



FP5 TRANS4M-R

Transforming
Europe's Rail Freight

D 5.2

Technical Specifications of Wagon and Locomotive DAC up to Level 5

Project acronym:	FP5-TRANS4M-R
Starting date:	2022-07-01
Duration (in months):	45
Call (part) identifier:	HORIZON-ER-JU-2022-01 (Topic: HORIZON-ER-JU-2022-FA5-01)
Grant agreement no:	101102009
Due date of deliverable:	Month 17
Actual submission date:	2023-12-22
Responsible/Author:	Johan Ahman
Dissemination level:	PU
Deliverable Type:	Report
Doc Version & Status:	V1.0 Issued

Reviewed: (yes)



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Document history		
<i>Revision</i>	<i>Date</i>	<i>Description</i>
Preliminary 1	2023-08-04	First working draft
Preliminary 2	2023-08-11	Second working Draft
Preliminary 3	2023-10-01	Third draft based on feedback of FA5
Preliminary 4	2023-11-02	Forth working draft Reviewed by DAC core corrected based on FA5 feedback
Preliminary 5	2023-12-18	Ready for publication – new base line
Released 1.0	2023-12-20	First official revision of Deliverable 5.2 after updating figures 2, 8,10,11,12

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1. Executive Summary

Based on the requirements outlined in this document an interoperable DAC and DAC hybrid coupler that meets the main demands for a future digital operations of freight trains in Europe.

This document outlines the functional and where needed the mechanical requirements needed for an interoperable design of the Digital Automatic Coupler for freight. The document covers both DAC and Hybrid DAC/Hook couplers to be used in the rail freight segment. The requirements are trying to strike a balance between mechanical and functional requirements, which allows for future innovation and development within the given area.

This document is supported by the EDDP input parameters, the CEN NWIP WI00256A0K and deliverable 2.1 "Future operational procedures".

Due to the low technical readiness level of the Data and Electrical systems within the FA5 the Electrical and Data interfaces are intentionally left un-concluded.

The document was compiled by using existing peer reviewed standards and the input from technical experts from the main suppliers of automatic couplers within the European Union and from operators and owners of rail vehicles. The draft document was reviewed in open sessions within the FA5 to gather inputs from all stake holders.

The method of verification of the requirements set out in this document are to be found in Deliverable 5.3 of FP5-TRANS4M-R project.

There are several open points which cannot be closed due to the need of future work and testing. The aim of the project is to close these during the next phase of the project.

2. Abbreviations and acronyms

Abbreviation / Acronym	Description
ADIF	Administrador de Infraestructuras Ferroviarias
AUCO	Automatic Coupler
CAN	Controller Area Network
CEN	Comité Européen de Normalisation
CENELEC	Comité Européen de Normalisation Electrotechnique, Europäisches Komitee für elektrotechnische Normung
DAC	Digital Automatic Coupler
DB	Deutsche Bahn
DEL	Dellner
DIN	Deutsches Institut für Normung
EDDP	European DAC Delivery Program
EN	European Norm
ERA	European Union Agency for Railways
FA	Flagship Area
FKM	Forschungskuratorium Maschinenbau e.V (7 th edition 2020)
FT	Faiveley Transport
KB	Knorr Bremse
N/A	Not applicable
OEBB-RCA	Österreichische Bundesbahnen Rail Cargo Austria AG
RAL	Reichs-Ausschuss für Lieferbedingungen (Imperial Committee for Delivery and Quality Assurance)
SC	Subcommittee
SMO	Siemens
TC	Technical Committee
TRV	Trafikverket
UIRR	International Union for Road-Rail Combined Transport
VT	Voith
WG	Working Group
[...]	Assumed/Proposed value but more testing or investigation needed to validate

3. Background

The present document constitutes the Deliverable D5.2 “Technical Specifications of Wagon and Locomotive DAC up to Level 5” in the framework of the Flagship Project FP5- TRANS4M-R as described in the EU-RAIL MAWP and contributes as well to the Flagship Project 5 - TRANS4M-R.

The project aims to boost innovation for the European rail freight sector, concretely by developing, validating, and demonstrating FP5-TRANS4M-R technical enablers. The work to reach this level of TRL is complex and thus divided into several work packages highly dependent on each other.

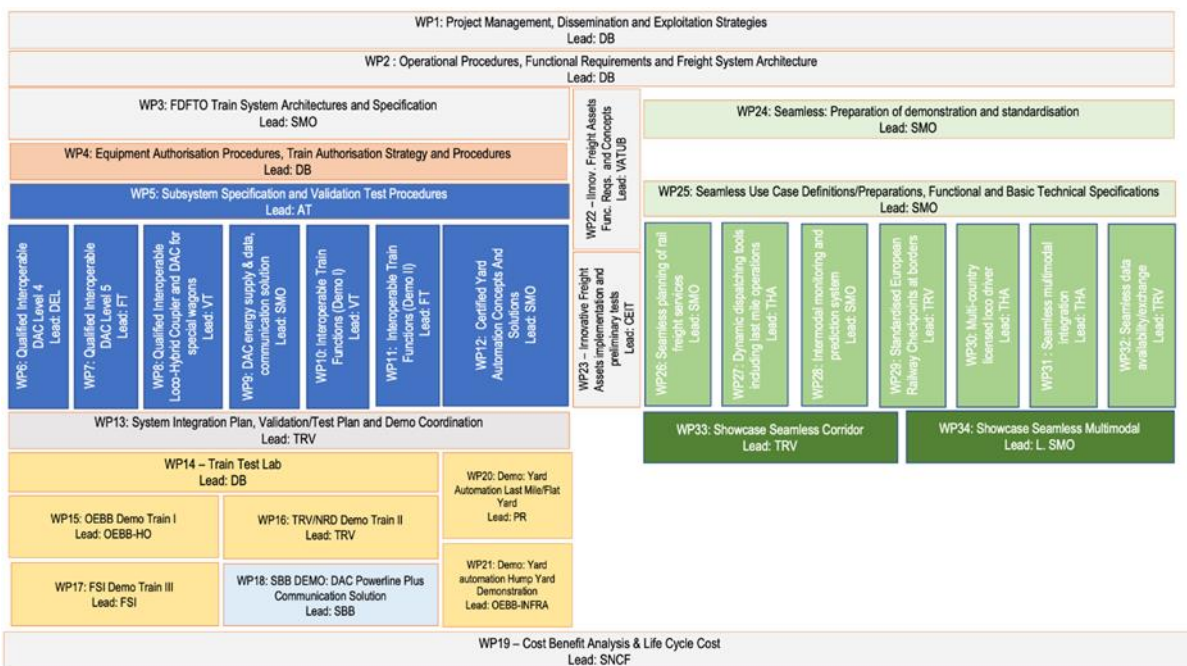


Figure 1 FP5-TRANS4M-R Work Package structure

The work on deliverable D5.2 has been achieved in Work Package 5 Subsystem specification and validation test procedures.

3.1. Work methodology

The original document is a merger of three main sources. The first source is composed of the work done by the DAC-Core team members consisting of 10 coupler experts. The second source was the CEN NWIP WI00256A0K work. The third source is the requirements carried over from the EDDP work (revision of the June 2022) These three work streams were then merged into one document. The originally reviewed document clearly separated the CEN part and the DAC specialist added additional comments.

One important input was Deliverable 2.1 which has been used by the DAC experts where the use cases have been translated into functional requirements.

The document with revision number 3 was then put to an open review process by all parties of the FA5 project. For the deliverable 5.2, 127 comments were captured. Currently only 2 of these comments are not resolved and will have to be handled as future work.

During the final review process (revision 4.1) the two parts were merged to enable easier reading and editing of the document.

New requirements have been added by the reviewers during the review phase resulting in a long but fruit full discussion. Several of the amended requirements will need more work and have been captured in a future work section.

It has been agreed that a future revision of this document is needed but that this document would serve as a basis for the current project deliverables and for a bases to handle future requirement changes.

3.2. Structure

The structure and content of this document follows the basic structure of the CEN NWIP WI00256A0K. The main sub chapters outline general requirements and then the requirements of the sub-components to facilitate testing. The document is structured in three main parts first defining the Wagon DAC coupler, second then the interface to the wagon and finally a chapter on the loco hybrid coupler.

4. Objective/Aim

The primary aim of this document is to capture the functional requirements and where needed the mechanical definitions needed to design an interoperable DAC of level 5 for Wagon and Locomotives at this moment in time.

Since this is a project aiming to show a high TRL the V model is being followed new requirements will be identified and introduced during the project lifetime.

The second objective is to come to a mutual understanding in the functional requirements such that the CEN approval process can be closed in a timely manner.

The third objective of this document is to create a bases of requirements for deliverable 5.3 to verify.

5. Terms and definitions

Digital Automatic Coupler (DAC)

a central buffer end coupling system for freight applications that couples automatically.

Note 1 The degree of automation is defined in DAC functional levels 1-5. See functional levels.

Note 2 The requirements described in this standard are valid for digital automatic couplers for use in freight trains. For digital automatic couplers for use in passenger trains there exist different or additional requirements.

Note 3 An additional electrical contact coupling for the transmission of voltages and data/signals is out of scope of this standard.

Note 4 The mechanical housing for the electrical coupler will be covered in this document.

Electrical Coupler

a system that is used for connecting or disconnecting the electrical lines automatically which transfer control signals or power supply / current from one railway vehicle to another within a train

Note 1: If relevant the Electrical coupler will also house data connections and lines. The electrical components of the electrical coupler are defined in CENELEC.

Note 2: For clarity -the mechanical interfaces but not the transmission conduits (pins) and their configuration of the electrical coupler are covered in this standard.

Horizontal and Vertical Support

a system that moves or aids - in the uncoupled condition - the complete coupler back into the central position after being deflected

Split Collar

a fastening element consisting of two metal half-shells that are joined by fasteners.

Note: This is not an interface covered here.

Draft gear

an element of the coupler that can transfer compressive and tensile forces into freight wagon or locomotive.

Note: The draft gear can handle regenerative and non-regenerative energy.

Crash element

a non-regenerative energy absorption device that absorbs energy in the event of a collision

Note These devices are used to protect the main structure of the wagon, load or other rail device it is attached to. These elements may be sacrificial.

Coupler shank

connection between the coupler head and the draft gear

Pivot pin

pin used to connect the coupler shank to the draft gear.

Manual uncoupling mechanism

device which provides manual rotation of the locking mechanism from the coupled position in to the ready to couple position.

Note It can be a lever, handle, rope or other tool which is connected to the coupling mechanism and is pulled until the ready to couple position is attained.

Uncoupling actuator

device which provides automatic rotation of the locking mechanism from the coupled position in to the ready to couple position.

Prevent coupling

state when the mechanical mechanism of the coupler is retained in an uncoupled state preventing coupling of the couplers even if two couplers are put in contact (buffed) with each other – which normally would result in coupling.

Note this enables buffing in hump and yard operations.

Berne or Berner rectangle

area between the vehicles ends defined by EN 16839:2022-10 App F

Functional levels (FL)

Functional level 1:

automated coupling of the mechanical connection; manual uncoupling possible

Functional level 2:

FL 1 plus automatic coupling of air pipe

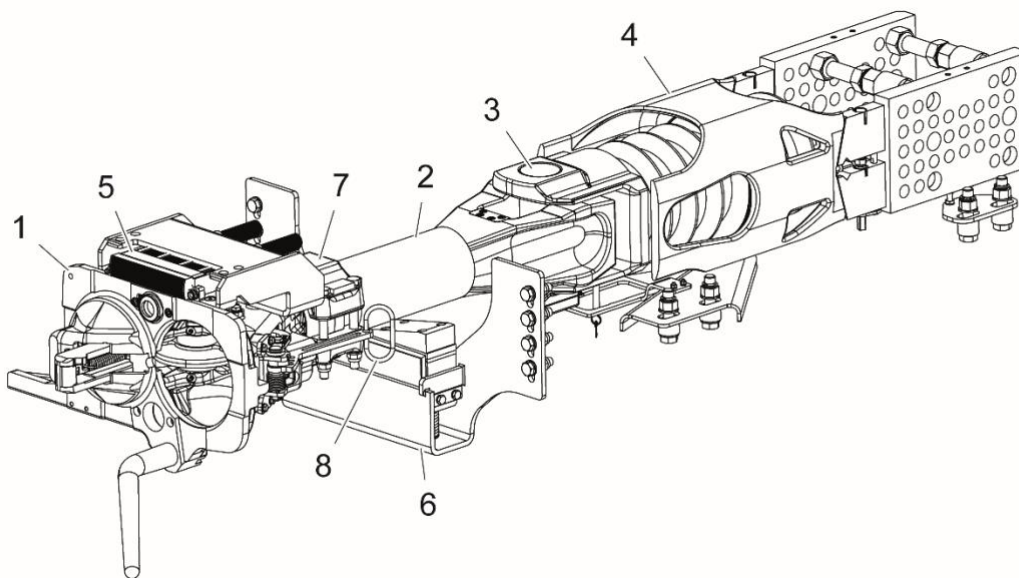
Functional level 3:

FL 2 plus automatic coupling of electrical power line(s)

Functional level 4:
FL 3 plus automatic coupling of data line(s)

Functional level 5:
FL 4 plus full automated uncoupling

Note The full automated uncoupling can be achieved by means of remote access.



Key to figure 2

1. Mechanical coupler
2. Coupler shank
3. Pivot pin
4. Draft gear
5. Electrical coupler
6. Support
7. Split collar
8. Manual Uncoupling (emergency fall back)

Figure 2 Figure showing schematic view of the couplers components

6. Product specification of wagon DAC

6.1. General requirements

For the components of the digital automatic coupler which transfer forces in the draw and buff line (for example coupler head, shank, pin and draft gear) the:

- certificate of materials used for the manufacture shall be according to 3.1 or 3.2 in EN 10204:2005
- bolted connections shall be in accordance to pEN 17976:2025 or EN 25201-4:2021-11
- welded parts shall be in accordance with EN 15085:2023

The couplers shall be prepared for upgradability from a lower functional level to a higher functional level.

The digital automatic coupler shall be able to withstand the following static loads without significant plastic deformations (RP 0.2).

- tensile load = 1 000 kN
- compressive load = 2 000 kN

A pre-determined breaking point for tensile loads of 1 500 kN + 15% /- 5% shall be located in the tensile chain, inside the coupler head.

Note: The couplers are not designed to withstand continues use at high forces (2 000 kN)

Note The fatigue life as specified below is to be read in conjunction to document ORE B51 RP21 "Parameter der AK 69/Intermat – Betriebsfestigkeit". The given load cycles inside can be assumed to a fatigue life equivalence of +/- 295 kN. Based on the assumptions from this reference document, the operational force in use of 850 kN must not be exceeded¹

For new designs the proof of the fatigue loading shall be carried out.

Note: The dynamic test procedures can be supported by the methods described in EN15566:2022 Annex A for tensile loads and in EN15551:2022 for compressive loads

The digital automatic coupler shall fulfil the following fatigue loading, to show a lifetime of 30 years:

¹ To be confirmed after calculations have been performed. Data for yearly load spectrum to be provided by operators (DB-ÖB-TRV). Statement 850 kN has to be associated with a load spectrum in this standard. Add load spectrum as an Annex?

Stage 1: $\Delta F1 = \pm 300 \text{ kN}$ and $N1 = 1\,500\,000 \text{ cycles}^2$

If welded connections are located in the load path. The proof shall be adjusted according to EN15085 or FKM supported by EN17149.

Note: The declared service life of the coupler is defined by an assumed distribution of loads. Real service life may be affected depending on real distribution of loads. Please see annex x for an assumed load spectrum.

For evolved designs the proof of the fatigue load can alternatively be carried out by simulation with a validated FE-model.

The whole air connection system of the digital automatic coupler shall be suitable for a nominal 5 bar pressure on the brake pipe (BP).

For an optional main reservoir pipe (MRP) the air connection system of the digital automatic coupler shall be suitable for a nominal 10 bar pressure.

The digital automatic coupler shall work reliably under normal European environmental conditions, e.g. rain, pollution, washing water, snow, ice and particularly in hot summers as well as in cold winters. The coupler shall follow the requirements set out by EN 50125-1:2014.

The temperature class shall at least match the temperature class of the vehicle.

Coupler (excluding the regenerative energy absorption components) should be designed to commensurate with the service life of a vehicle.

The service life of the digital automatic coupler for wagons is defined as 30 years under the premises that all necessary maintenance and overhaul have been carried out. Based on 70 000 km per years, 3 coupling cycles per day, 250 operation days per year³.

The service life of digital Automatic hybrid couples or digital automatic couplers for mainline locomotives is based on 150 000 km per year, 5 coupling cycles per day, and 360 days per year⁴.

The service life of digital Automatic hybrid couples or digital automatic couplers for shunting locomotives is based on 50 000 km per year, 80 coupling cycles per day, and 320 days per year⁵.

The distance between the centre line of the coupler and the top of the coupler shall not exceed 200 mm, independent of state (see 6.2). The height of the coupler is including additional

² To be reviewed with activity above.

³ Provided by operators

⁴ Provided by operators

⁵ Provided by operators

components (such as e-coupler, valves levers, etc).

The permissible longitudinal compressive forces of the wagons, equipped with automatic couplers, when passing a 150 m s-curve with 6 m intermediate straights, shall be above 500 kN⁶.(Note to note Final value to be decided after testing)

[The couplers should be designed so that the occurrence of an unintentional mechanical disconnection without the working of the brake on the hauled train or /and the leading train shall not exceed 10^{-9} per train operation hour and the occurrence of unintentional uncoupling shall not exceed 10^{-6} per train operating hour.]⁷

⁶ Under investigation. Value kept at 500kN until something other is agreed and to be read in conjunction with the product weight.

⁷ Part of the hazard concept of the full train.

Wagon coupler target weight	target weight 380 kg max weight [440 kg] ⁸
	<ul style="list-style-type: none">- Draft gear cat. A- Support and centering device incl. fixing elements- Coupler front part- Pneumatic valve housing- Electrical coupler- Fixing elements with spacers- Not including hoses and electrical cables to the coupler

The below requirements according to standard EN 50125 and EN 50155 must be fulfilled:

Surface Protection ≥ 480 hours salt spray test

The stock color is RAL code 7016

6.1.1. Overhaul and maintenance

The coupler shall be designed for the following overhauls under normal usage.

Minor every 6 years (G4.2⁹)
Major every 12 years (G4.0¹⁰)

The user manual supplied by the producer defines the overhauls related to these time frames.

Greasing outside the planned minor and major overhauls shall be possible without removing any parts of the coupler.

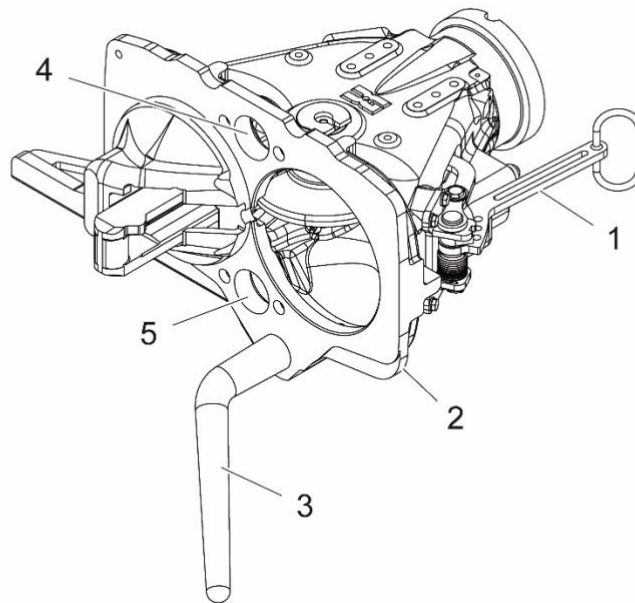
For main overhauls parts may need to be disassembled for greasing and inspection.

⁸ Value without spacers new value with spacers to be defined.

⁹ VPI manual

¹⁰ VPI manual

6.2. Mechanical coupler



Key

- 1 Manual uncoupling fallback solution
- 2 Coupler head
- 3 Gathering horn
- 4 Brake pipe valve (BP) position
- 5 Main reservoir valve (MRP) position

Figure 3 Mechanical coupler head example

The geometric requirements for the DAC coupler head are found in EN 16019:2014. Sections 5 of this document defines additional functional requirements. Figure 3 shows a coupler head.

6.2.1. Mechanical coupling

The coupler head of the automatic coupler shall be equipped with a pivoting coupler lock, enabling the mechanical connection of two vehicles.

The coupler lock consists of the following parts: hook plate, coupling link, main pin, lock rotation spring(s), release bar, and release bar with trigger device.

To ensure a maximum gathering range, both vertically and horizontally, the coupler head shall be provided with male cone and female cone such that the couplers can be aligned and centred also in curves and in case of vertical mismatch.

The coupler head shall have 4 different positions: Coupled position, ready to couple position, prevent coupling position and uncoupled position.

Asymmetric uncoupling (on one side of coupling partners only) should be avoided since this will increase wear of components.

It shall be possible to equip the DAC with a device “electrical or other” for automatic uncoupling:

- Max time for rotating the coupling mechanism to uncoupled position: [3 seconds]
- The operating voltage for the electrical actuator, if used, shall be 48 VDC.
- IP class of the actuator: IP54
- It shall be possible to electrically put the DAC in prevent coupling position
- The electrical prevent coupling position shall be released by an external signal after finished buffing, triggering an automatic position change.
- It shall be possible to override the actuator manually to enable release prevent recoupling

The digital automatic coupler shall be designed to ensure that coupling is possible for a height mismatch between the centre lines of the couplers of up to 125 mm on straight tracks.

The horizontal gathering range of the coupler head shall be 220 mm minimum on each side. Use of gathering horns is not compulsory if this requirement is fulfilled.

On straight tracks and in curves down to R150 m (in transition zones manual intervention might be necessary) the couplers shall be designed able to couple automatically without manual intervention.

Coupler shall be designed for the following operational procedures:

- a. During normal operations on straight tracks the minimum impact speed shall be 0.6 km/h up to a an impact speed of 6 km/h.
- b. A maximum impact speed of 12 km /h shall not be exceeded.
- c. In all other infrastructural conditions like curves, s-curves the maximum coupling speed of 5 km/h shall not be exceeded.

Collisions (impact speed) above 12 km/h is considered an incident and above 18 km/h an accident. In all cases of collisions (impact speed) above 12 km/h appropriate steps shall be taken according to the user manual.

Note: Please consult the user manual.

Couplers installed in wagons indicated as dangerous good transport shall provide with energy

absorption of at least 75 kJ reversible and in 600 kJ on non-reversible absorption rate.

To prevent an overriding of impacting wagons, the couplers shall withstand a vertical load of at least 150 kN in the centre of two mating couplers and shall safely connect at impact speeds up to 36 kph in relation to conditions defined in EN 15227.¹¹

¹¹ Requirements from the RID have to be fulfilled please review

6.2.2. Prevent coupling - (Buffer position)

It shall be possible, by means of a manual operation, to set the locking mechanism in a position in which the coupler heads remain uncoupled in the uncoupled position when mated with another coupler. This is to prevent undesired coupling e.g. at the hump or during push off operations.

In manual operations, if two mated couplers are uncoupled to enable that both couplers are in prevent coupling, manual activation of prevent coupling the mated (opposite) coupler must be put into prevent coupling in a separate action.

6.2.3. Ready to couple/uncoupled position

It shall be possible, by means of a manual operation, to set the locking mechanism in a position in which the coupler head is ready to couple.

6.2.4. Pneumatic coupling

The pneumatic connection and disconnection of the air pipes of the automatic coupler shall be done automatically synchronized with the mechanical connection.

The possibility of fitting a main reservoir pipe (MRP) (10 bar airpipe) must be provided.

If the digital automatic coupler is unintentionally disconnected due to a failure or an accident, the brake pipe (BP) valve shall remain open.

The diameter of the brake pipe (BP) and the valves inside the automatic coupler shall be minimum 1 1/4 inches (32 mm).

The diameter of the main reservoir pipe (MRP) shall be 1 inch (25 mm).

The braking performance of a train must not be degraded by the DAC and its connection to the wagon's brake pipe. The connection between DAC and the wagon's brake pipe may include additional valves and/or pneumatic half-couplings. To ensure a braking performance that is at least as good as in the screw coupler system, there are requirements for both signal propagation speed and venting capacity.

The signal propagation speed during an emergency brake application must be at least 250 m/s (also see EN 14198).

The venting capacity of the string of brake pipe components between two neighbouring

vehicles must be equal or better to the venting capacity of the following string of components:

End cock (EN 14601) – air hose – pneumatic half coupling (EN 15807) – pneumatic half coupling (EN 15807) – air hose – end cock (EN 14601).

6.2.5. Uncoupling conditions

Uncoupling can be performed manually or automatically by releasing the coupler lock of a mating automatic coupler. This means that under normal conditions both couplers (mates) will be in the uncoupled position after the uncoupling has been performed.

Optimal uncoupling results are achieved when there are no tensile forces on the coupler. The larger the tensile forces that are applied the higher the force which needed for uncoupling will be (safety feature of design).

Note: Uncoupling under tension can lead to lower performance of the uncoupling device.

For functional level 5 the automatic coupler shall be equipped with an automatically operated uncoupling device.

If the uncoupling device is not in action, it shall be in a neutral position (ready to couple position).

It shall be possible to uncouple without any part of the operator's body to enter between the wagons.

A solution should be provided where the uncoupling can be done from the side of the wagon with a lower force than 150 N according to EN1005-3 and EN15273, when the couplers are free of tension load. If a lever mechanism is used the length of the lever is allowed to be adapted to ensure a value of max 150 N.

If the uncoupling device is a pneumatical device, it's not allowed to take the pressure (air) from the brake pipe (BP).

It shall be possible by an external device to release the prevent coupling position.

Manual uncoupling fallback solution shall always be possible from at least one wagon side.

For an emergency fallback at level functional level 5 for one time use a max value of 400 N is allowed.

For emergency uncoupling it is permitted to enter the safety zone between the wagons.

Note: For level 5, surrounding equipment such as actuator and electrical coupler is allowed to be disconnected manually prior to manually emergency decoupling.

6.2.6. Coupling status indicator

The coupling state for the DAC (coupled/uncoupled) must be visible from the side of the wagon, even in different weather conditions (darkness, snow, ice, ...). A lamp commonly used by operations may be used to detect the coupling state in the dark.

The indicator, which show the coupling state must be mechanically linked to the rotary movement of the hooked plate, or main pin. The dimension of the movable indicator is shown in the following picture. The indicator must be red and visible only in coupled position.

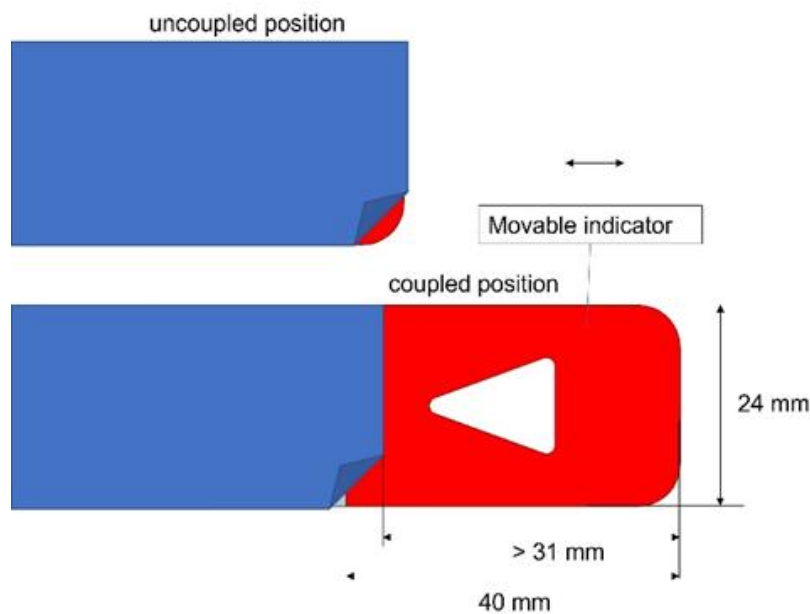


Figure 4 Showing example of a status indicator.

The colour of the coupled position shall be orange.

The indicator shall be mounted on the coupler head.

The indicator shall be clearly visible without stepping between the wagons entering the Berne rectangle, under normal weather conditions as defined for T1 in *EN 50125-1:2014*.

The coupler can be fitted with a sensor for the status indicator which can be relayed signal to the coupler control unit and further into the train consist to be used for operations.

6.3. Electric coupling¹²

This is a preliminary chapter since testing has not been conducted.

Digital automatic couplers of functional level 3 and higher have an electric contact coupler that enables the supply of electric power to the freight wagons in a train set from the locomotive and data communication between adjacent coupled rail vehicles.

The Electrical coupler shall be mounted on top of the mechanical coupler and should work in conjunction with the mechanical coupling of the couplers.

Parts protruding in front of the coupler front face shall not affect negatively with parts of the mating coupler.

The Electrical coupler shall be protected against environmental influences (ingress of water and dirt) with a degree of protection of minimum IP55 when coupled and minimum IP54 when uncoupled.

The Electrical coupler shall not reduce the gathering range of the coupler.

The electrical supply and the communication must be wired.

The design shall take into account the risk of falling objects on the e-coupler and adequate protection should be included in design.

Parts with live current shall be protected from physical contact, to meet requirements on personal safety.

The coupling and decoupling process must be performed without current on the contacts.

The Figure 5 below shows the electrical interface to ensure interoperability of the DAC. This shows the arrangement of the contacts in the electric contact coupler, the dimensions of the contact carrier and the position of the electrical coupler relative to the coupler head when coupled.

¹² To be reworked after final decision of e-coupler

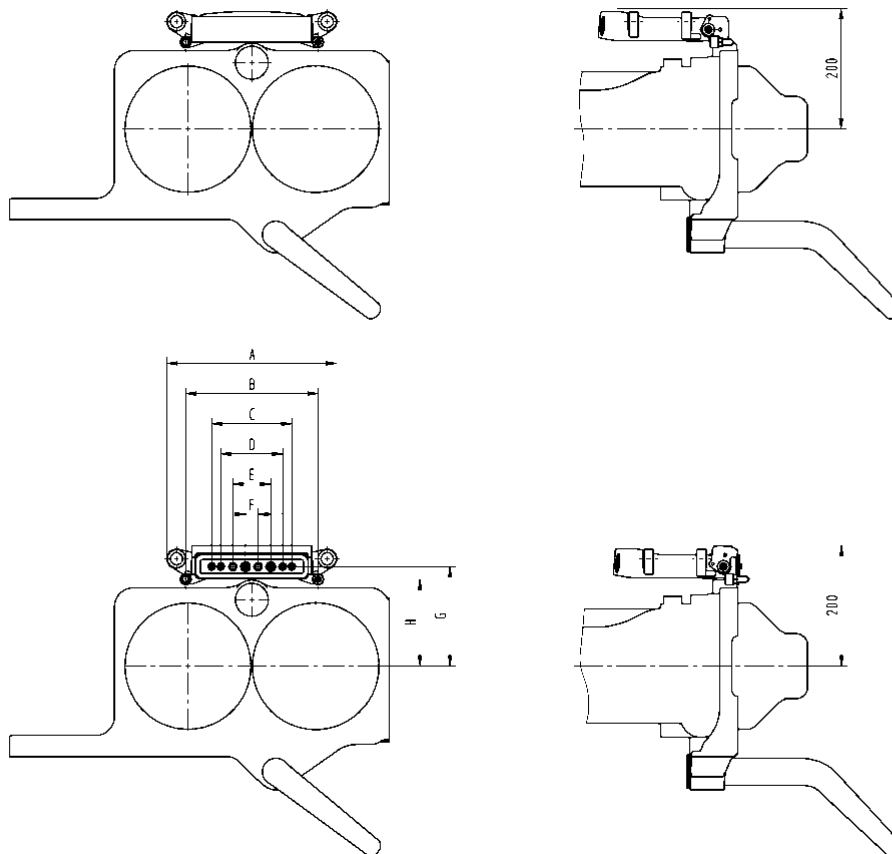


Figure 5: Electrical interface (example)

The according to the current level of understanding¹³ the electrical coupler is to be equipped with the following contacts:

- [2] x 2 K13 mobile/fixed contacts (power backbone, 400 VAC)
- [2] x 2 K10 female /male contacts (Single Pair Ethernet SPE)

Note: The electrical and data connections to vehicles are defined in CENELC

The cabling for the redundancy is carried out outside the e-coupling for the purpose of monitoring the contacts.¹⁴

¹³ Two more contacts might be needed to fulfil safety requirements. System architect group to decide

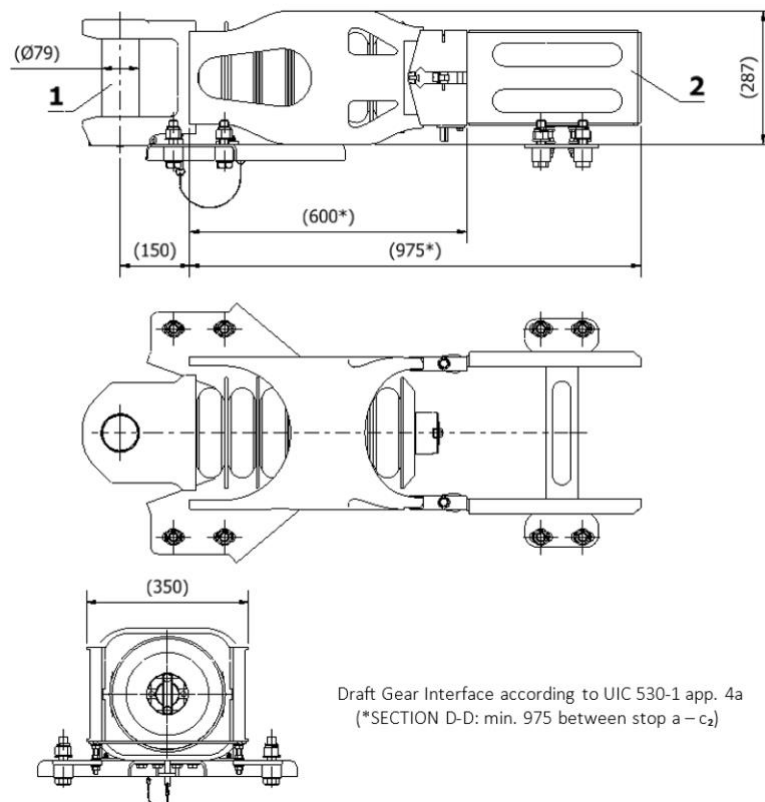
¹⁴ To be reviewed with WP9

6.4. Coupler Draft gear

The coupler draft gear contains an energy absorption element and represents the mechanical connection between the DAC and the freight wagon. The coupler draft gear is classified by the stroke and dynamic energy capacity based on the standard DIN EN 15551 and DIN EN 15566.

The standard coupler draft gears with a buff stroke of 110 mm are generally used for general freight wagons and category L rear parts are designed for impact-sensitive freight wagons and have therefore an increased buff stroke of 150 mm. The draw part of the energy absorption element is similar for all coupler draft gears. The stroke is limited to 70 mm to protect the wagon flaps during the service. The Figure 6 shows an overview about the different draft gear categories.

Table 2 shows force stroke characteristics of the different configurations which will allow for similar LCC. For reference Table 3 is included to show the characteristics of a draw gear only based on EN15566



Key

- 1 Pin
- 2 Spacers

Figure 6 Draft gear interface according to UIC 530-1 appendix 41

6.4.1. Draft gear main characteristics

	Category A Standard draft gear	Category AX Standard draft gear and crash	Category C Hydraulic or hybrid draft gear	Category L Long stroke draft gear	(Long stroke) Special
Space envelope	UIC530-1	UIC530-1	UIC530-1	UIC530-1	
Elastic compression stroke (mm)	110 mm (UIC524)	110 mm (EN15551)	110 mm (EN15551)	150 mm (EN15551, table I.4)	150 mm (EN15551, table I.4)
Elastic compression force (kN)	< 2,000	< 2,000	< 2,000	< 2,000	< 2,000
Tension stroke	50 - 70 mm	50 - 70 mm	50 - 70 mm	50 - 70 mm	
Energy absorption (kJ) Acceleration (g)	Absorbed energy (Wa) ≥ 75 kJ in Compressive direction ≥ 20 kJ Tensile direction	≥ 675 kJ incl. reversible and irreversible energy absorption	≥ 140 kJ	2 g	appr. 1 g (for the kingpin of trailers in intermodal transports)
Crash stroke (mm)		275mm (length of coupler from head stock to coupler plane of 645mm or 620mm as defined in DAC SPEC			
Trigger force (kN)		3,000 (-15%) kN for trigger force for irreversible energy absorption element (static)			
Impact speed	12 km/h 90 to. vs. 80 to.	Tests defined in the standards for crash buffers EN15551 ch. J.2 (impact speed has to be	According to EN15551	Depending on scenario	7 km/h; Scenario 1: 80 to. vs. 80 to. with 1 g buffer on both wagons Scenario 2: 30 to.

	Category A Standard draft gear	Category AX Standard draft gear and crash	Category C Hydraulic or hybrid draft gear	Category L Long stroke draft gear	(Long stroke) Special
		chosen between 18 km/h and 54 km/h for gravel wagon 80to vs tank wagon 90 to, so that energy level of 675 kj is reached)			vs. 80 to. with CAT against CAT L buffer

Table 1: Draft gear characteristics wagons

If the automatic coupler has been exposed to unacceptable loads that may have caused damage to the draw gear, this damage shall be readily visible by using a mechanical stroke indicator. The stroke indicator should be placed such that it is easily visible. See 0.

Note: The indicator can be an external device such as a sensor connected to a train function system.

To keep the longitudinal force level occurring during braking as low as possible, the preload force should be between 20 – 100 kN.

6.4.2. Draft gear force stroke parameters

Category	A	AX	C	L
Stroke	110 ⁺¹⁰ ₋₅ mm			150 ⁺¹⁰ ₋₅ mm
Initial Force 5 mm	20 kN to 100 kN		15 kN to 100 kN	20 kN to 100 kN
Force 25 mm	60 kN to 260 kN		N/A	60 kN to 260 kN
Force 45 mm	N/A			
Force 50 mm	N/A			60 kN to 200 kN
Force 60 mm	200 kN to 800 kN			N/A
Force 65 mm	N/A			
Force 100 mm	N/A			300 kN to 900 kN
Force 105 mm	700 kN to 2 000 kN			N/A
Force 145 mm	N/A			700 kN to 2 000 kN

Dynamic Energy Capacity W_{ed}	≥ 75 kJ	≥ 675 kJ	≥ 140 kJ	N/A
Stored Energy W_e	≥ 25 kJ @ $\leq 2\,000$ kN		N/A	≥ 36 kJ @ $\leq 1\,760$ kN
Absorbed Energy W_a corresponding to the preceding stored Energy for First Cycle	$\geq 0.5 W_e$			
Absorbed Energy W_a corresponding to the preceding stored energy for the second and third cycle	$\geq 0.42 W_e$			

Table 2: Overview Draft Gear Categories force stroke parameters compression (see EN 15551:2017 - Railway applications – Railway rolling stock – Buffers for reference and definitions)

The length of the coupler from the head stock (buffer fastening plane) to the coupler plane shall be 620 mm for a DAC equipped with standard draft gear type A and C.

For a DAC equipped with a long stroke draft gear type L the length of the coupler from the head stock to the coupler plane shall be 665 mm.

Category	D
Stroke	50^{+20} mm
Initial Force 5 mm	20 kN to 100 kN
Force 25 mm	60 kN to 260 kN
Force 45 mm	350 kN to 1 000 kN
Force 65 mm	350 kN to 1 000 kN
Dynamic Energy Capacity W_{ed}	$\geq 20 \text{ kJ}$

Table 3: Force stroke table for draw gear in tensile direction based on EN15566

6.4.3. Mechanical stroke indicator

The stroke indicator must be visible from the bottom of the wagon and is in the area based on Figure 7 Full Stroke Indicator placement.

To simplify the wagon inspections the stroke indicator shall be red (RAL 3001).

For level 5 systems optionally, an electrical device can be used to indicate a full stroke.

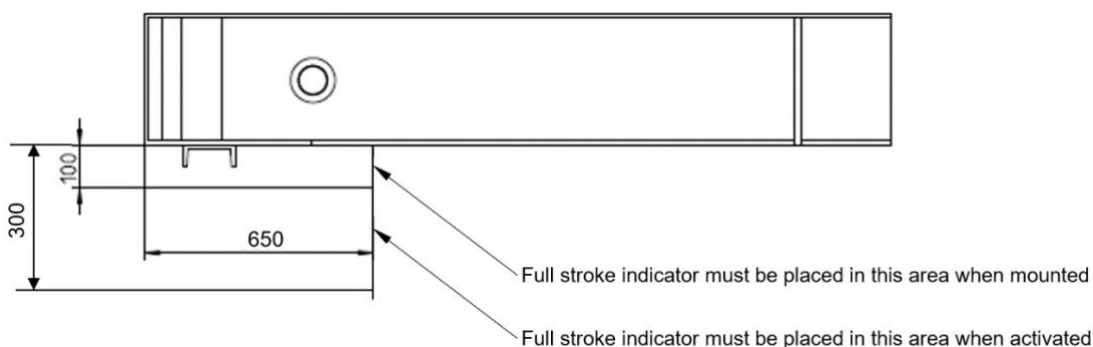


Figure 7 Full Stroke Indicator placement

6.5. Vertical Support and Centring Device

Due to the different distances between the upper edge of the rail and the center line of the coupler during operation and the variable horizontal positions of the vehicles on the track, the articulated front part of the coupler must be supported elastically.

The coupler shall be equipped with a horizontal and vertical support. The support shall enable adjustment of the coupler front face to be parallel to the mounting plane of the side buffers. Tolerance +/- 0.5°

The DAC shall be located at a height between 940 and 1,045 mm above top of rail (TOR) under all loading and wear conditions. Wagons should be able to accommodate this build height.

In event of failure of the vertical support the coupler head shall not fall and reach the track. The support and centring shall ensure that the coupler returns to a centred position, thus when uncoupled and a wagon is moved the DAC should horizontal self-centre to a neutral position (0° +/- [2]°) on tracks without slope.

To guarantee that the gathering range is always maintained and to reduce the offsets between the center line of the coupler, the support must be provided with a device for centering the coupler after uncoupling.

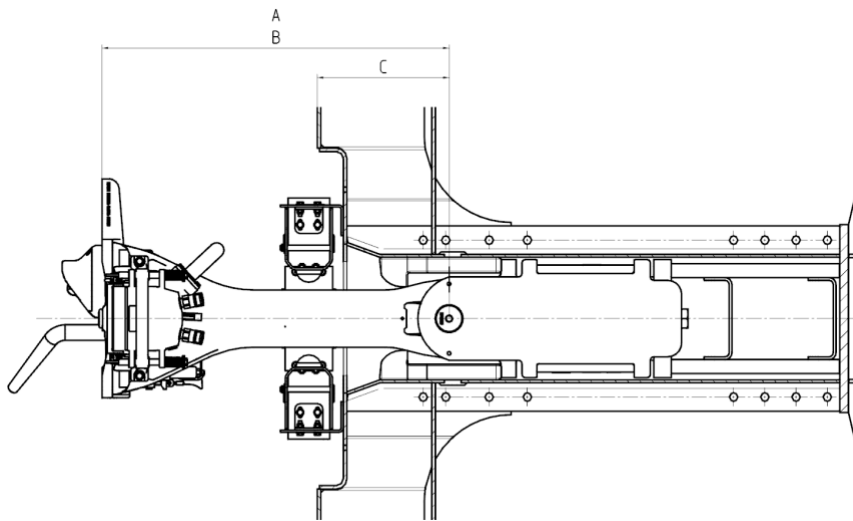
The centring does not have to be immediate and may be gravitational.

Note: An acceptable readjustment to centre is within approximately 50 meters

To ensure interoperability, the support must meet kinematic requirements. The support must not hinder the horizontal and vertical movement of the coupler. The support must allow a horizontal deflection of at least $\pm 17^\circ$ degrees and a vertical deflection of $\pm 6^\circ$ degrees. At maximum horizontal deflection of the coupler until contact with the vehicle undercarriage, the support shall not be damaged.

Manual deflection of the DAC to a maximum angle of 6° may be possible by overriding the self-centring functionality. The manual force to be applied for manual deflection shall not exceed [400]N

6.6. Pivot point



Key

A 1000+10/-15 mm Coupler in relaxed position

B not used

C 380 mm buff fixing plane to pivot point (EN 15566:YYYY) for type A, AX and C draft gears

C 350 mm buff fixing plane to pivot point (EN 15566:YYYY) for cat L draft gears

Note: These lengths are chosen such that the length over DAC (coupling/buffer plane) needs to be unchanged compared to the length over buffers before retrofit. A change in length would result in too many changes in infrastructure (e.g., loading sites, loading connections to tank wagons, ...) draft gear and DAC shank/head is defined accordingly.

Figure 8 Schematic drawing of coupler intended for freight wagon installation

The pivot is defined as the horizontal rotational point between coupler arm and draft gear. The pivot point shall be situated 380 mm behind the head stock (buffer fastening plane)

Note: This value is valid for a DAC equipped with draft gears category A, AX and C.

The diameter of the pivot pin for the DAC between the draft gear and coupler shank shall be designed according to EN 15566:2022.

Note: This requirement can be adapted for special wagon types.

The diameter of the pivot pin for the DAC between the draft gear and coupler shank shall be designed according to EN 15566:2022.

6.7. Using UIC hook with pivot pin of DAC draft gear

The DAC draft gears shall via the pivot pin be compatible with a EN 15566:2022 hook interface. Adapters on the pin are acceptable to ensure correct height. See Figure 9 Spacers / adapters together with a EN 15566:2022 hook in a DAC draft gear.

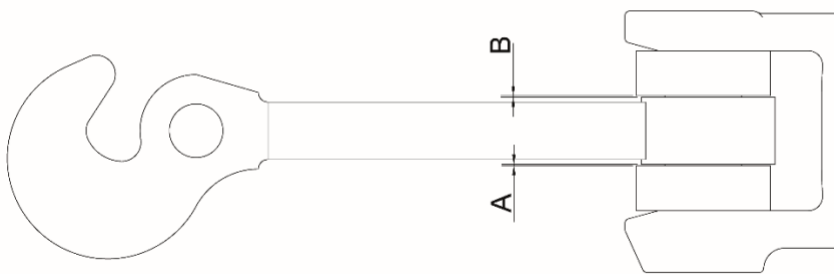


Figure 9 Spacers / adapters together with a EN 15566:2022 hook in a DAC draft gear

It shall be possible to install a DAC coupler head without special tools to a pin.

Note: This feature is necessary to ensure the DAC ready transition.

Key A and B are spacers.

7. Technical interface specification of wagon DAC

DAC is intended for the installation on a freight wagon that meets the relevant requirements for centre buff freight wagons.

7.1. Interface for existing wagons

The installation space according to UIC 530-1 annex 4a (edition 2, 1982.04), for the design of the coupler with cross beam support and for wagons with spring strut support annexes UIC 530-1 6a and 6 b (edition 2, 1982.04) are decisive. Contact point b is not required and can be neglected. It shall not be required to remove the contact point b to install a digital automatic coupler draft gear into the installation space.

For existing and new wagons not compliant to UIC 530-1 (edition 2, 1982.04) adaptations may be made. The characteristics defined for the draft gears and pivot point defined in this standard should be maintained.

Force transmission into the underframe shall be in accordance with UIC 530-1, Annex 1 (edition 2, 1982.04) to the tension and compression stops according to Section 5 or Annexes 4 and 6 (UIC 530-1 edition 2, 1982.04).

For wagons with modified installation space a maximum height of 240 mm should be considered.

The mechanic interface between the digital automatic coupler and the vehicle should fulfil the following specifications.

- Contact point b is not required and can be neglected. It shall not be required to cut-off the contact point b to install a DAC draft gear into the installation space.
- Force transmission into the underframe shall be in accordance with UIC 530-1, Annex 1 to the tension and compression stops according to Section 5 or Annexes 4 and 6. If necessary, side plates may be installed in the installation space.
- The fixing plates should have a thickness of 20 mm (position 6)
- The number of bolted connections can be defined by each company based on their own design based on the possible positions A to H in Figure 10 Installation space bottom view
- The interface areas between the plates and the wagon should be primer coated and the

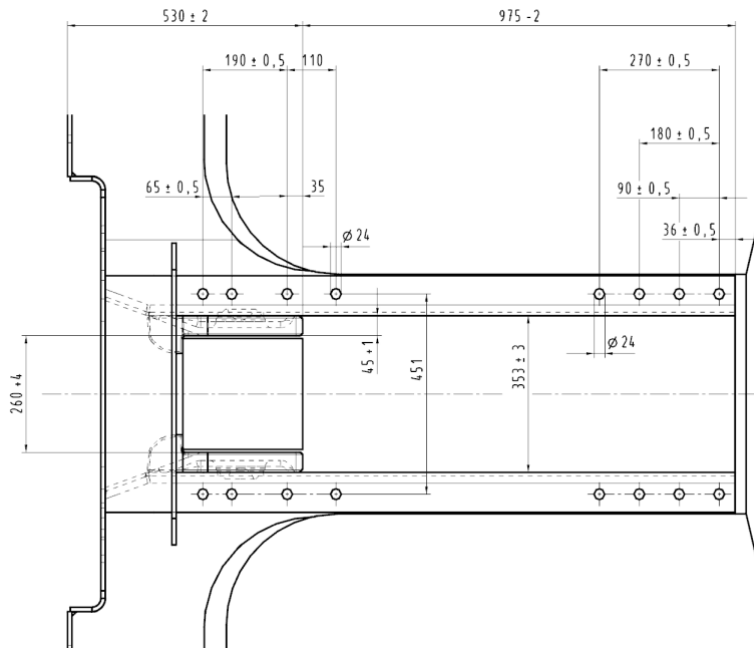


Figure 10 Installation space bottom view

Screw elements should have sufficient corrosion protect, see chapter 6.2.

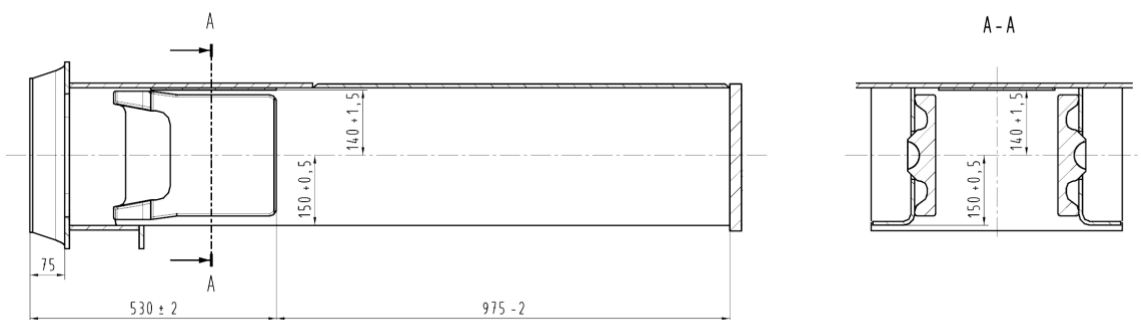


Figure 11 Installation space cut side view

7.2. Pneumatic interface to the vehicle

The vehicle shall be fitted with a pneumatic hose connected to the main brake pipe (BP) which can be attached via a screw connection G 1 ¼ inches to the coupler. The length of the thread has to be min. 20mm. The position of the screw connection interface to the coupler is defined in picture Figure 12.

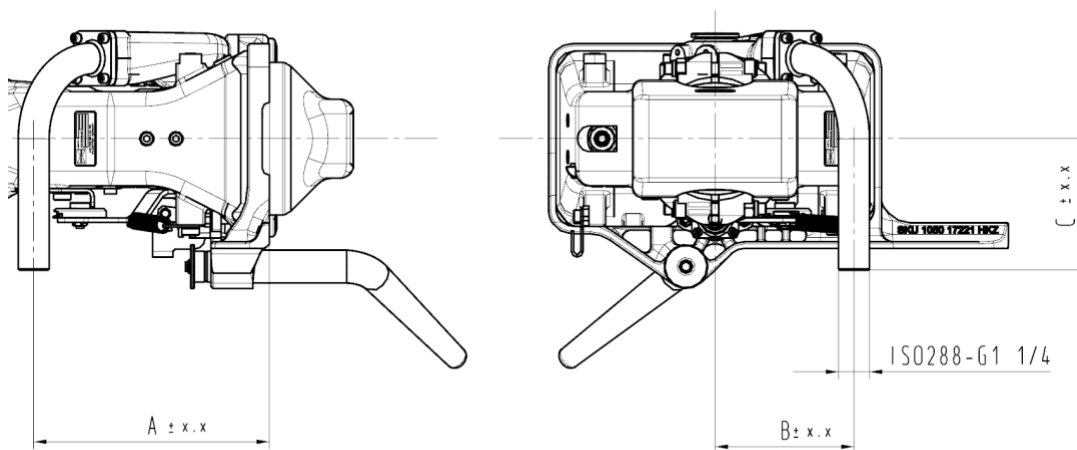


Figure 12 Position of the screw connection of the brake pipe (BP) - examples

Optionally the vehicle can be fitted with a pneumatic hose connected to the main reservoir pipe (MRP) which can be attached via a screw connection G 1 inch to the coupler.

The vehicle shall be equipped with connections for brake pipe (BP) according EN 16839:2022, Figure 9

Air stopcocks in accordance with EN 14198:2016 + A2:2021 on the vehicles shall be retained.

Optionally the vehicle can be fitted with a pneumatic hose connected to the main reservoir pipe (MRP) which can be attached via a screw connection of 1 inch. The length of the thread has to be minimum 18 mm. The area of the screw connection interface to the coupler is defined for both sides to have a standard length for the hose of all suppliers.

The body of the end cock shall have an internal thread G1i-EN ISO 228-2 for the MRP line or G11/4i-EN ISO 228-2 for the BP line. The end of the body adjacent to the internal threads shall be of hexagonal form or have flats. If required by the Purchaser, the body end can have a flat sealing face for « Flange » type of connections.



7.3. Electrical and data connection to vehicles¹⁵

[The Electrical and data connections to vehicles are defined in 16839:2022 chapter 9]

In the future via plug connector or junction box. Ref to CENELEC CLC/SC 9XB

7.4. Uncoupling / prevent coupling from side of wagon

A manually operated device can be used to enable uncoupling and prevent coupling position from both sides of the wagon. The wagon shall be prepared in such a way that this lever can be installed and operated as intended.

7.5. Interface of DAC to vehicles Comments

The mechanic interface between the digital automatic coupler and the vehicle should fulfil the following specifications.

- Contact point b is not required and can be neglected. It shall not be required to cut-off the contact point b to install a DAC draft gear into the installation space. For wagons with modified installation space a maximum height of 240 mm should be considered.
- Force transmission into the underframe shall be in accordance with UIC 530-1, Annex 1 to the tension and compression stops according to Section 5 or Annexes 4 and 6. If necessary, side plates may be installed in the installation space.
- The fixing plates should have a thickness of 20 mm (position 6)
- The number of bolted connections can be defined by each company based on their own design based on the possible positions A to H in Figure 14 Installation space bottom view.
- The interface areas between the plates and the wagon should be primer coated and the screw elements should have sufficient corrosion protect see chapter 6.2.

¹⁵ To be reworked after final decision of e-coupler

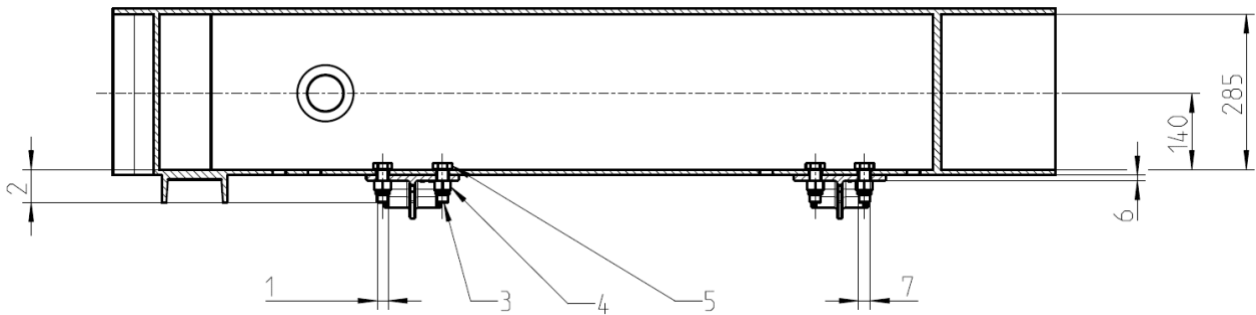


Figure 13 Installation space cut side view

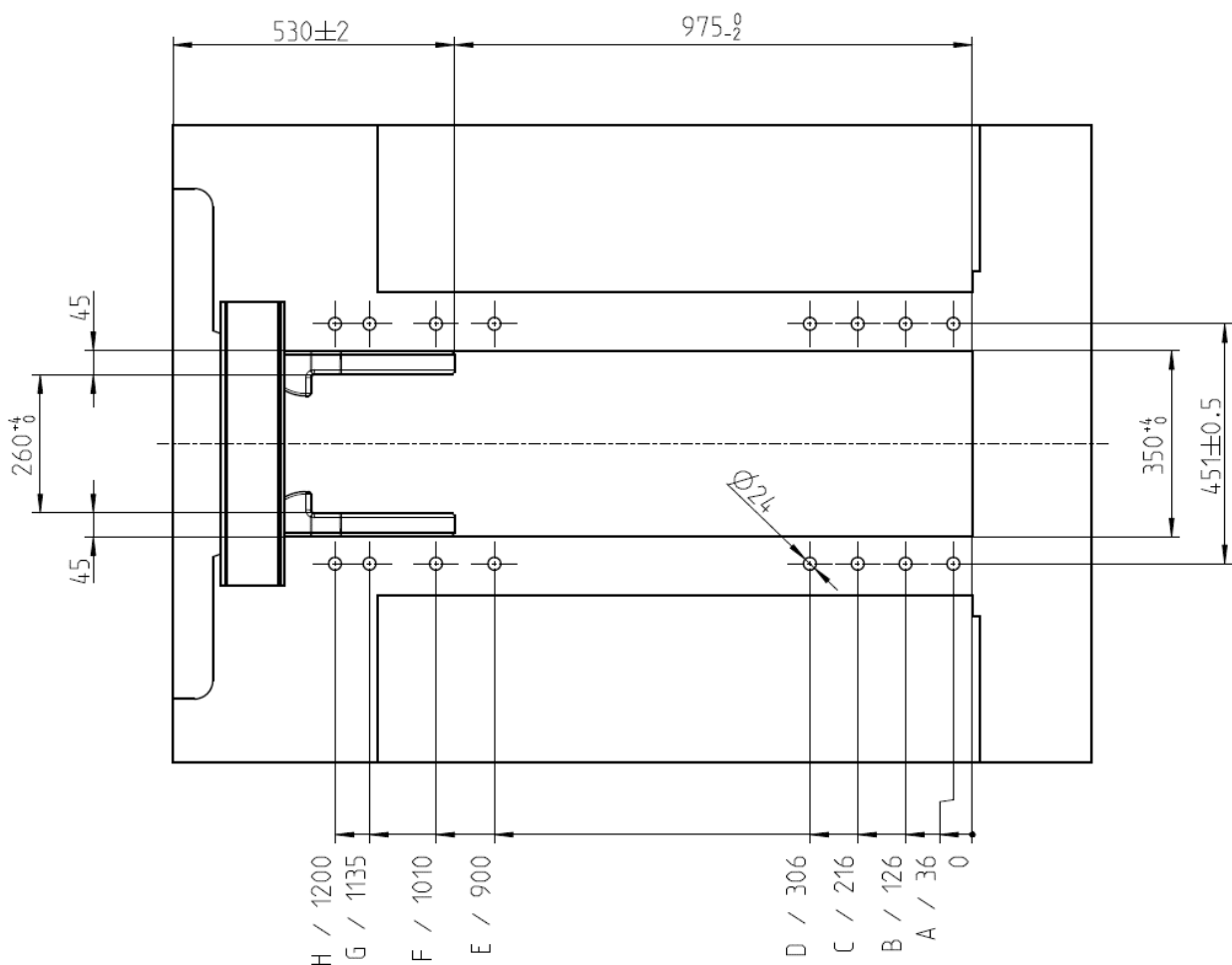


Figure 14 Installation space bottom view

7.6. Vertical support connection to vehicle comments

To attach the vertical support to the vehicle, the holes on the vehicle that are intended for attaching the crossbeam support according to UIC 530-1 must be used. The support must be geometrically compatible with the hole pattern according to UIC 530-5, Annex 1 and 2.

Optionally, the holes for attaching the draw hook guide can be used to attach the vertical support to the vehicle. In this case, the support must be compatible with the hole pattern in accordance with UIC 530-5, Appendix 3 and 4.

For both designs, it must be ensured that the support and the bolted connection meet the strength requirements for equipment on car bodies according to DIN EN 12663-2.

8. Product specification of Locomotive Hybrid Coupler

The hybrid coupler is a special design, incorporating the functional features and interoperability requirements of the digital automatic freight coupler for wagons but also accommodating the possibility to use a conventional UIC draw hook together with a side buffer system.

The hybrid coupler has two defined positions: DAC and screw coupler mode.

If required, the draw gears and draw gear/pivot interfaces may be adapted to enable the different operational modes.

The hybrid DAC used in locomotives shall meet the crash worthiness requirements set out in EN 15227:2020 for centre buffer freight couplers.

The installation for locomotive can be done using a flange system.

All hybrid couplers shall be prepared to have an optional electrical system to indicate the position "DAC" or "screw coupler" mode.

The clearance area (Berne rectangle) according EN 16839:2022 may be infringed for vehicles equipped with side buffers and DAC]¹⁶.

8.1. Digital Automatic Coupler for freight mode

The coupler shall be compatible with and fulfil the relevant requirements of a digital automatic freight coupler system paragraphs 6 to 7 of this document.

If external components are needed to switch from Screw coupler to DAC mode or from DAC to screw coupler mode, the total weight of any hand handled component may not weight more than 25 kg.¹⁷

The maximum force needed to change modes manually shall not be more than [250 N], eg crank handle.

The coupler is to be designed for:

1. Smooth coupling between 0.6 to 3 km/h
2. coupling speeds up to 5 km/h to be handled on frequent bases

¹⁶ This is to be checked and defined if needed.

¹⁷ Add reference to standard

- for 7 km/h the energy absorption system of the hybrid coupler shall be designed in the way that the deceleration (inside the driver's cab) does not exceed a mean deceleration of 2 g for coupling up to 7 km/h or a maximum force of 2.000 kN.

Note: As an accident scenario a speed of 7 km/h is defined for main line locomotives (running against a braked wagon with a total weight of 80 tons which is equipped with a digital automatic coupler with a standard draft gear (Cat. A). See EN15227:2020, Annex C.2 for definition of obstacle. EN 15227:2020 has to be used to determine the mean deceleration.

When the UIC coupling function is not in service, the UIC coupler shall be secured against unintentional movement.

The fatigue load shall be adapted to 20 years life expectancy based on 67% of usage in DAC mode.

8.2. Screw coupler mode

The hybrid coupler shall be compatible with the Screw coupling system (screw coupler, hook and side buffers) according to EN 15566:2022 and EN 15551:2022.

The DAC mode shall clearly be put out of use and the automatic coupler head shall not affect the function of the screw coupling systems coupling procedure.

When the automatic coupling function is not in service, the automatic coupler shall be secured against unintentional movement.

The connective element (mixed train coupler) as part of the hybrid coupler shall fulfil the strength requirements of 1.5 MN coupling system according to EN 15566:2022.

Fatigue loads shall be tested according to EN15566:2022 table A.3 for equivalent of 10 years to reflect a 33% usage of this position for a 1.5 MN screw coupler.

The used buffers shall fulfil the requirements according to EN 15551:2022.

If the automatic coupling function is not in use, the spaces to be respected according to the clearance gauge of EN 16839:2022 shall not be restricted.

If using the UIC coupling point the pneumatic connection between the vehicles shall be done manually.

The pneumatic connection between the vehicles with different coupling systems shall be made via a UIC/TSI compliant interface according EN 16839:2022

If the screw coupling system is in use, and an the electrical and data connection is required

between the vehicles this shall be connected manually.

Interaction of draw hook and side buffer in a 150 m curve shall follow requirements in Paragraph 5.4.1 in EN 16839:2022

8.3. Berne rectangle and design requirements

To operate the screw coupling, the Berne rectangle and the spaces around the draw hook must be left free according to figures 1 and 6 of EN 16839. If this is not possible for a hybrid coupler with draw hook, the hybrid coupler cannot have a draw hook and coupling must be done with the draw hook of the adjacent car.

In this case, the hybrid coupler must be equipped with a functionally identical screw coupler, which allows to connect the shackle link to the towing hook and to adjust the short and long positions.

8.3.1. Installation conditions

The hybrid coupler must be designed so that the difference between the nominal height of the screw coupler and the nominal height of the buffer centre line of the hybrid coupler is between 0mm and 20 mm. These requirements are shown in Figure 6 of EN 16839 (buffer centre line [A] above draw hook centre line).

8.4. Short and long position in screw coupler mode

The hybrid coupler must allow tightening of the screw coupling system so that the buffer plates touch each other. The hybrid coupler must allow the screw coupling system to be extended, for example to enable driving on tight curves and decoupling using a rod in marshalling yards.

8.4.1. Interaction of draw- and buffing-gear

According to TSI Loc and Pas chapter A.3, the interaction of UIC draw gear must be checked with a hybrid coupler draft gear. The static characteristics of draw gears and buffers shall be coordinated in order to ensure that a train is able to negotiate curves with a minimum radius of 150 m under normal coupling conditions (e.g. without locking buffers, etc.). After replacing the screw coupling system of a locomotive with a hybrid coupler, it must always be checked whether the tight curves previously driven can be maintained in the coupled state.

8.4.2. Strength requirements

The DAC part of the hybrid coupler should follow the requirements set out in this document for DAC (chapter 6). For the UIC hook the coupler should follow the relevant UIC standards.

8.4.3. Installation space for draft gear of hybrid coupler

There is no general installation space defined in any standard or norm. Each locomotive type will need an individually engineered solution.

8.5. Change mode between DAC and UIC

In the DAC mode the coupler has to transfer high tension and compression forces it is to be foreseen to have a manual lock between the head and ideally the coupler shank. The manual locking device has to be designed in a way that it can be used to secure the mode position of the hybrid coupler in the same way for both UIC and DAC mode. The manual locking device shall be connected to one of the components (head, or shank by a rope or chain to be not



lost).

8.6. Coupler draft gear

The draft gear must meet the requirements of the locomotive.

For crash worthiness EN 15227:2020 for heavy duty couplers shall be followed.

8.7. Vertical Support and Centring Device

Not possible to standardize.

9. Future work items

One of the most important tasks remaining is to move requirements defined in this deliverable into Polarion (requirement handling tool) to give each requirement a unique identifier and match them with the operational requirements.

As work with testing and using the DAC several requirements are being identified and refined. Here a list identified areas of requirements which need to be incorporated in the next official revision of the DAC requirements. This shall be done using a change management process which can assess the impact of the suggested change.

Area	Requirements	Action
Hybrid couplers	Two hybrid-DAC on locomotives must be able to be coupled in DAC-Mode without negative interference from the side buffers or any other component -rationale: ensure double traction after migration of the locomotive fleet. "Distance between side buffer plane and DAC buffer plane?"	Collect data from Rail Freight Operators
Hybrid couplers	One (Locomotive) hybrid-DAC in screw coupler mode and one (Locomotive) UIC-Screw coupler must be able to be coupled without negative interference from any component (e.g. DAC part of hybrid coupler) - rationale: ensure double traction while migration of the locomotive fleet	Collect data from Rail Freight Operators
Environmental conditions	Environmental conditions / special operating areas (e.g. corrosive environment, hot loading on wagons)	Collect data from Rail Freight Operators
Special operations	Wagons 180° upside-down in emptying-mechanisms must be possible (max top deflection to be considered)	Collect data from Rail Freight Operators Feasibility from DAC core
Pivot	One person managing the 79 mm pin at DAC-ready to DAC	Feasibility from DAC core
Draw gear	Draw gear and DAC coupler head & shank shall get a visual indication of the centre of gravity	Feasibility from DAC core
Support and centring	The connection of the vertical support to the wagon needs to be harmonized. When the wagon is made DAC ready, this interface needs to be prepared (e.g. drilling of new holes for screws; if not already given according to UIC standards or others). In the second step, it shall be possible to mount vertical supports of all manufactures (together with the respective coupler head) to the prepared wagon without further modifications of the wagon front (e.g., no drilling of holes at other positions).	Collect data from Rail Freight Operators Feasibility from DAC core
Hybrid coupler	Load spectrum distribution and number of years need to be revised based on better running data	Collect data from Rail Freight Operators Feasibility from DAC core
Definition - Hybrid	The clearance area (Berne rectangle) according EN 16839:2022 may be infringed for vehicles equipped with side buffers and DAC	Feasibility from DAC core
Actuator	Max time for rotating the coupling mechanism to uncoupled position: <3 seconds	Collect data from Rail Freight Operators

		Feasibility from DAC core
Coupling	Time signal time from signal to prevent coupling and or external device remove prevent uncoupling	Collect data from Rail Freight Operators Feasibility from DAC core
Coupling	For level 5 systems the prevent coupling system should be visible even without power.	Feasibility from DAC core
Coupling	Prevent coupling system should be visible	Collect data from Rail Freight Operators Feasibility from DAC core
Electrical coupler	The electrical coupler shall be protected from falling material and manage a force of XX	Collect data from Rail Freight Operators Feasibility from DAC core
Draft gears	Stroke indicator only for AX draft gears	Collect data from Rail Freight Operators
General	"The couplers should be designed so that the occurrence of an unintentional mechanical disconnection without the working of the brake on the hauled train or /and the leading train shall not exceed 10 ⁻⁹ per train operation hour and the occurrence of unintentional uncoupling shall not exceed 10 ⁻⁶ per train operating hour."	Feasibility from DAC core
General	Weight of wagon coupler	Collect data from Rail Freight Operators Feasibility from DAC core
General	Weight hybrid coupler	Collect data from Rail Freight Operators Feasibility from DAC core
General	Impact test requirements. Should these be added? What values?	Collect data from Rail Freight Operators Feasibility from DAC core
General	Fatigue load spectrum updated	Collect data from Rail Freight Operators Feasibility from DAC core
Uncoupling	3 second for electrical uncoupling	Collect data from Rail Freight Operators Feasibility from DAC core
Draft gear	Trigger force for AX	Collect data from Rail Freight Operators Feasibility from DAC core
Support and centring	Re-centring – review of requirements 4 degree to 2 degree	Feasibility from DAC core
Workers health and safety	<ul style="list-style-type: none"> - The maximum force needed to change modes manually shall not be more than [250 N], eg crank handle. - Uncoupling force of wagon DAC [150N] - Max weights for extra parts 25kg - Emergency uncoupling forces 400 N - Manual deflection 400 N 	Collect data from Rail Freight Operators Feasibility from DAC core Work shop
Workers health and safety	<ul style="list-style-type: none"> - Colour of uncoupling indicator 	Collect data from Rail Freight Operators

	- Size of the uncoupling indicator	Feasibility from DAC core Work shop
DAC control	Requirements for interface DAC control unit and train consist unit	Feasibility from DAC core
Coupling	Definition of "normal" conditions for uncoupling	Collect data from Rail Freight Operators Feasibility from DAC core

Table 4: Future work items

10. Conclusions

The objective of deliverable 5.2 is to create a specification for the design of an interoperable DAC coupler and a DAC hybrid coupler. It is meant to be used by professionals in the industry and require good knowledge of the base products to use correctly.

The report gives good bases for the design of a common interoperable DAC coupler. The document also describes the requirements of the hybrid coupler.

The requirements were developed by using existing standards, preferably CEN / CENELEC as well as the EDDP input documentation. The authors are all experts from the leading coupler suppliers within the passenger rail segment. The document has been reviewed together with freight experts for the operators. The document has been reviewed by other parties within the FA5 project to create objective relevant requirements.

The requirements presented are a mix of mechanical and functional requirements. Where the needed requirements are described at a deeper level than the CEN to allow the FA5 project to achieve a high TRL level faster by eliminating differences in interpretation. There are several areas where there is a fine balance between functional and mechanical requirements where space has been given for future innovation by using functional requirements.

The results for the electrical and data interfaces cannot be finally concluded due to the low TRL (currently level 3-4). It is the view of the main authors that a separate or amended requirements specification for the electrical and data interfaces coupler to coupler and coupler to wagon shall be done when the TRL for data and electrical systems reach a minimum of level 6.

Further amendments, in the future, might occur during or after the testing phase of FA5, as experience is feedback into the project. The authors propose that, if the changes are substantial, a new extra revision should be done as an added deliverable. This is also considering the 27 remaining unsolved requirements which need further testing, have been added late in the review process or have a larger system impact thus cannot be closed without system engineering decisions.

The work in Polarion must be prioritized to ensure that the requirements described in this document are handled correctly.

Based on the requirements outlined in this document there is a high probability of achieving an interoperable wagon DAC and hybrid DAC.

11. References

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4. DIN EN 15227:2020-06 Railway applications – Crashworthiness requirements for rail vehicles
5. DIN EN 15551:2022-08 Railway applications – Railway rolling stock – Buffers
6. DIN EN 15566:2022-08 Railway applications – Railway Rolling stock – Draw gear and screw coupling
7. DIN EN 15839:2016-01 Railway applications – Testing and simulation for the acceptance of running characteristics of railway vehicles
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24. DIN EN IEC 61238-1-1:2020-11 Compression and mechanical connectors for power cables – Part 1-1: Test methods and requirements for compression and mechanical connectors for power cables for rated voltages up to 1 kV ($U_m = 1,2$ kV) tested on non-insulated conductors (IEC 61238-1-1:2018)
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26. ISO 8573-1:2010-04 Compressed air – Part 1: Contaminants and purity class
27. ORE B51 RP21 “Parameter der AK 69/Intermat – Betriebsfestigkeit”
28. VDI 2230 Blatt 1:2015-11 Systematic calculation of highly stressed bolted joints – Joints with one cylindrical bolt
29. VDI 2230 Blatt 2:2014-12 Systematic calculation of highly stressed bolted joints – Multi bolted joints
30. DIN EN 14198:2021-07 Railway applications – Braking – Requirements for the brake system of trains hauled by locomotives
31. UIC 522 Conditions for the acceptance of draw-only automatic couplers
32. UIC 530-1 Constructional conditions for wagons to be observed with a view to fitting the automatic coupler of the member railways of the UIC and OSJD respectively
33. UIC 530-2 Wagons – Running safety
34. UIC 530-5 TBD
35. EN_DAC 2023 (WI 00256A0K)



12. Appendices