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**INDUSTRY STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

JT/T 1271-2019

**Piggyback transport-Technical requirements of loading and
securement**

驮背运输 装载栓固技术要求 清晰版

(English Translation)

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Foreword

This standard is in accordance with GB/T Draft the rules given in 1-2009.

This standard was proposed and managed by the National Comprehensive Transportation Standardization Technical Committee (SAC/TC 571).

This standard was drafted. Beijing Yefeng High-tech Co., Ltd., Highway Research Institute of Ministry of Transport, China Railway Science Research Institute Research Group Co., Ltd., CRRC Qiqihar Vehicle Co., Ltd., Scientific Research Institute of Ministry of Transport, Meishan CRRC Logistics Equipment Co., Ltd., Beijing Ruisifu High-tech Co., Ltd., Liaoning Province Transportation Development Center.

1 Scope

This standard specifies the loading requirements, anchoring requirements, and anchoring device requirements for the back of the transport vehicle and the cargo in the compartment.

This standard is applicable to back transport vehicles and railway back transport vehicles with a maximum operating speed of not more than 120 km/h.

2 Normative references

The following documents are essential for the application of this document. For dated references, only the dated version applies to this article Pieces. For undated references, the

latest version (including all amendments) applies to this document.

GB/T 4606 Road vehicle semi-trailer traction seat No. 50 traction pin basic dimensions and installation, interchangeable dimensions JT/T 882-2014 Technical requirements for loading and securing of road dumping cargo TB/T 3550. 2-2019 Specification for Strength Design and Test Evaluation of Locomotive and Rolling Stock Body Part 2. Freight Car Body TG/HY 106 Railway Overweight and Overweight Cargo Regulations

3 Terms and definitions

The following terms and definitions apply to this document.

Back-transport pigback transport Multimodal transport of road transport vehicles by rail.

Note: Rewrite JT/T 1092-2016, definition 2. 8.

Railroad transport truck for pigback truck transport Special railway vehicle used for transporting back-haul vehicles.

[JT/T 1243-2019, definition 3. 3] 3. 3 Back transportation vehicle for pigback truck transport Road transport vehicle for back transport.

Note 1: Mainly refers to semi-trailers, semi-trailer tractors and articulated trains composed of them.

Note 2: Rewrite JT/T 1243-2019, definition 3. 2.

Anchoring device securing device A component that secures the load on a sternback vehicle or railroad sternback vehicle.

Note: The anchoring device of cargo on semi-trailer mainly includes the intermediate blocking device;

Block, fixed traction seat.

3. Five

Bolting material securing material the load is fixed on the back transport vehicle and the material on the railway back transport vehicle.

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Note: The fastening materials of the goods on the semi-trailer mainly include synthetic fiber fastening belt assemblies, fastening chains, etc .;

Tightening materials mainly include pull materials and barrier materials.

Intermediate blocking device interlocking blinds develops the device, which is placed between the loads, is used to prevent the load from moving in the longitudinal direction of the vehicle.

Note: Rewrite JT/T 882-2014, definition 3. 8.

Wheel stop what stop Device for directly contacting the wheels of a piggyback transport vehicle to prevent longitudinal displacement of the piggyback transport vehicle during transportation.

Fixed traction seat

It is installed on the railway back transport vehicle, and is used to match the semi-trailer traction pin to prevent the semi-trailer from being displaced during transportation.

Device.

Combo anchoring

When the load is anchored, a variety of anchoring methods are used to fix the load.

4 Loading requirements

4.1

Basic requirements 4. 1. 1. The weight of all tires on each side shall be weighed before the back of the rail vehicle.

The mass deviation should not be more than 8% of the total mass of the shaft group.

4.1.2

The back transport vehicle shall be placed on the rail back transport vehicle in a balanced, stable and reasonable manner.

4.2

Cargo loading on the back of a transport vehicle

4.2.1

The packaging of the goods should meet JT/T 882-2014 5. The requirements of Section 1 shall be determined according to their characteristics when loading non-pallet unit cargo.

Placement.

4.2.2

The cargo shall be reasonably arranged in the carriage to ensure that the axle load distribution of the vehicle is reasonable and that it should be loaded symmetrically in the carriage.

4.2.3

Cargo loading should be carried out simultaneously with bolting. The loading operation should meet Chapter 4 and 5 of JT/T 882-2014. Requirements of Section 3.

4.2.4

Goods with high density and mass should be placed in the middle and lower part of the cargo compartment.

4.2.5

Unstable loads that conform to the description of JT/T 882-2014 should not be loaded separately, and should be reinforced separately or combined with other loads.

Items for assembly.

4.3

Loading of back-haul vehicles on railway back-haul vehicles 4. 3. 1. The projection of the total center of gravity of the back transport vehicle should be located at the intersection of the longitudinal and transverse centerlines of the rail transport vehicle. When the projection point and the center when the intersections of the lines cannot overlap and deviate, the following requirements should be met at the same time.

1) The lateral deviation does not exceed 100 mm.

2) Amount of vertical deviation.

a) A four-axle railway sternback truck has a mass of goods not exceeding 1/2 of its allowable mass, and two revolutions the difference between the bearing weight and the bearing is not more than 10t;

b) The weight of each axle of the articulated railway shuttleback vehicle does not exceed the maximum allowable axle weight, and the front and rear bogies of the bicycle the load difference limit meets the requirements of Table 1.

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Table 1 Load-bearing difference limits for front and rear bogies of articulated railway sternback trucks

Load-bearing difference limit of bogies for articulated railway shuttleback trucks (t) YT1 23 YT2 17 STX1 23 STX2 29 4. 3. 2. The height of the center of gravity of the heavy-duty vehicle after loading it on the rail-backed transport vehicle shall not be greater than 2000 mm from the rail surface.

4.3.3

The doors and windows of the back transport vehicle should be locked, the parking brake should be in the braking state, and the support device of the semi-trailer should be in the stowed state.

4.3.4

It is not advisable to exceed the limit after loading on the railway back transport vehicle. If it