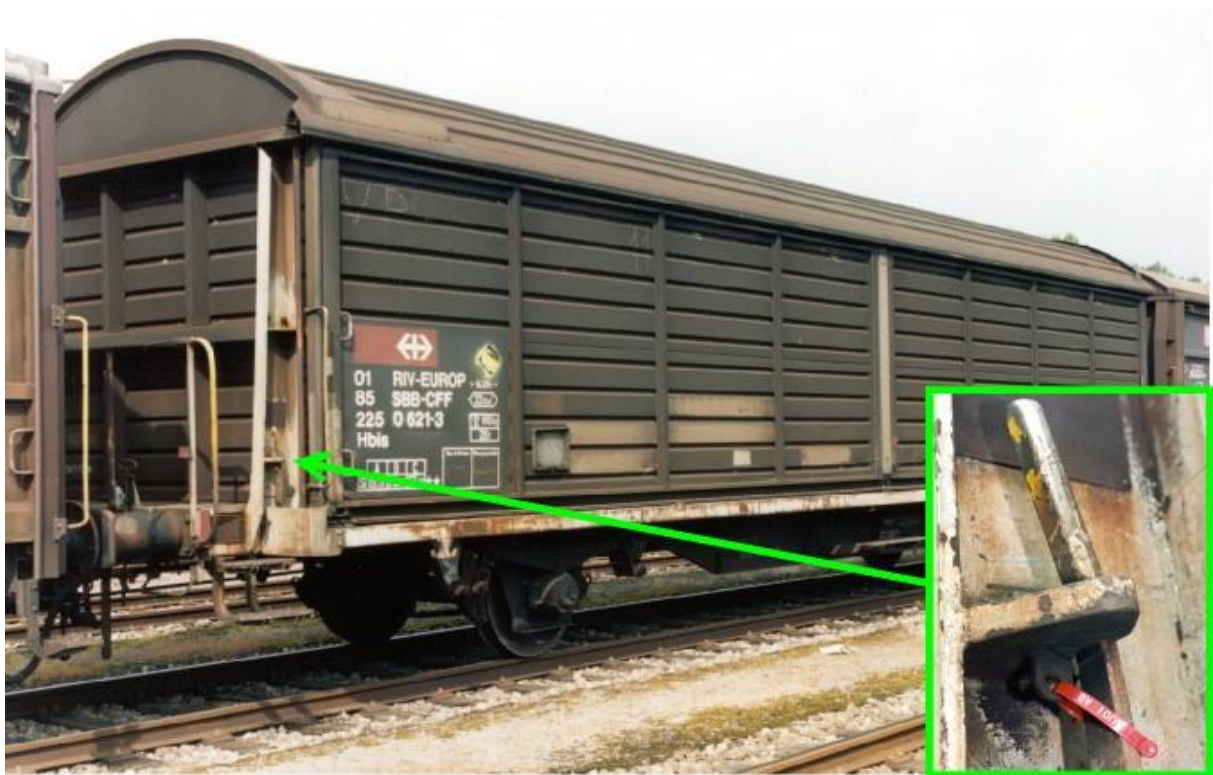
# Habis



# Hbbills



### Hbis



### Hbis

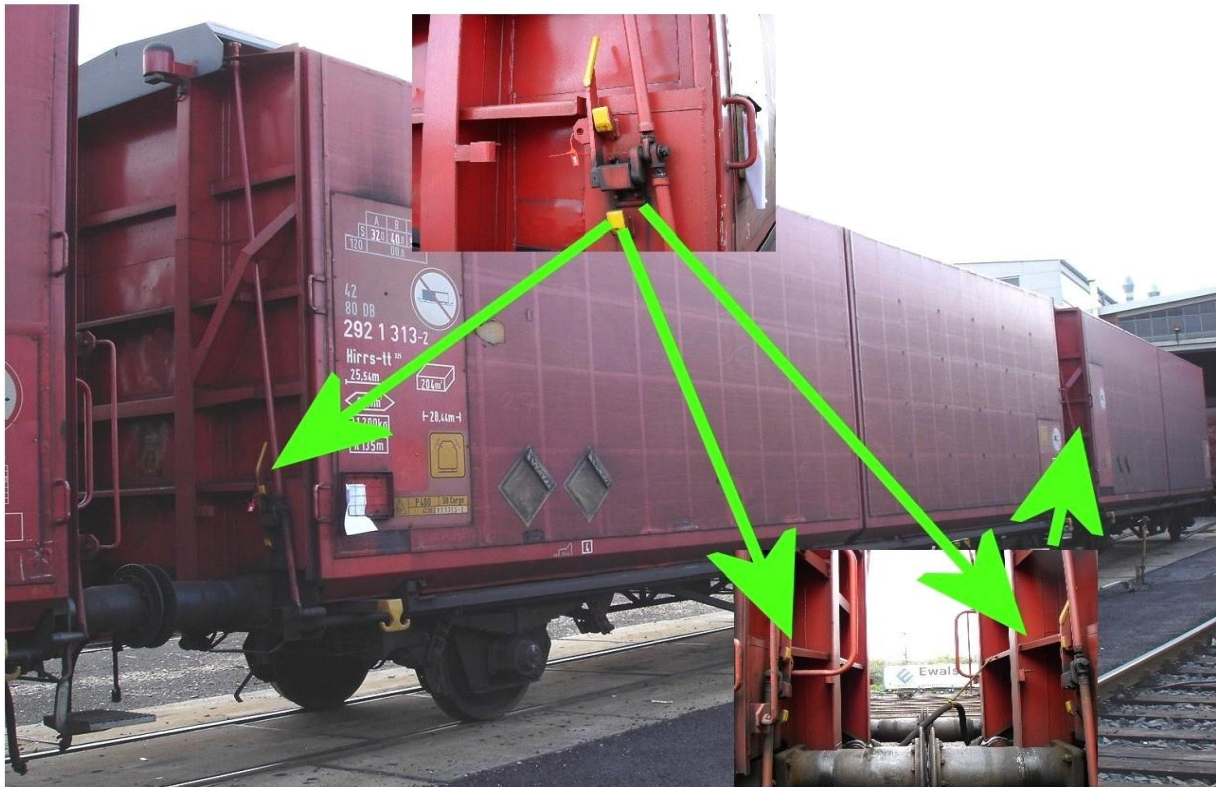




### Hbis



### Hirrs-tt



## Wagon types I... and K...

Wagon types and sealing points (Number and position)	lb... (80)	lb... (55)	Kbis-y (81)	Kils
Hinged side doors		2		
Small sliding doors	2			
Curtain sides			2	2

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- The number of seals must be increased appropriately for wagons composed of multiple sections close-coupled.

### Kbis-y





## Wagon types L... and R...

Wagon types and sealing points (Number and position)	Laais	Laais (87)	Rils	Rilnss
Removable hoods	2	2		
Curtain sides		2	4	2

### Notes

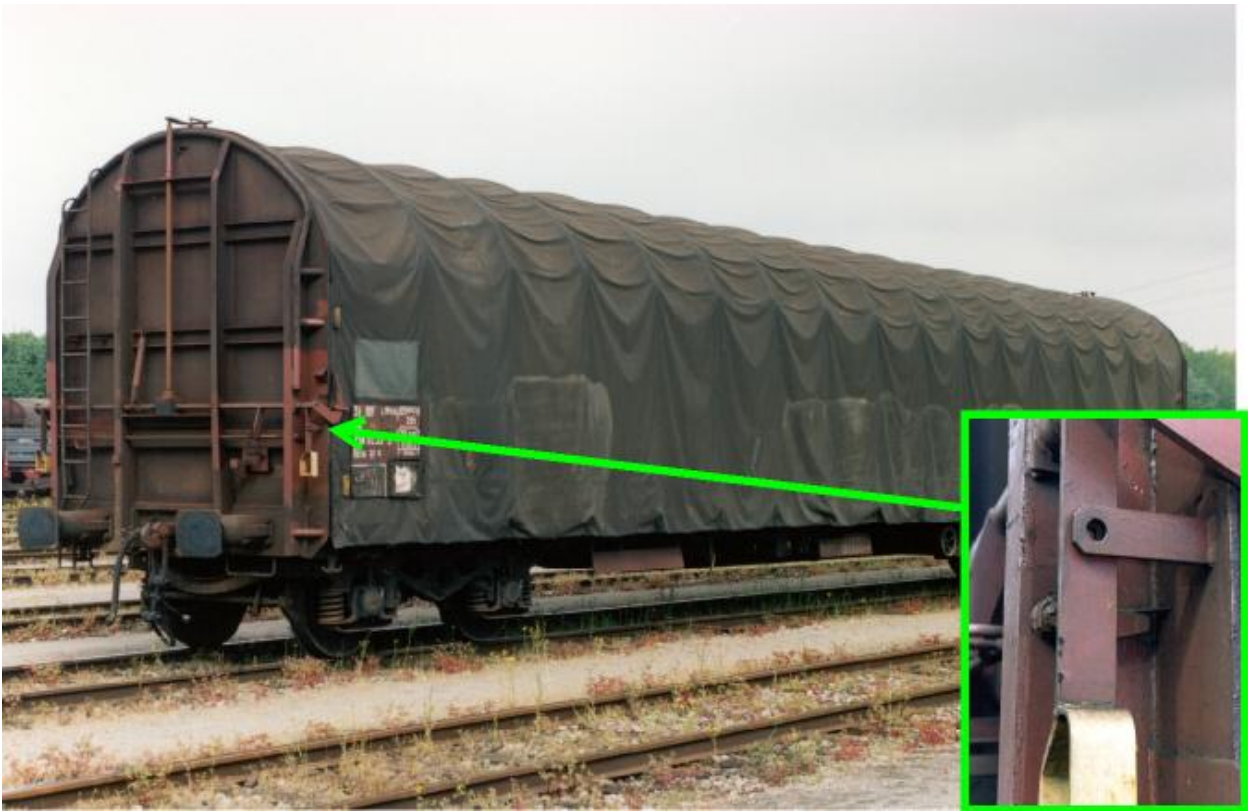
- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- The number of seals must be increased appropriately for wagons composed of multiple sections close-coupled.

## Laais





## Rils



}

## Rilns



## Wagon type S...

Wagon types and sealing points (Number and position)	Shimmns (81) 466 8 and 466 9; (83)	Shimmns	Shimmns 3614B.. (88)	Shimmns 3614D.. (88)	Sahimm.. (80)	Sins
Telescopic hoods	2		4			
Curtain sides		2		4	2	

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- The number of seals must be appropriately increased for wagons composed of multiple sections close-coupled.

## Shimmns

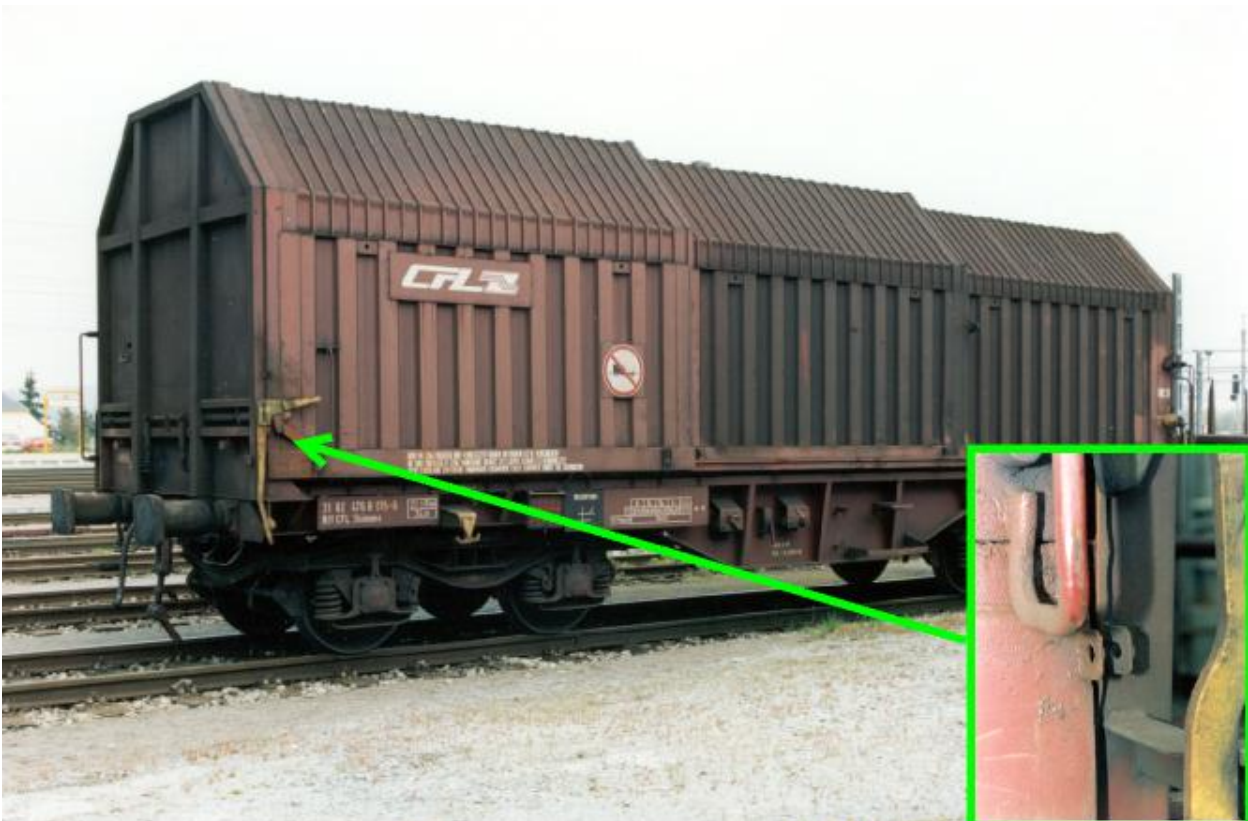




## Shimmss



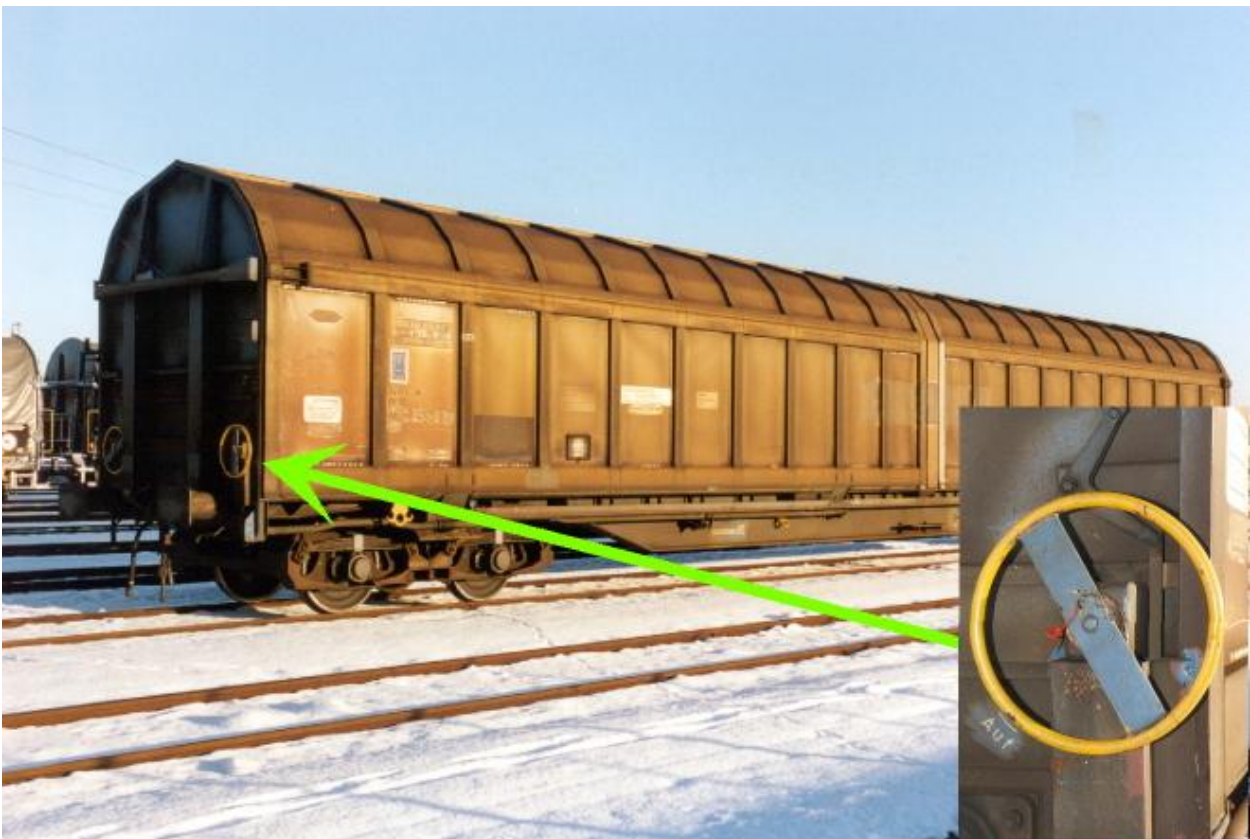
## Shimms



## Shimms



## Sins



## Wagon type T...

Wagon types and sealing points (Number and position)	Tbe (80)	Tbs	Tbis (85)	Tbis 2215A0 (88)	Tds (81), (83)	Tds (85)	Tds (85)	Tds 1000D7 (88)	Tes (85)	Tes (85)	T(g)pps (85)	T(b)l.. (80)	Tae.. (80)
Sliding doors	2	2							2	2			2
Large sliding doors			4	4								4	
Removable hoods				2									
Ventilator shutters and aeration flaps	8	4							8	4			
Traps					4								
Sliding roof		2						4				2	
Roll-up roof													1
Pivoted roof	1				1	4	3	1	2	2	4		
Roof opening mechanism			2										
Operating mechanism						3	2				2		

Wagon types and sealing points (Number and position)	Taems (83)	Taems 1416B1 (88)	Tains (83)	Td(g)ns (83)	Tdrrs (81)	Tam.. (80)	Tams (87)	Tms	Tms (83)	Tadns (81), (83)	Tads 1004D0-D1 (88)	Tal.. (80)	Tao.. (80)	Tagnpps (85)
Hinged side doors	2	2				4		2	2					
Ventilator shutters and aeration flaps	16													
Traps			8	4	4					8			4	
Sliding roof			1					2	1		6			
Roll-up roof		1				1	4*2							
Pivoted roof	1			1						1	1	1	1	
Operating mechanism												1/1		
Folding orange hazard identification panel											2			
Roof														5
Discharge valves														5

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- Ventilation shutters and flaps do not need to be sealed if they are sealed from inside or are equipped with internal protection.
- The number of seals must be appropriately increased for wagons composed of multiple sections close-coupled.
- One seal should be put on each sliding door.
- The number of seals to be attached to the filling fittings on the roofs of wagons of type Tagnpps (85) is shown in brackets in the table above because the presence of overhead live wires makes replacing seals too dangerous.



# Taems



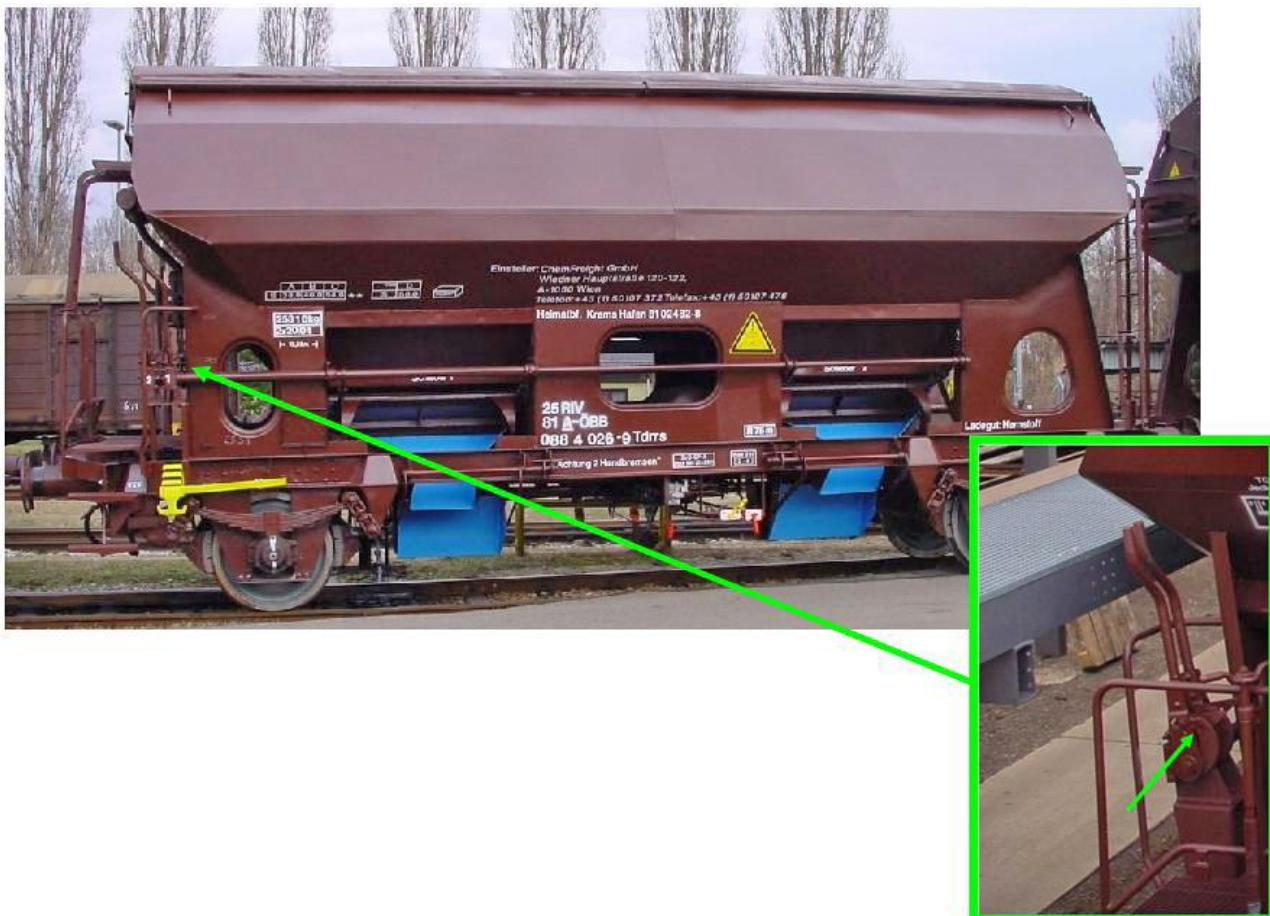
# Taos



# Tdgs



# Tdrrs

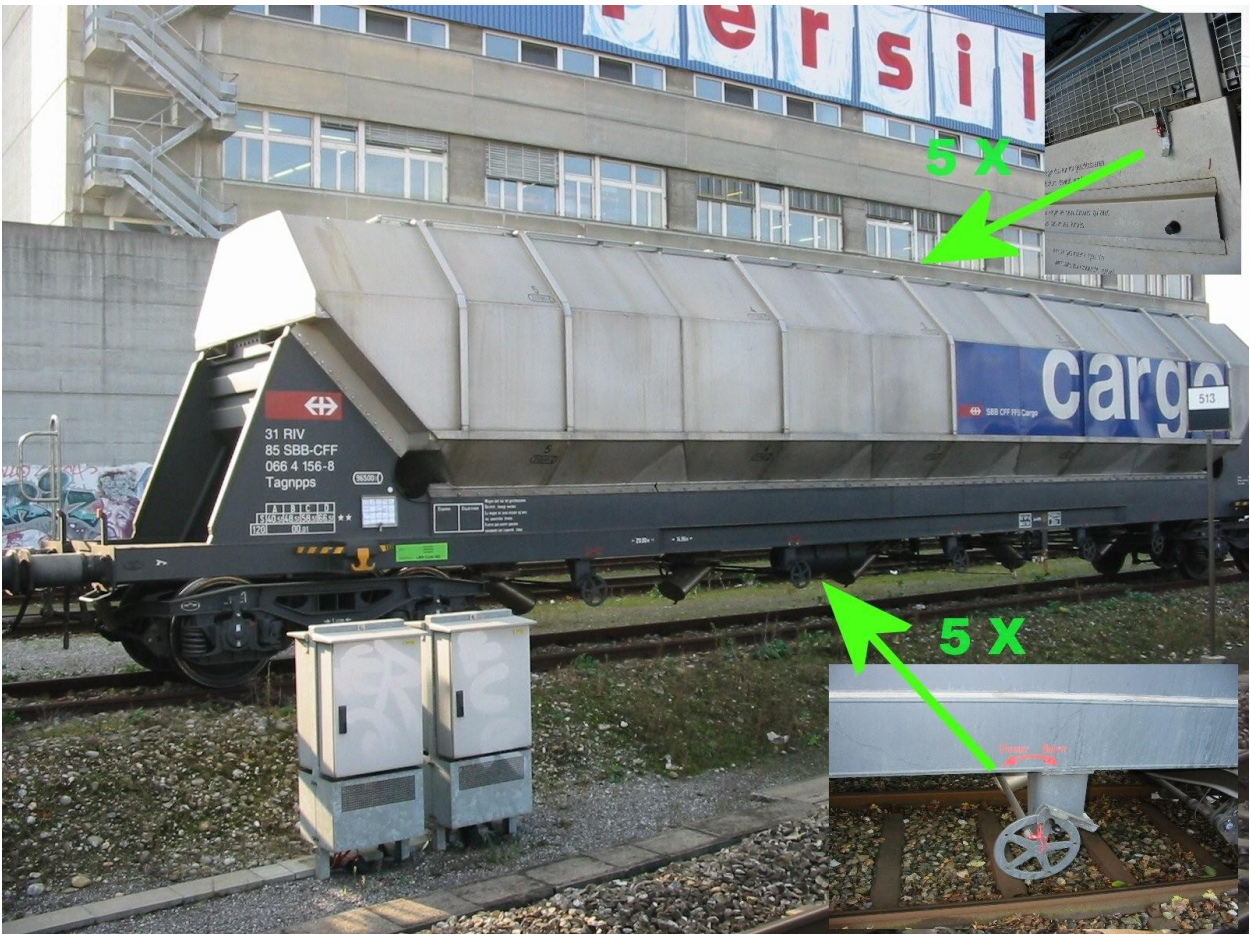




# Tms



# Tagnpps



## Wagon type U...

Wagon types and sealing points (Number and position)	U..	U.. (87)	Ualns (83)	Uao.. (80)	Uac.. (85)	Uac.. (85)	Uckks (85)	Uc.. (85)	Uc.. (85)
Certain sides			4*2						
Traps				4					
Pivoted roof		1		1					
Discharge valves	1	1			2	2	6	4	2
Dome cover	(2)	(2)		(4)	(2)	(4)	(3)	(2)	(2)

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- An entry of the form 4\*2, for example, means that although there are four sealing points, it is only necessary to put one seal on each side to secure the wagon.
- The number of seals must be appropriately increased for wagons composed of multiple sections close-coupled.
- The number of seals to be fixed to the dome cover of Ucs and tank wagons is shown in brackets in the table above because the presence of overhead live wires makes checking and replacing seals too dangerous. The consignor is to seal dome covers.

## Uacs





# Us



# Us ex Gs





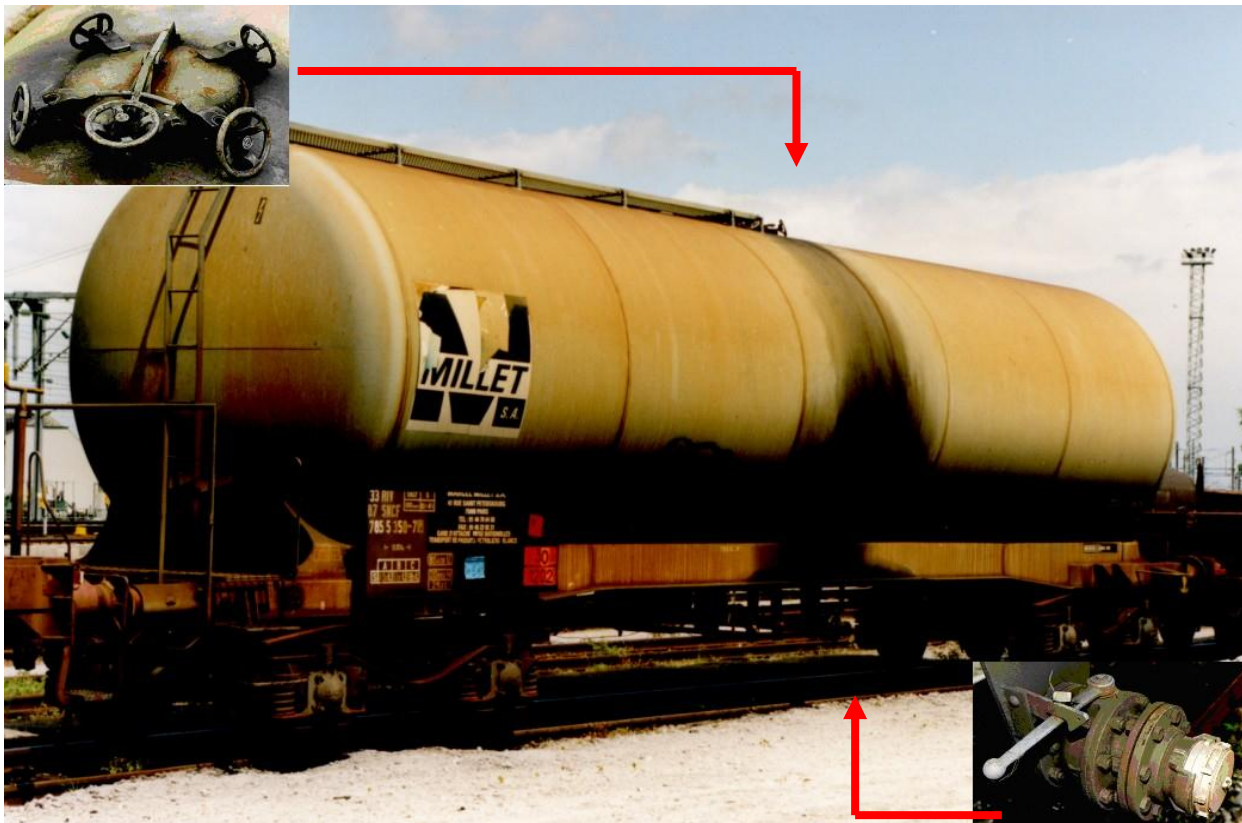
## Wagon type Z...

Wagon types and sealing points (Number and position)	Z.. Tank wagon (81), (83), (88)	Z (a).. (85)
Discharge valves	2	2
Dome cover	(1)	(2)
Folding orange hazard identification pannel	2	

### Notes

- Where UIC railway undertaking codes are shown after the wagon type, the instruction only applies to the undertakings shown.
- The schema above is only intended to be a general instruction, exceptions for particular wagon types for technical reasons are acceptable.
- The number of seals must be increased appropriately for wagons composed of multiple sections close-coupled.
- The number of seals to be attached to the dome covers of tank wagons is shown in brackets in the table above because the presence of overhead live wires makes checking and replacing seals too dangerous. The consignor is to seal dome covers.
- In principle no seals need to be attached to the bottom outlet valves. National rules may deviate from that principle.
- Folding panels to identify the dangerous goods must be secured. A seal may be used for that purpose.

## Zas



# Zas



# Zas





# Zas



# Zas



# Zes





## Intermodal transport units (UTI)

UTI types and sealing points (Number and position)	Container	swap body
Hinged side doors	2	
End doors	2*1	
Sheets and curtain sides	2	A function of the number of tensioning ropes

### Notes

- The schema above is only intended to be a general instruction, exceptions for particular container types for technical reasons are acceptable.
- An entry of the form 4\*2, for example, means that although there are four sealing points, it is only necessary to put one seal on each side to secure the UTI.
- Open containers only need to be sealed if they are sheeted or fitted with curtain sides. The sheets and curtain sides must then be secured with a rope which must itself be sealed at both ends. The rope used to pass around the container must be a single piece of rope without joints.

## Container



## Container



## Swap body





## Semi-trailer

<b>Wagon types and sealing points</b> <b>(Number and position)</b>	Semi-trailer
<i>Curtain sides</i>	2

### Notes

- The schema above covers semi-trailers both with and without tractors.
- Semi-trailers only need to be sealed if they are fitted with curtain sides. The curtain sides must then be secured with a rope which must itself be sealed at both ends.
- The rope used to pass around the semi-trailer must be a single piece of rope without joints and must ensure the semi-trailer is properly sealed.

## Semi-trailer

