



Organisation intergouvernementale pour les transports internationaux ferroviaires
Zwischenstaatliche Organisation für den internationalen Eisenbahnverkehr
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Groupe de travail TECH
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Working Group TECH

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Discussion document on UTP Marking with regard to rail/road machines

At its 40th session, WG TECH reviewed proposals to revise the UTP concerning vehicle marking as set out in the Annex to document TECH-20006-CTE13-6.3, [which remains available on the OTIF website](#).

The aim of the discussion at WG TECH 40 was to prepare the document for a vote by written procedure (TECH-20026, see http://otif.org/en/?page_id=158).

One part of the proposed text, added at the end of part 16 (page 26), concerned modifications related to rail/road machine categories and read as follows:

Rail/road machine categories

| <i>Category</i> | <i>Can be put into a train</i> | <i>Configuration of road and rail wheels</i> | <i>Self-propelled running speed (V)</i> | <i>Designed to operate with track signalling and control systems</i> |
|------------------------|---------------------------------------|---|--|---|
| <i>1</i> | <i>Yes</i> | <i>All</i> | <i>$V < 100$ km/h</i> | <i>Yes</i> |
| <i>2</i> | <i>No</i> | <i>Braking and traction directly on the rail wheels, load entirely on rail wheels.</i> | <i>$V < 100$ km/h</i> | <i>Optional</i> |
| <i>3</i> | <i>No</i> | <i>Braking and traction indirect, from road wheels to rail wheels, load entirely on rail wheels.</i> | <i>$V \leq 60$ km/h</i> | <i>Optional</i> |
| <i>4</i> | <i>No</i> | <i>Braking and traction on road wheels, load shared between road and rail wheels.</i> | <i>$V \leq 60$ km/h</i> | <i>Optional</i> |

Category 1 machines designed to operate with track signalling and control systems. It is permitted to restrict the position of the machine in the train to the front or rear only, if required.

Category 2 - 4 machines which, in general, are not required to operate with track signalling and control systems and are only permitted to run and work on the railway under special restrictions defined by the infrastructure manager, i.e. 8th digit: 3, 5 and 7 respectively.

Category 2 - 4 machines designed to operate with track signalling and control systems and approved by the competent authority for use on the national network, i.e. 8th digit: 4, 6 and 8 respectively.

Category 2 - 4 machines permitted to tow railway machines/vehicles, if designed for that purpose and approved by the competent authority.

This text was intended to provide additional clarification/precision for assigning a unique vehicle number to rail/road machines. The current provisions refer to categories 1-4 as indicated above, but without indicating what each category stands for.

Following the discussion at WG TECH 40, in order to maintain consistency with EU law, WG TECH decided not to include this text in the document to be voted on by written procedure, but to discuss it again at one of the following WG TECH meetings instead.