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|  | **Kundenanschrift:** | | | | | | | | | | | | | | | | | | | | | |  | | **Auftragsnummer:**  (Durch I.NMN 1 auszufüllen) | | | | | | | | | | | | | | | |  | | | | |
| Firma: | | | | | | | |  | | | | | | | | | | | | | |  | |  | | | | | | | | | | | | | | | |  | | | | |
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| Name, Vorname: | | | | | | | |  | | | | | | | | | | | | | | Auftragsnummer des Erstantrages: | | | | | | | | | | | | | | | |
| Straße, Haus Nr.: | | | | | | | |  | | | | | | | | | | | | | |  | | | | | | | | | | | | | | | |
| PLZ, Ort: | | | | | | | |  | | | |  | | | | | | | | | |  | | | | | | | | | | | | | | | |
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| E-Mail: | | | | | | | |  | | | | | | | | | | | | | | (Ort) | | | | | | | | | | (Datum) | | | | | |
|  | **Befahrbarkeitsprüfung übergroßer Fahrzeuge**  Hiermit beauftragen wir die DB Netz AG mit der Durchführung einer Befahrbarkeitsprüfung übergroßer Fahrzeuge gem. Ziffer 2.5.2 der SNB.  Die Erstellung einer Befahrbarkeitsprüfung gem. Ziffer 2.5.2 der SNB ist eine entgeltpflichtige Zusatzleistung der DB Netz AG. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | | |
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| **(1)** | **Beantragung:** | | | | | | | | | | |  | | | | | | |  | | | | | | | | | | | | | | | | | | | | | |  | | | | |
|  | Befahrbarkeitsprüfung | | | | | | | | | | |  | | | Freigabe von: | | | | | |  | | | | | | | | | bis: | |  | | | |  |
|  | Folgeantrag | | | | | | | | | | |  | | | Freigabe von: | | | | | |  | | | | | | | | | bis: | |  | | | |  | | | | | | | | | | |
|  | Verlängerung | | | | | | | | | | |  | | Freigabe von: | | | | | | |  | | | | | | | | | bis: | |  | | | |  | | |  | | | |
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| **(2)** | **Bezugslinie** | | | | | | | | | | | DE2  DE3  GC  GB  Sonstige: | | | | | | | | | | | | | | | | | | | |  | | | |  | | | | |  | | | |
| **(3)** | **Fahrzeugprofil** | | | | | | | | | | |  | | | | | | |  | | | | | | | | | | | | | | | | | | | | | |  | | | |
| (4) | Bauart/Gattung/Zuordnung | | | | | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | | | | | | |  | | | |
| (5) | Reisezugwagen | | | | | | | | | | |  | | | | | | |  | | | | | | | | |  | | | | | | | | | | | | |  | | | |
|  | Triebwagen/Triebfahrzeug | | | | | | | | | | |  | | | | | | |
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| **(6)** | **Fahrzeugparameter** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
| (7) | a | | | = |  | | | | | | | | | | | | | m |  |  | | | |  | | | | | | | | | | | | | | | | |  | | | | |
| (8) | p | | | = |  | | | | | | | | | | | | | m |  | (13) | | | | wi(250) | | | | | = | |  | | | | | | | m | | | |  | | |
| (9) | d | | | = |  | | | | | | | | | | | | | m |  | (14) | | | | wi(150) | | | | | = | |  | | | | | | | m | | | |
| (10) | q | | | = |  | | | | | | | | | | | | | m |  | (15) | | | | wa(250) | | | | | = | |  | | | | | | | m | | | |
| (11) | hc | | | = |  | | | | | | | | | | | | | m |  | (16) | | | | wa(150) | | | | | = | |  | | | | | | | m | | | |
| (12) | s | | | = |  | | | | | | | | | | | | |  |  | (17) | | | | w∞ | | | | | = | |  | | | | | | | m | | | |
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| **(18)** | **Kritische Punkte** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
|  | | | (19) | | | | | | | | (20) | | | | | | | | | | | (21) | | | | | | | | | | | (22) | | | | | | | |  | | | |
| Punkt | | | Querabstand von  Wagenlängsachse  [mm] | | | | | | | | Höhe über SO  von – bis  [mm] | | | | | | | | | | | Längsabstand  von Endradsatz  bzw. Drehzapfen  [mm] | | | | | | | | | | | | | | | | | | |  | | | |
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| **A** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **B** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **C** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **D** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **E** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **F** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **G** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
| **H** | | |  | | | | | | | |  | | | | | | | | | | |  | | | | | | | | | | |  | | | | | | | |  | | | |
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| **(23)** | **Anfrage zur Streckenprüfung** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
|  | (24) | | | | | | | (25) | | | | | | | | | | | | | | | | | | | (26) | | | | | | | | | | | | | |  | | | | |
| Nr. | VzG  Streckennr. | | | | | | | Betriebsstelle | | | | | | | | | | | | | | | | | | | Kilometrierung | | | | | | | | | | | | | |  | | | |
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| **2** |  | | | | | | |  | | | | | | | | |  | | | | | | | | | |  | | | | | | |  | | | | | | |  | | | |
| **3** |  | | | | | | |  | | | | | | | | |  | | | | | | | | | |  | | | | | | |  | | | | | | |  | | | |
| **4** |  | | | | | | |  | | | | | | | | |  | | | | | | | | | |  | | | | | | |  | | | | | | |  | | | |
| **5** |  | | | | | | |  | | | | | | | | |  | | | | | | | | | |  | | | | | | |  | | | | | | |  | | | |
| **6** |  | | | | | | |  | | | | | | | | |  | | | | | | | | | |  | | | | | | |  | | | | | | |  | | | |
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| **9** |  | | | | | | |  | | | | | | | | |  | | | | | | | | | |  | | | | | | |  | | | | | | |  | | | |
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| **(27)** | **Anmerkungen** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
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| **(28)** | **Anlagen** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
|  | Einschränkungsberechnungen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
|  | Fahrzeugumriss/Wagenkastenkoordinaten | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
|  | Begründung zum Freigabezeitraum: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
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|  | (Datum) | | | | | | (Unterschrift) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
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|  | **Ausfüllhinweise**  (M = Mussangabe, (M) = Angabe, wenn möglich, O = Optionale Angabe) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |  | | | |
| **Nr.** | **Art**  **M/O** | | | | | **Inhalt** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(1)** | M | | | | | Bitte geben Sie an, ob Sie eine Befahrbarkeitsprüfung für eine erstmalige fahrzeugbezogene Streckenfreigabe beantragen möchten, ein eine Verlängerung einer Freigabe erwirkt werden soll oder es sich um einen Folgeantrag zur Freigabe weiterer Strecken handelt (s. E.6.3 TNB). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(2)** | M | | | | | Bitte geben Sie an, ob eine Befahrbarkeitsstudie auf Basis einer Bezugslinie nach EN 15273 „Bahnanwendungen – Begrenzungslinien“ erfolgen soll, dann weiter ab (22). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(3)** | M | | | | | Bitte geben Sie an, ob die Befahrbarkeitsstudie auf Basis eines Fahrzeugprofils durchgeführt werden soll. Fahrzeugumriss/Wagenkastenkoordinaten und Einschränkungsberechnungen sind als Anlage beizufügen. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(4)** | M | | | | | Bitte geben Sie die vollständige Fahrzeugbezeichnung an (Wagenbauart etc.). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(5)** | M | | | | | Bitte kreuzen Sie das zu prüfende Fahrzeug an. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(6)** | M | | | | | Bitte geben Sie die Fahrzeugparameter (6) – (16) an. Diese sind den Einschränkungsberechnungen zu entnehmen. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(7)** | M | | | | | Drehzapfenabstand, Abstand zwischen den Führungsquerschnitten | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(8)** | M | | | | | Radsatzstand im Drehgestell (s.a. E.4.8 und E.5.3 TNB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(9)** | M | | | | | Spurmaß der Radsätze, Abstand zwischen den beiden Spurkranzflanken eines Radsatzes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(10)** | M | | | | | Querspiel zwischen Radsatz und Drehgestellrahmen oder zwischen Radsatz und Wagenkasten bei Fahrzeugen mit Einzelradsätzen | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(11)** | M | | | | | Wankpolhöhe (s.a. E.4.9 und E.5.4 TNB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(12)** | M | | | | | Neigungskoeffizient (s.a. E.4.9 TNB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(13)** | M | | | | | Wiegenquerspiel innen (R = 250 m), Sekundärquerspiel zwischen Drehgestell und Wagenkasten auf der Bogeninnenseite bei einem Gleisbogenradius R = 250 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(14)** | (M) | | | | | Wiegenquerspiel innen (R = 150 m), Sekundärquerspiel zwischen Drehgestell und Wagenkasten auf der Bogeninnenseite bei einem Gleisbogenradius R= 150 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(15)** | M | | | | | Wiegenquerspiel außen (R = 250 m), Sekundärquerspiel zwischen Drehgestell und Wagenkasten auf der Bogenaußenseite bei einem Gleisbogenradius R = 250 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(16)** | (M) | | | | | Wiegenquerspiel außen (R = 150 m), Sekundärquerspiel zwischen Drehgestell und Wagenkasten auf der Bogenaußenseite bei einem Gleisbogenradius R = 150 m | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(17)** | M | | | | | Wiegenquerspiel in der Geraden, Sekundärquerspiel zwischen Drehgestell und Wagenkasten im geraden Gleis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(18)** | M | | | | | Kritische Punkte (s.a. E.4.9 TNB)  Neben den kritischen Punkten ist auch der erste Punkt ohne Überschreitung über und unter dem kritischen Bereich anzugeben.  Dem Auftrag auf Befahrbarkeitsprüfung sind die Einschränkungsberechnungen beizufügen. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(19)** | M | | | | | Halbe Breite des Fahrzeugs ausgehend von der Wagenmitte (s.a. E.5.4 TNB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(20)** | M | | | | | Zur Halben Breite zugehörige Höhe, gemessen von Schienenoberkante | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(21)** | M | | | | | Abstand des betreffenden Querschnitts vom nächstgelegenen Führungsquerschnitt, zwischen den Führungsquerschnitten (s.a. E.5.4 TNB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(22)** | M | | | | | Abstand des betreffenden Querschnitts vom nächstgelegenen Führungsquerschnitt, außerhalb der Führungsquerschnitte (s.a. E.5.4 TNB) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(23)** | M | | | | | Bitte geben Sie alle auf Befahrbarkeit zu prüfenden Strecke direkt in der aufgeführten Tabelle oder entsprechend der Vorlage erweitert als Anhang an. Der Laufweg ist lückenlos anzugeben. Eine Übersicht aller Strecken und Betriebsstellen finden Sie u.a. in der Interaktiven Karte des ISR (www.dbnetze.com/isr).  Umleitungsstrecken, Überholgleise und Abstellgleise müssen explizit angegeben werden. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(24)** | M | | | | | Bitte tragen Sie die VzG-Streckennummer der zu prüfenden Strecke/ des zu prüfenden Streckenabschnittes ein. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(25)** | M | | | | | Bitte geben Sie die Anfangs- und Endbetriebsstelle der zu prüfenden Strecke/des zu prüfenden Streckenabschnitts an (bei Streckenwechsel die nächstfolgende Betriebsstelle). | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(26)** | (M) | | | | | Bitte geben Sie, wenn möglich, die Kilometrierung (Anfang bis Ende) der zu prüfenden Strecke/des zu prüfenden Streckenabschnittes mindestens auf den Hektometer genau an. Achten Sie bei Streckenübergängen auf ausreichende Toleranzen im Bereich des Streckenwechsels. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(27)** | O | | | | | Optional können Sie Anmerkungen/Besonderheiten angeben. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **(28)** | M | | | | | Dem Auftrag auf Befahrbarkeitsprüfung sind die Einschränkungsberechnungen, der Fahrzeugumriss/die Wagenkastenkoordinaten sowie eine begründete Angabe zum Zeitraum der beantragten Freigabe hinzuzufügen. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |