



**OTIF**

ORGANISATION INTERGOUVERNEMENTALE POUR LES  
TRANSPORTS INTERNATIONAUX FERROVIAIRES

ZWISCHENSTAATLICHE ORGANISATION FÜR DEN  
INTERNATIONALEN EISENBAHNVERKEHR

INTERGOVERNMENTAL ORGANISATION FOR  
INTERNATIONAL CARRIAGE BY RAIL

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# **Uniform Technical Prescription**

Applicable to Vehicle  
Numbers and linked  
alphabetical marking on the  
bodywork:

**THE RAILWAY VEHICLE  
MARKING**

**UTP MARKING 2015**

Applicable from 1.1.2015

|   |  |                  |              |                                  |
|---|--|------------------|--------------|----------------------------------|
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## APTU Uniform Rules (Appendix F to COTIF 1999)

# Uniform Technical Prescriptions (UTP) applicable to Vehicle Numbers and linked alphabetical marking on the bodywork:

## THE RAILWAY VEHICLE MARKING - (UTP MARKING)

These regulations have been developed in accordance with the provisions of APTU, in particular Article 8, in the version as amended by the OTIF Revision Committee in 2009, which entered into force on 1 December 2010. For definitions and terms, see also Article 2 of ATMF (Appendix G) and Article 2 of APTU (Appendix F), both Appendices to the 1999 version of the COTIF Convention as applicable since 1 December 2010. Footnotes include both explanatory information (which is not part of the regulations), and references to other regulations.


*Explanatory note:*

*The texts of this UTP which appear across two columns are identical to corresponding texts of the European Union regulations. Texts which appear in two columns differ; the left-hand column contains the UTP regulations, the right-hand column shows the text in the corresponding EU regulations. The text in the right-hand column is for information only and is not part of the OTIF regulations.*

## 0. EQUIVALENCE AND TRANSITIONAL PROVISIONS

This UTP does not follow the standard structure for UTPs as referred to in APTU Article 8 §4. Instead:

- Sections 1 to 6 of this UTP are equivalent to Appendix P of OPE TSI (Annex I of Decision 2012/757/EU).
- Sections 7 to 18 are equivalent to Appendix 6 of EU NVR Specification (Decision 2007/756/EC as last amended by Decision 2012/757/EU).
- The tables associated with standard numerical markings of wagons, as described in section 14, are published on the ERA website.
- The tables and detailed information provided in sections 15 to 18 are equivalent to the documents which were published on the ERA website at the time of adoption of this specification.

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In addition to these specifications, the UTPs applicable to vehicles include voluntary and mandatory specifications related to external markings, such as:

UTP WAG sections: 4.2.2.2, 4.2.4.3.2.2, 7.1.2 and appendix C

UTP LOC&PAS sections: 4.2.2.6.

## 1. GENERAL PROVISIONS ON THE VEHICLE NUMBER

This UTP applies to all vehicles used in international traffic and may also be applied to domestic traffic.

The Unique Vehicle Number is assigned according to the codes defined in section 7 of this document.

<sup>(1)</sup>

The European Vehicle Number is assigned according to the codes as defined in Commission Decision 2007/756/EC, Appendix 6.

The

Unique Vehicle Number

European Vehicle Number

shall be changed when it does not reflect the interoperability capability or technical characteristics according to this Appendix due to technical modifications of the vehicle. Such technical modifications may require a new

admission to operation (to international traffic) as defined in Articles 3 and 4 of ATMF (Appendix G to the Convention).

placing in service according to Articles 20 to 25 of Directive 2008/57/EC.

## 2. GENERAL ARRANGEMENTS FOR EXTERNAL MARKINGS

The capital letters and figures making up the marking inscriptions shall be at least 80 mm in height, in a sans serif font type of correspondence quality. A smaller height may only be used where there is no option but to place the marking on the sole bars.

The marking is put not higher than 2 metres above rail level.


The keeper can add, in letters of larger size than the

Unique Vehicle Number (EVN)

European Vehicle Number

an own number marking (consisting generally of digits of the serial number supplemented by alphabetical coding) useful in operations. The place where the own number is marked is left to the choice of the keeper; however it must always be possible to identify easily the EVN from the keeper's own number marking.

<sup>1</sup> The vehicle marking specifications apply to the scope of application of Appendix P of the TSI for COMMISSION DECISION 2012/757/EU of 14 November 2012 concerning the technical specification for interoperability relating to the 'operation and traffic management' subsystem of the rail system in the European Union and amending Decision 2007/756/EC.

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### 3. WAGONS

The marking shall be inscribed on the wagon bodywork in the following manner:

|      |               |        |              |       |                 |
|------|---------------|--------|--------------|-------|-----------------|
| 23   | TEN           | 31     | TEN          | 33    | TEN             |
| 80   | <u>D</u> -RFC | 80     | <u>D</u> -DB | 84    | <u>NL</u> -ACTS |
| 7369 | 553-4         | 0691   | 235-2        | 4796  | 100-8           |
| Zcs  |               | Tanoos |              | Slpss |                 |

Where in the examples

D and NL stand for the registering Member State as set out in

part 10 of this document.

NVR-decision 2007/756/EC, Appendix 6, part 4.

RFC, DB and ACTS stand for the keeper marking as set out in

part 8 of this document.

NVR-decision 2007/756/EC, Appendix 6, part 1.

For wagons whose bodywork does not offer a large enough area for this type of arrangement, particularly in the case of flat wagons, the marking shall be arranged as follows:

0187 3320 644-7

TEN E-SNCF Ks

When one or more index letters with a national definition are inscribed on a wagon, this national marking must be shown after the international letter marking and separated from it by a hyphen as follows:

0187 3320 644-7

TEN E-SNCF Ks-xy

### 4. COACHES AND HAULED PASSENGER STOCK

The number shall be applied to each sidewall of the vehicle in the following manner:

E-SNCF 61 87 20-72 021 - 7  
B<sup>10</sup> tu

The marking of the country in which the vehicle is registered and of the technical characteristics are printed directly in front of, behind or under the

Unique Vehicle Number.


European Vehicle Number.

In case of coaches with driver's cabin, the

Unique Vehicle Number

European Vehicle Number

is also written inside the cabin.

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## 5. LOCOMOTIVES, POWER CARS AND SPECIAL VEHICLES

The

Unique Vehicle Number

European Vehicle Number

must be marked on each sidewall of the tractive stock in the following manner:

92 10 1108 062-6

The

Unique Vehicle Number

European Vehicle Number

is also written inside each cabin of the tractive rolling stock.

## 6. ALPHABETICAL MARKING OF THE INTEROPERABILITY CAPABILITY

The marking “TEN” may be inscribed on a vehicle<sup>2</sup> only when it:

- 1) fully<sup>3</sup> complies with all relevant UTPs (and RID if applicable) in the versions in force at the time<sup>4</sup> of its technical admission, and which is admitted in all OTIF Contracting States<sup>5</sup> in accordance with ATMF Article 6 § 3,  
or
- 2) is subject to ATMF Article 3a § 1 (i.e. authorised according to Articles 22(1) and 23(1) of EU Directive 2008/57/EC).

‘TEN’: Vehicle which:

- a) complies with all relevant TSIs which are in force at the moment of placing in service and has been authorised to be placed in service according to Article 22(1) of Directive 2008/57/EC, and
- b) is provided with an authorisation valid in all Member States in accordance with Article 23(1) of Directive 2008/57/EC.

‘PPV/PPW’: Vehicle which complies with PPV/PPW or PGW agreement (inside OSJD States). (original: PPV/PPW: ППВ (Правила пользования вагонами в международном сообщении); PGW: Правила Пользования Грузовыми Вагонами).


Vehicles which are not

<sup>2</sup> Additional marking may be affixed to wagons in accordance with the provisions set out in section 5 of Appendix C to the UTP WAG.

<sup>3</sup> If the UTP contains “open points” relating to the vehicles compatibility with infrastructure or if the vehicle is subject to a derogation or a specific case or not fully UTP compliant, it shall be admitted according to ATMF Article 6 § 4; instead of TEN, it will need the grid marking to indicate the States which have admitted the vehicle.

<sup>4</sup> The date of admission is the date on which the certificate is issued.

<sup>5</sup> A Contracting State is an OTIF Member State that applies APTU and ATMF

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eligible for a “TEN” marking

authorised to be placed in service in all  
Member States in accordance with Article  
23(1) of Directive 2008/57/EC

need a marking indicating the

Contracting

Member

States where the vehicle is

admitted to operation.

authorised to be placed in service.

This marking shall be according to one of the following drawings, where D stands for the

Contracting

Member

State who has granted

the first admission

the first authorisation

(in the given example, Germany) and F stands for the second authorising

Contracting State

MS

(in the given example, France). The

Country codes shall be in accordance with  
part 10 of this document.

MS are codified in accordance with  
Commission Decision 2007/756/EC,  
Appendix 6, part 4.



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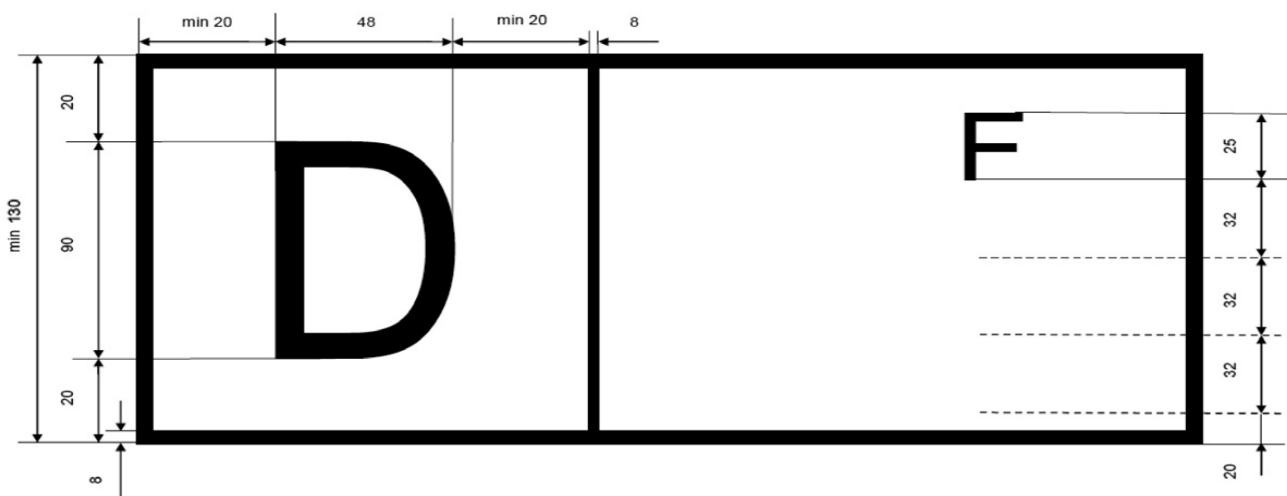
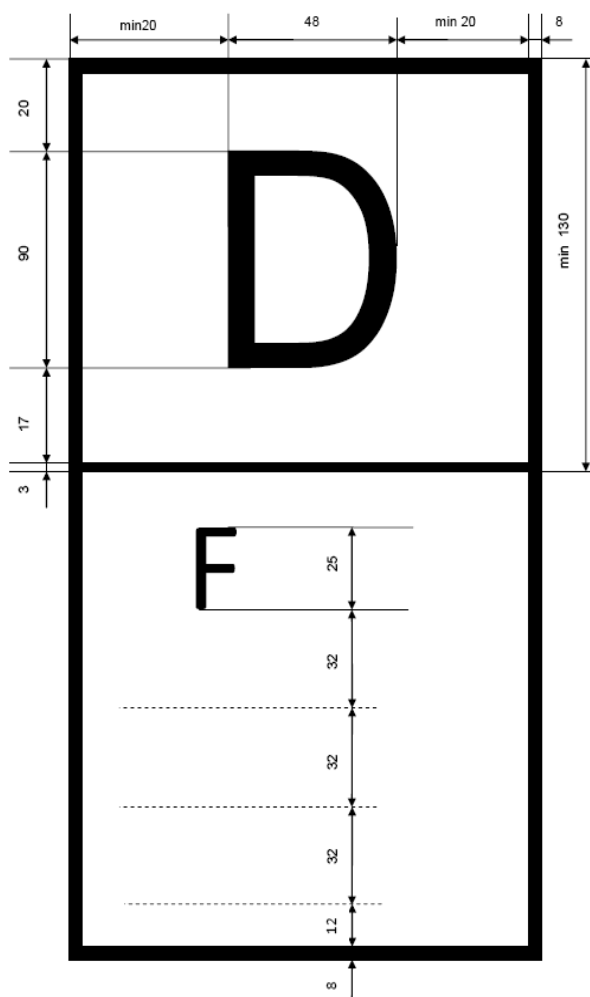
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## 7. VEHICLE IDENTIFICATION

## NVR SPECIFICATION: APPENDIX 6 PART '0' – VEHICLE IDENTIFICATION

### General remarks

This section describes the Unique Vehicle Number (EVN)

This appendix describes the European Vehicle Number

and linked marking applied in a visible manner on the vehicle to identify it uniquely and in a permanent manner during operation. It does not describe other numbers or markings eventually engraved or fixed in a permanent manner on the chassis or the main components of the vehicle during its construction.

### Unique

### European

### Vehicle number and linked abbreviations


Each railway vehicle receives a number consisting of 12 figures

[called Unique Vehicle Number (EVN)]

[called European Vehicle Number (EVN)]

with the following structure :



|  |  |                  |              |                                  |  |
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| Rolling stock group  | Interoperability capability and vehicle type<br>[2 figures]  | Country in which the vehicle is registered<br>[2 figures] | Technical characteristics<br>[4 figures]   | Serial number<br>[3 figures] | Check digit<br>[1 figure]                |
|--|--|---|--|------------------------------|--|
| Wagons   | 00 to 09<br>10 to 19<br>20 to 29<br>30 to 39<br>40 to 49<br>80 to 89<br><i>[details in section<sup>6</sup> 11]</i> | 01 to 99<br><i>[details in section 10]</i>                | 0000 to 9999<br><i>[details in section 14]</i>   | 000 to 999                   | 0 to 9<br><i>[details in section. 9]</i> |
| Hauled passenger vehicles  | 50 to 59<br>60 to 69<br>70 to 79<br><i>[details in section 12]</i>   |   | 0000 to 9999<br><i>[details in section 15]</i>   | 000 to 999                   |  |
| Tractive rolling stock and units in a trainset in fixed or pre-defined formation | 90 to 99<br><i>[details in section 13]</i>   |   | 0000000 to 8999999<br><i>[the meaning of these figures is defined by the Member States, eventually by bilateral or multilateral agreement]</i> |                              |  |
| Special vehicles   |  |   | 9000 to 9999<br><i>[details in section 16]</i>   | 000 to 999                   |  |

In a given country, the 7 digits of technical characteristics and serial number are sufficient to identify uniquely a vehicle inside the groups of hauled passenger vehicles and special vehicles<sup>7</sup>.

Alphabetical markings complete the number:

- abbreviation of the country in which the vehicle is registered  
(details in section 10 of this UTP) | (details in part 4 of NVR-Decision 756/2007/EC)
- Vehicle Keeper Marking  
(details in section 8 of this UTP) | (details in part 1 of NVR-Decision 756/2007/EC)
- abbreviations of the technical characteristics  
(details for the wagons in section 17 and for the hauled passenger vehicles in section 18 of this UTP) | (details in part 12 of NVR-Decision 756/2007/EC for the wagons, part 13 of NVR-Decision 756/2007/EC for the hauled passenger vehicles).


The

Unique Vehicle Number (EVN)

European Vehicle Number

<sup>6</sup> The word 'section' is referred to as 'part' in the corresponding EU regulation.

<sup>7</sup> For special vehicles, the number has to be unique in a given country with the first digit and the 5 last digits of the technical characteristics and serial number.

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shall be changed when it does not reflect the interoperability capability or technical characteristics according to this Appendix due to technical modifications of the vehicle. Such technical modifications may require a new

Admission to operation (to international traffic) as defined in Articles 3 and 4 of ATMF (Appendix G to the Convention).

placing in service according to Articles 20 to 25 of Directive 2008/57/EC.

## 8. VEHICLE KEEPER MARKING | **NVR SPECIFICATION: APPENDIX 6 PART 1 – VEHICLE KEEPER MARKING**

### Definition of the Vehicle Keeper Marking (VKM)

A Vehicle Keeper Marking (VKM) is an alphabetic code, consisting of 2 to 5 letters<sup>8</sup>. A VKM is inscribed on each rail vehicle, near the

Unique Vehicle Number (EVN).

European Vehicle Number.

The VKM identifies the Vehicle Keeper as registered in a National Vehicle Register.

A VKM is unique and valid in all countries covered by

this UTP

TSI OPE and NVR Decision

and all countries that enter into an agreement that involves the application of the system of vehicle numbering and VKM as described in

this UTP.

TSI OPE and NVR Decision.

### Format of the Vehicle Keeper Marking


The VKM is representation of the full name or abbreviation of the vehicle keeper, if possible in a recognisable manner. All 26 letters of the Latin alphabet may be used. The letters in the VKM are written in capitals. Letters that do not stand for first letters of words in the keeper's name may be written in lower case. For checking uniqueness, the letters written in lower case will be taken as written in capitals.

Letters may contain diacritical signs<sup>9</sup>. Diacritical signs used by these letters are ignored for checking uniqueness.

For vehicles of keepers that reside in a country that does not use the Latin alphabet, a translation of the VKM in its own alphabet may be applied behind the VKM separated from it by a slash-sign ('/'). This translated VKM is disregarded for data-processing purposes.

<sup>8</sup> For NMBS/SNCB, the use of an encircled single letter B can be continued.

<sup>9</sup> Diacritical marks are 'accent-signs', such as in Å, Ç, Ö, Ć, Ž, Å etc. Special letters such as Ø and Æ will be represented by a single letter; in tests for uniqueness Ø is treated as O and Æ as A.

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### Provisions about allocation of Vehicle Keeper Markings

A vehicle keeper can be issued more than one VKM, in case:

- (1) the vehicle keeper has a formal name in more than one language;
- (2) a vehicle keeper has good cause to distinguish between separate vehicle fleets within his organisation.

A single VKM can be issued for a group of companies:

- (3) that belong to single corporate structure (e.g. holding structure);
- (4) that belong to a single corporate structure that has appointed and mandated one organisation within this structure to handle all issues on behalf of all others;
- (5) that has mandated a separate, single legal entity for handling all issues on their behalf, in which event the legal entity is the keeper.

### Register of Vehicle Keeper Markings and procedure for allocation

The register of VKM is public and updated on a real time basis.

An application for a VKM is filed with the applicant's competent national authority and forwarded to the

|              |      |
|--------------|------|
| Secretariat. | ERA. |
|--------------|------|

A VKM can be used only after publication by the

|              |      |
|--------------|------|
| Secretariat. | ERA. |
|--------------|------|

The holder of a VKM must inform the competent national authority when he ends the use of a VKM, and the competent national authority will forward the information to the


|              |      |
|--------------|------|
| Secretariat. | ERA. |
|--------------|------|

A VKM will then be revoked once the keeper has proved that the marking has been changed on all vehicles concerned. It will not be reissued for 10 years, unless it is reissued to the original holder or at his request to another holder.

A VKM can be transferred to another holder, which is the legal successor to the original holder. A VKM stays valid when the VKM's holder changes his name to a name that does not bear resemblance to the VKM.

In case of a change of keeper which entails a change of VKM, the vehicles concerned must be marked with the new VKM within three months from the date of registration of the change of keeper in the National Vehicle Register. In case of inconsistency between the VKM marked on the vehicle and the data registered in the NVR, the NVR-registration supersedes.

|  |
|--|
| NVR Specification: Appendix 6<br>Part 2 – Not used |
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|  |  |                  |              |                                   |
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## 9. RULES FOR THE DETERMINATION OF THE CHECK-DIGIT (DIGIT 12)

NVR Specification: Appendix 6  
Part 3 – Rules for the determination of the check-digit (digit 12)

The check-digit is determined in the following manner:

- the digits in the even positions of the basic number (counting from the right) are taken at their own decimal value;
- the digits in the odd positions of the basic number (counting from the right) are multiplied by 2;
- the sum formed by the digits in even position and by all the digits which constitute the partial products obtained from the odd positions is then established;
- the units digit of this sum is retained;
- the complement required to bring the units digit to 10 forms the check-digit; should this units digit be nought, then the check-digit will also be nought.

### Examples

|     |                         |   |   |    |   |   |   |    |   |   |   |   |
|-----|-------------------------|---|---|----|---|---|---|----|---|---|---|---|
| 1 - | Let the basic number be | 3 | 3 | 8  | 4 | 4 | 7 | 9  | 6 | 1 | 0 | 0 |
|     | Multiplication factor   | 2 | 1 | 2  | 1 | 2 | 1 | 2  | 1 | 2 | 1 | 2 |
|     |                         | 6 | 3 | 16 | 4 | 8 | 7 | 18 | 6 | 2 | 0 | 0 |

Sum:  $6 + 3 + 1 + 6 + 4 + 8 + 7 + 1 + 8 + 6 + 2 + 0 + 0 = 52$

The units digit of this sum is 2.

The check-digit number will therefore be 8 and the basic number thus becomes the registration number 33 84 4796 100 – 8.

|     |                         |   |   |    |   |   |   |   |   |   |   |    |
|-----|-------------------------|---|---|----|---|---|---|---|---|---|---|----|
| 2 - | Let the basic number be | 3 | 1 | 5  | 1 | 3 | 3 | 2 | 0 | 1 | 9 | 8  |
|     | Multiplication factor   | 2 | 1 | 2  | 1 | 2 | 1 | 2 | 1 | 2 | 1 | 2  |
|     |                         | 6 | 1 | 10 | 1 | 6 | 3 | 4 | 0 | 2 | 9 | 16 |


Sum:  $6 + 1 + 1 + 0 + 1 + 6 + 3 + 4 + 0 + 2 + 9 + 1 + 6 = 40$

The units digit of this sum is 0.

The check-digit number will therefore be 0 and the basic number thus becomes the registration number 31 51 3320 198 – 0.

## 10. CODING OF THE COUNTRIES IN WHICH THE VEHICLES ARE REGISTERED (DIGITS 3-4 AND ABBREVIATION)

NVR Specification: Appendix 6  
Part 4 - Coding of the countries in which the vehicles are registered (digits 3-4 and abbreviation)


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| Countries                        | Alphabetical country code <sup>1</sup> | Numerical country code |
|----------------------------------|--|------------------------|
| Albania                          | AL                                     | 41                     |
| Algeria                          | DZ                                     | 92                     |
| Armenia                          | AM                                     | 58                     |
| Austria                          | A                                      | 81                     |
| Azerbaijan                       | AZ                                     | 57                     |
| Belarus                          | BY                                     | 21                     |
| Belgium                          | B                                      | 88                     |
| Bosnia-Herzegovina <sup>10</sup> | BIH                                    | 50                     |
|                                  |  | 44                     |
| Bulgaria                         | BG                                     | 52                     |
| China                            | RC                                     | 33                     |
| Croatia                          | HR                                     | 78                     |
| Cyprus                           | CY                                     | -                      |
| Czech Republic                   | CZ                                     | 54                     |
| Denmark                          | DK                                     | 86                     |
| Egypt                            | ET                                     | 90                     |
| Estonia                          | EST                                    | 26                     |
| Finland                          | FIN                                    | 10                     |
| France                           | F                                      | 87                     |
| Georgia                          | GE                                     | 28                     |
| Germany                          | D                                      | 80                     |
| Greece                           | GR                                     | 73                     |
| Hungary                          | H                                      | 55                     |
| Iran                             | IR                                     | 96                     |
| Iraq                             | IRQ <sup>1</sup>                       | 99                     |
| Ireland                          | IRL                                    | 60                     |
| Israel                           | IL                                     | 95                     |
| Italy                            | I                                      | 83                     |
| Japan                            | J                                      | 42                     |
| Kazakhstan                       | KZ                                     | 27                     |
| Kyrgyzstan                       | KS                                     | 59                     |
| Latvia                           | LV                                     | 25                     |
| Lebanon                          | RL                                     | 98                     |
| Liechtenstein                    | FL                                     | -                      |
| Lithuania                        | LT                                     | 24                     |
| Luxembourg                       | L                                      | 82                     |
| Macedonia                        | MK                                     | 65                     |
| Malta                            | M                                      | -                      |
| Moldova                          | MD <sup>1</sup>                        | 23                     |
| Monaco                           | MC                                     | -                      |
| Mongolia                         | MGL                                    | 31                     |
| Montenegro                       | MNE                                    | 62                     |

The Information relating to third countries is given for information purposes only

| Countries          | Alphabetical country code <sup>1</sup> | Numerical country code |
|--------------------|--|------------------------|
| Albania            | AL                                     | 41                     |
| Algeria            | DZ                                     | 92                     |
| Armenia            | AM                                     | 58                     |
| Austria            | A                                      | 81                     |
| Azerbaijan         | AZ                                     | 57                     |
| Belarus            | BY                                     | 21                     |
| Belgium            | B                                      | 88                     |
| Bosnia-Herzegovina | BIH                                    | 49                     |
| Bulgaria           | BG                                     | 52                     |
| China              | RC                                     | 33                     |
| Croatia            | HR                                     | 78                     |
| Cuba               | CU <sup>1</sup>                        | 40                     |
| Cyprus             | CY                                     |                        |
| Czech Republic     | CZ                                     | 54                     |
| Denmark            | DK                                     | 86                     |
| Egypt              | ET                                     | 90                     |
| Estonia            | EST                                    | 26                     |
| Finland            | FIN                                    | 10                     |
| France             | F                                      | 87                     |
| Georgia            | GE                                     | 28                     |
| Germany            | D                                      | 80                     |
| Greece             | GR                                     | 73                     |
| Hungary            | H                                      | 55                     |
| Iran               | IR                                     | 96                     |
| Iraq               | IRQ <sup>1</sup>                       | 99                     |
| Ireland            | IRL                                    | 60                     |
| Israel             | IL                                     | 95                     |
| Italy              | I                                      | 83                     |
| Japan              | J                                      | 42                     |
| Kazakhstan         | KZ                                     | 27                     |
| Kyrgyzstan         | KS                                     | 59                     |
| Latvia             | LV                                     | 25                     |
| Lebanon            | RL                                     | 98                     |
| Liechtenstein      | FL                                     |                        |
| Lithuania          | LT                                     | 24                     |
| Luxembourg         | L                                      | 82                     |
| Macedonia          | MK                                     | 65                     |
| Malta              | M                                      |                        |
| Moldova            | MD <sup>1</sup>                        | 23                     |
| Monaco             | MC                                     |                        |
| Mongolia           | MGL                                    | 31                     |


<sup>10</sup> Bosnia-Herzegovina uses two railway codes: 50 and 44.

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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|                |                  |    |                |                  |    |
|----------------|------------------|----|----------------|------------------|----|
| Morocco        | MA               | 93 | Montenegro     | MNE              | 62 |
| Netherlands    | NL               | 84 | Morocco        | MA               | 93 |
| North Korea    | PRK <sup>1</sup> | 30 | Netherlands    | NL               | 84 |
| Norway         | N                | 76 | North Korea    | PRK <sup>1</sup> | 30 |
| Poland         | PL               | 51 | Norway         | N                | 76 |
| Portugal       | P                | 94 | Poland         | PL               | 51 |
| Romania        | RO               | 53 | Portugal       | P                | 94 |
| Russia         | RUS              | 20 | Romania        | RO               | 53 |
| Serbia         | SRB              | 72 | Russia         | RUS              | 20 |
| Slovakia       | SK               | 56 | Serbia         | SRB              | 72 |
| Slovenia       | SLO              | 79 | Slovakia       | SK               | 56 |
| South Korea    | ROK              | 61 | Slovenia       | SLO              | 79 |
| Spain          | E                | 71 | South Korea    | ROK              | 61 |
| Sweden         | S                | 74 | Spain          | E                | 71 |
| Switzerland    | CH               | 85 | Sweden         | S                | 74 |
| Syria          | SYR              | 97 | Switzerland    | CH               | 85 |
| Tajikistan     | TJ               | 66 | Syria          | SYR              | 97 |
| Tunisia        | TN               | 91 | Tajikistan     | TJ               | 66 |
| Turkey         | TR               | 75 | Tunisia        | TN               | 91 |
| Turkmenistan   | TM               | 67 | Turkey         | TR               | 75 |
| Ukraine        | UA               | 22 | Turkmenistan   | TM               | 67 |
| United Kingdom | GB               | 70 | Ukraine        | UA               | 22 |
| Uzbekistan     | UZ               | 29 | United Kingdom | GB               | 70 |
| Vietnam        | VN <sup>1</sup>  | 32 | Uzbekistan     | UZ               | 29 |
|                |                  |    | Vietnam        | VN <sup>1</sup>  | 32 |

(1) According to the alphabetical coding system described in Appendix 4 to the 1949 convention and Article 45(4) of the 1968 convention on road traffic.

NVR Specification: Appendix 6  
Part 5 – Not used


|  |  |                  |              |                                   |  |
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# 11. INTEROPERABILITY CODES USED FOR WAGONS (DIGITS 1-2)

NVR Specification: Appendix 6 Part 6 – Interoperability codes used for wagons (digits 1-2)

|   | 1 <sup>st</sup> digit<br>↓ |  | 2 <sup>nd</sup> digit<br>→ |  | 0                          | 1                     | 2        | 3                             | 4        | 5     | 6        | 7                            | 8           | 9  | 2 <sup>nd</sup> digit<br>← |   | 1 <sup>st</sup> digit<br>↓ |  |
|---|----------------------------|--|----------------------------|--|----------------------------|-----------------------|----------|-------------------------------|----------|-------|----------|------------------------------|-------------|--|----------------------------|---|----------------------------|--|
|   |                            |  | Track Gauge                |  | fixed or variable          | fixed                 | variable | fixed                         | variable | fixed | variable | fixed                        | variable    | fixed or variable  | Track Gauge                |   |                            |  |
| Wagons conform to the present UTP/TSI WAG including 7.1.2 and all conditions of Appendix C <sup>(a)</sup> | 0                          |  | with axles                 |  | Not to be used             | Wagons <sup>(b)</sup> |          | not to be used <sup>(d)</sup> |          |       |          |                              |             | PPV/PPW wagons (variable gauge)  | with axles                 | 0 |                            |  |
|   | 1                          |  | with bogies                |  |                            |                       |          |                               |          |       |          |                              |             |  | with bogies                | 1 |                            |  |
|   | 2                          |  | with axles                 |  |                            | wagons <sup>(b)</sup> |          |                               |          |       |          | PPV/PPW wagons (fixed gauge) | with axles  | 2  |                            |   |                            |  |
|   | 3                          |  | with bogies                |  |                            |                       |          |                               |          |       |          |                              | with bogies | 3  |                            |   |                            |  |
| Other wagons  | 4                          |  | with axles <sup>(c)</sup>  |  | maintenance related wagons | Other wagons          |          |                               |          |       |          |                              |             | Wagons with special numbering for technical characteristics not placed in service inside EU or a COTIF Contracting State | with axles <sup>(c)</sup>  | 4 |                            |  |
|   | 8                          |  | with bogies <sup>(c)</sup> |  |                            |                       |          |                               |          |       |          |                              |             |  | with bogies <sup>(c)</sup> | 8 |                            |  |
|   | ↑<br>1 <sup>st</sup> digit |  | →<br>2 <sup>nd</sup> digit |  | 0                          | 1                     | 2        | 3                             | 4        | 5     | 6        | 7                            | 8           | 9  | ←<br>2 <sup>nd</sup> digit |   | ↑<br>1 <sup>st</sup> digit |  |

- (a) UTP WAG A94-02/2.2012 or WAG TSI Regulation (EU) No 321/2013  
(b) Including wagons, which according to previous regulations carry the digits defined in the present table  
(c) Fixed or variable gauge.  
(d) Except for wagons in category I (temperature-controlled wagons), not to be used for new vehicles placed in service.

|  |  |                  |              |                                   |
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## 12. INTERNATIONAL TRAFFIC ABILITY CODES FOR HAULED PASSENGER VEHICLES (DIGITS 1-2)

NVR Specification: Appendix 6 Part 7 –  
International traffic ability codes for  
hauled passenger vehicles (digits 1-2)

|  | Domestic traffic                            | TEN <sup>(a)</sup> and/or COTIF <sup>(b)</sup> and/or PPV/PPW            |   |   |   | Domestic traffic or International traffic by special agreement | TEN <sup>(a)</sup> and/or COTIF <sup>(b)</sup> | PPV/PPW              |   |   |
|--|---|--|---|---|---|--|--|----------------------|---|---|
| <div> <div>→</div> <div>2<sup>nd</sup> digit</div> <div>↓</div> <div>1<sup>st</sup> digit</div> </div> | 0   | 1  | 2   | 3   | 4   | 5  | 6  | 7                    | 8   | 9   |
| 5  | Vehicles for domestic traffic               | Fixed-gauge non-air-conditioned vehicles (including car-carrying wagons) | Gauge-adjustable (1435/1520) non-air-conditioned vehicles | Not to be used                                      | Gauge-adjustable (1435/1668) non-air-conditioned vehicles | Historical vehicles  | Not to be used <sup>(c)</sup>                  | Fixed-gauge vehicles | Gauge-adjustable (1435/1520) vehicles with change of bogies | Gauge-adjustable (1435/1520) vehicles with gauge-adjustable axles |
| 6  | Service vehicles                            | Fixed-gauge air-conditioned vehicles                                     | Gauge-adjustable (1435/1520) air-conditioned vehicles     | Service vehicles                                    | Gauge-adjustable (1435/1668) air-conditioned vehicles     | Car-carrying wagons  | Not to be used <sup>(c)</sup>                  |                      |   |   |
| 7  | Air-conditioned and pressure tight vehicles | Not to be used   | Not to be used  | Pressure-tight fixed-gauge air-conditioned vehicles | Not to be used  | Other vehicles   | Not to be used                                 | Not to be used       | Not to be used  | Not to be used  |

(a ) Compliance with the applicable UTP/TSIs, see appendix P, part 5.  
(b ) Including vehicles, which according to existing regulations carry the digits defined in the present table. COTIF: vehicle compliant with COTIF regulation in force at the moment of placing in service  
(c ) Excepted for coaches with fixed gauge (56) and adjustable gauge (66) already in service, not to be used for new vehicles



|   |   |                  |              |                                   |
|---|---|------------------|--------------|-----------------------------------|
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|   |   |
|---|---|
| <p><b>13. TYPES OF TRACTIVE ROLLING STOCK AND UNITS IN A TRAIN SET IN FIXED OR PRE-DEFINED FORMATION (digits 1-2)</b></p> | <p>NVR Specification: Appendix 6<br/>Part 8 – Types of tractive rolling stock and units in a train set in fixed or pre-defined formation (digits 1-2)</p> |
|---|---|

The first digit is ‘9’.

If the second digit describes the type of tractive stock, following coding is mandatory:

| Code | General vehicle type  |
|------|---|
| 0    | Miscellaneous   |
| 1    | Electric locomotive   |
| 2    | Diesel locomotive   |
| 3    | Electric multiple-unit set (high speed) [power car or trailer]        |
| 4    | Electric multiple-unit set (except high speed) [power car or trailer] |
| 5    | Diesel multiple-unit set [power car or trailer]                       |
| 6    | Specialised trailer,  |
| 7    | Electric shunting engine  |
| 8    | Diesel shunting engine  |
| 9    | Special vehicle   |

|  |   |
|--|---|
| <p><b>14. STANDARD NUMERICAL MARKING OF WAGONS (DIGITS 5 TO 8)</b></p> | <p>NVR Specification: Appendix 6<br/>Part 9 -Standard numerical marking of wagons (digits 5 to 8)</p> |
|--|---|


Digits 5 to 8 indicate the main technical characteristics of the wagon. A list with numbers is published on the ERA website ([www.era.europa.eu](http://www.era.europa.eu)).

An application for a new code is filed with the registering entity

(as referred to in the National Vehicle Register specifications A 94-20/2.2012) and sent to ERA or the Secretary General. A new code can be used only after publication by ERA<sup>11</sup>.

(as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

<sup>11</sup> For EU Member States the applications should be sent to ERA.

|  |  |                  |              |                                   |
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## 15. CODES FOR THE TECHNICAL CHARACTERISTICS OF THE HAULED PASSENGER STOCK (DIGITS 5-6)

An application for a new code is filed with the registering entity (as referred to in the National Vehicle Register specifications A 94-20/2.2012) and sent to ERA or the Secretary General. A new code can be used only after publication by ERA<sup>12</sup>.

The tables in this section are copied from the ‘Part 10’ document as published on the ERA website<sup>13</sup>. The “Part 10” document consists of two tables:

- Codes for the technical characteristics of the hauled passenger stock (digits 5-6)
- Codes for the general characteristics of the hauled passenger stock (digits 7-8)

## NVR Specification: Appendix 6 Part 10 – Codes for the technical characteristics of the hauled passenger stock (digits 5-6)


Part 10 is published on the ERA website ([www.era.europa.eu](http://www.era.europa.eu)).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

|   | 6th digit<br>5th digit | 0   | 1   | 2   | 3           | 4   |
|---|------------------------|---|---|---|-------------|---|
| Reserved  | 0                      | Reserved  | Reserved  | Reserved  | Reserved    | Reserved  |
| Vehicles with 1 <sup>st</sup> class seats                                     | 1                      | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | ≥ 11 side-corridor compartments or equivalent open-saloon space with centre aisle | Reserved  | Reserved    | Two or three axles                                      |
| Vehicles with 2 <sup>nd</sup> class seats                                     | 2                      | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | 11 side-corridor compartments or equivalent open-saloon space with centre aisle   | ≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle | Three axles | Two axles   |
| Vehicles with 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class seats | 3                      | 10 side-corridor compartments or equivalent open-saloon space with centre aisle | 11 side-corridor compartments or equivalent open-saloon space with centre aisle   | ≥ 12 side-corridor compartments or equivalent open-saloon space with centre aisle | Reserved    | Two or three axles                                      |
| 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class couchette cars      | 4                      | 10 1 <sup>st</sup> /2 <sup>nd</sup> class compartments                          | Reserved  | Reserved  | Reserved    | ≤ 9 1 <sup>st</sup> /2 <sup>nd</sup> class compartments |

<sup>12</sup> For EU Member States the applications should be sent to ERA.

<sup>13</sup> Table equivalent to the one published on ERA website on 18.03.2014.


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|   |   |   |   |   |   |  |
|---|---|---|---|---|---|--|
| 2 <sup>nd</sup> class<br>couchette cars   | 5 | 10 compartments   | 11 compartments   | ≥ 12 compartments   | Reserved  | Reserved   |
| Reserved                                  | 6 | Reserved  | Reserved  | Reserved  | Reserved  | Reserved   |
| Sleeping cars                             | 7 | 10 compartments   | 11 compartments   | 12 compartments   | < 10 2 <sup>nd</sup> class compartments   | < 10 1 <sup>st</sup> class compartments  |
| Vehicles of<br>special design<br>and vans | 8 | Driving trailer with seats, all classes, with<br>or without luggage compartment, with<br>driving cab for reversible working | Vehicles with 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class seats<br>with luggage or mail compartment | Vehicles with 2 <sup>nd</sup> class seats with<br>luggage or mail compartment | Reserved  | Vehicles with seats, all<br>classes with specially-fitted<br>areas, e.g. children's play<br>area |
|   | 9 | Mail vans   | Luggage vans with mail compartment  | Luggage vans  | Luggage vans and two or<br>three-axle 2 <sup>nd</sup> class vehicles<br>with seats, with luggage or<br>mail compartment | Side-corridor luggage vans,<br>with or without compartment<br>under customs seal                 |

Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.

|   | 6th digit<br>5th digit | 5  | 6  | 7  | 8   | 9   |
|---|------------------------|--|--|--|---|---|
| Reserved  | 0                      | Reserved   | Reserved   | Reserved   | Reserved  | Reserved  |
| Vehicles with 1 <sup>st</sup><br>class seats  | 1                      | Reserved   | Double-deck coaches  | ≥ 7 side-corridor compartments or<br>equivalent open-saloon space<br>with centre aisle | 8 side-corridor compartments<br>or equivalent open-saloon<br>space with centre aisle      | 9 side-corridor compartments<br>or equivalent open-saloon<br>space with centre aisle      |
| Vehicles with 2 <sup>nd</sup><br>class seats  | 2                      | Only for OSJD, double-deck coaches   | Double-deck coaches  | Reserved   | ≥ 8 side-corridor<br>compartments or equivalent<br>open-saloon space with<br>centre aisle | 9 side-corridor compartments<br>or equivalent open-saloon<br>space with centre aisle      |
| Vehicles with 1 <sup>st</sup><br>or 1 <sup>st</sup> /2 <sup>nd</sup> class<br>seats | 3                      | Reserved   | Double-deck coaches  | Reserved   | ≥ 8 side-corridor<br>compartments or equivalent<br>open-saloon space with<br>centre aisle | 9 side-corridor compartments<br>or equivalent open-saloon<br>space with centre aisle      |
| 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class<br>couchette cars         | 4                      | Reserved   | Reserved   | Reserved   | Reserved  | ≤ 9 1 <sup>st</sup> class compartments  |
| 2 <sup>nd</sup> class<br>couchette cars   | 5                      | Reserved   | Reserved   | Reserved   | Reserved  | ≤ 9 compartments  |
| Reserved  | 6                      | Reserved   | Reserved   | Reserved   | Reserved  | Reserved  |
| Sleeping cars   | 7                      | > 12 compartments  | Reserved   | Reserved   | Reserved  | Reserved  |
| Vehicles of<br>special design<br>and vans   | 8                      | Coaches with seats and couchette cars, all<br>classes, with bar or buffet area | Double-deck driving coach with seats,<br>all classes, with or without luggage<br>compartment, with driving cab for<br>reversible working | Dining cars or coaches with bar<br>or buffet area, with luggage<br>compartment         | Dining cars   | Other special coaches<br>(conference, disco, bar,<br>cinema, video, ambulance<br>coaches) |
|   | 9                      | Two or three-axle luggage vans with mail<br>compartment                        | Other vans   | Two or three-axle car-carrying<br>wagons   | Car-carrying wagons   | Service vehicles  |

Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.

|  |  |                  |              |                                   |  |
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### NVR Specification: Appendix 6 Part 10 – Codes for the general characteristics of the hauled passenger stock (digits 7-8)

| Energy supply<br>Maximum speed | 8th digit<br>7th digit | 0                                      | 1                                    | 2   | 3  | 4  | 5                               | 6   | 7  | 8                                      | 9  |
|--------------------------------|------------------------|--|--------------------------------------|---|--|--|---------------------------------|---|--|--|--|
| < 120 km/h                     | 0                      | All tensions*                          | Reserved                             | 3000 V~<br>+ 3000 V=  | 1000 V~ *                                      | Reserved                                     | 1500 V~                         | Other tensions than<br>1000 V, 1500 V,<br>3000 V        | 1500 V~<br>+ 1500 V=                             | 3000 V=                                | Reserved   |
|                                | 1                      | All tensions*<br>+ Steam <sup>1</sup>  | 1000 V~<br>+ Steam <sup>1</sup>      | 1000 V~<br>+ Steam <sup>1</sup>   | 1000 V~<br>+ Steam <sup>1</sup>                | 1000 V~<br>+ Steam <sup>1</sup>              | 1000 V~<br>+ Steam <sup>1</sup> | Reserved  | 1500 V~<br>+ 1500 V=<br>+ Steam <sup>1</sup>     | 3000 V=<br>+ Steam <sup>1</sup>        | 3000 V=<br>+ Steam <sup>1</sup>                  |
|                                | 2                      | Steam <sup>1</sup>                     | Steam <sup>1</sup>                   | 3000 V~<br>+ 3000 V=<br>+ Steam <sup>1</sup>                                | Steam <sup>1</sup>                             | 3000 V~<br>+ 3000 V=<br>+ Steam <sup>1</sup> | Steam <sup>1</sup>              | 3000 V~<br>+ 3000 V=<br>1500 V~<br>+ Steam <sup>1</sup> | 1500 V~<br>+ Steam <sup>1</sup>                  | 1500 V~<br>+ Steam <sup>1</sup>        | A <sup>1</sup>                                   |
| 121 to 140 km/h                | 3                      | All tensions                           | Reserved                             | 1000 V~<br>+ 3000 V=  | 1000 V~ * <sup>1</sup>                         | 1000 V~ * <sup>1</sup>                       | 1000 V~                         | 1000 V~<br>+ 1500 V~<br>+ 1500 V=                       | 1500 V~<br>+ 1500 V=                             | 3000 V=                                | 3000 V=  |
|                                | 4                      | All tensions *<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup>  | 1000 V~ * <sup>1</sup><br>+ Steam <sup>1</sup> | 1500 V~<br>+ 1500 V=                         | 1000 V~<br>+ Steam <sup>1</sup> | 3000 V~<br>+ 3000 V=                                    | 1500 V~<br>+ 1500 V=<br>+ Steam <sup>1</sup>     | 3000 V=<br>+ Steam <sup>1</sup>        | Reserved   |
|                                | 5                      | All tensions *<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup>  | 1000 V~<br>+ Steam <sup>1</sup>                | Reserved                                     | 1500 V~<br>+ Steam <sup>1</sup> | Other tensions than<br>1000 V, 1500 V,<br>3000 V        | 1500 V~<br>+ 1500 V=<br>+ Steam <sup>1</sup>     | Reserved                               | Reserved   |
|                                | 6                      | Steam <sup>1</sup>                     | Reserved                             | 3000 V~<br>+ 3000 V=  | Reserved                                       | 3000 V~<br>+ 3000 V=                         | Reserved                        | Steam <sup>1</sup>                                      | Reserved   | Reserved                               | A <sup>1</sup>                                   |
| 141 to 160 km/h                | 7                      | All tensions *                         | All tensions                         | 1500 V~ <sup>1</sup><br>+ 3000 V= <sup>1</sup><br>All tensions <sup>2</sup> | 1000 V~ *                                      | 1500 V~<br>+ 1500 V=                         | 1000 V~                         | 1500 V~   | 1500 V~<br>+ 1500 V=                             | 3000 V=                                | 3000 V=  |
|                                | 8                      | All tensions *<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup> | 3000 V~<br>+ 3000 V=  | Reserved                                       | All tensions *<br>+ Steam <sup>1</sup>       | 1000 V~<br>+ Steam <sup>1</sup> | 3000 V~<br>+ 3000 V=                                    | Other tensions than<br>1000 V, 1500 V,<br>3000 V | All tensions *<br>+ Steam <sup>1</sup> | A <sup>1</sup><br>G <sup>2</sup>                 |
| > 160 km/h                     | 9                      | All tensions * <sup>2</sup>            | All tensions                         | All tensions<br>+ Steam <sup>1</sup>  | 1000 V~<br>+ 1500 V~                           | 1000 V~                                      | 1000 V~                         | Reserved  | 1500 V~<br>+ 1500 V=                             | 3000 V=                                | A <sup>1</sup> , A <sup>2</sup> , G <sup>2</sup> |

Notes:

<sup>1</sup> Only for domestic traffic vehicles

<sup>2</sup> Only for vehicles able to international traffic


All tensions Single phase alternating current 1000 V 51 to 15 Hz, single phase alternating current 1500 V 50 Hz, direct current 1500 V, direct current 3000 V. Can include single phase alternating current 3000 V 50 Hz

\* For certain vehicles with 1000V single phase alternating current, only one frequency, either 16 2/3 or 50 Hz, is permitted

**A** Autonomous heating, without train bus electricity supply line

**G** Vehicles with train bus electricity supply line for all voltages, but requiring a generator van to supply air-conditioning

**Steam** Steam heating only. If tensions are written, the code is also available for vehicles without steam heating.

|  |  |                  |              |                                   |
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## 16. CODES FOR THE TECHNICAL CHARACTERISTICS OF THE SPECIAL VEHICLES (DIGITS 6-8)

## NVR Specification: Appendix 6 Part 11 – Codes for the technical characteristics of the special vehicles (digits 6-8)

An application for a new code is filed with the registering entity (as referred to in the National Vehicle Register specifications A 94-20/2.2012) and sent to ERA or the Secretary General. A new code can be used only after publication by ERA<sup>14</sup>.

The tables in this section are copied from the ‘Part 11’ document as published on the ERA website<sup>15</sup>. The “Part 11” document consists of two tables:

- Authorised speed for special vehicles (digit 6)
- Type and sub-type of special vehicle (digits 7-8)

Part 11 is published on the ERA website ([www.era.europa.eu](http://www.era.europa.eu)).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

### Authorised speed for special vehicles (digit 6)


| Classification  |   |                    | Self-propelled travelling speed |            |        |
|---|---|--------------------|---------------------------------|------------|--------|
|   |   |                    | ≥ 100 km/h                      | < 100 km/h | 0 km/h |
| Can be put into a train   | V ≥ 100 km/h                                  | Self-propelled     | 1                               | 2          |        |
|   |   | Non self-propelled |                                 |            | 3      |
|   | V < 100 km/h and/or restrictions <sup>a</sup> | Self-propelled     |                                 | 4          |        |
|   |   | Non self-propelled |                                 |            | 5      |
| Cannot be put the a train   |   | Self-propelled     |                                 | 6          |        |
|   |   | Non self-propelled |                                 |            | 7      |
| Self-propelled rail/road vehicle than can be put into a train <sup>b</sup>    |   |                    |                                 | 8          |        |
| Self-propelled rail/road vehicle than cannot be put into a train <sup>b</sup> |   |                    |                                 | 9          |        |
| Non self-propelled rail/road vehicle <sup>b</sup>                             |   |                    |                                 |            | 0      |

**a** By restriction is meant a special position in a train (e.g. at the rear), an obligatory protection wagon, etc.

**b** Special conditions concerning inclusion in a train must be complied with.


<sup>14</sup> For EU Member States the applications should be sent to ERA.

<sup>15</sup> Table equivalent to the one published on ERA website on 20.01.2014.


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**Type and sub-type of special vehicle (digits 7-8)**

| <i>7th digit</i>                                    | <i>8th digit</i> | <i>Vehicles / machines</i>                                     |
|---|------------------|--|
| <b>1</b><br>Infrastructure<br>and<br>superstructure | <b>1</b>         | Track laying and renewal train                                 |
|   | <b>2</b>         | Switches and crossing laying equipment                         |
|   | <b>3</b>         | Track rehabilitation train                                     |
|   | <b>4</b>         | Ballast cleaning machine                                       |
|   | <b>5</b>         | Earthworks machine   |
|   | <b>6</b>         |  |
|   | <b>7</b>         |  |
|   | <b>8</b>         |  |
|   | <b>9</b>         | Rail-mounted crane (excl. re-railing)                          |
|   | <b>0</b>         | Other or general   |
| <b>2</b><br>Track                                   | <b>1</b>         | High capacity plain track tamping machine                      |
|   | <b>2</b>         | Other plain track tamping machines                             |
|   | <b>3</b>         | Tamping machine with stabilisation                             |
|   | <b>4</b>         | Tamping machine for switches and crossings                     |
|   | <b>5</b>         | Ballast plough   |
|   | <b>6</b>         | Stabilisation machine  |
|   | <b>7</b>         | Grinding and welding machine                                   |
|   | <b>8</b>         | Multi-purpose machine  |
|   | <b>9</b>         | Track inspection car   |
|   | <b>0</b>         | Other  |
| <b>3</b><br>Overhead line                           | <b>1</b>         | Multi-purpose machine  |
|   | <b>2</b>         | Rolling and unrolling machine                                  |
|   | <b>3</b>         | Mast installation machine                                      |
|   | <b>4</b>         | Drum carrier machine   |
|   | <b>5</b>         | Overhead line tensioning machine                               |
|   | <b>6</b>         | Machine with elevating work platform and machine with scaffold |
|   | <b>7</b>         | Cleaning train   |
|   | <b>8</b>         | Greasing train   |
|   | <b>9</b>         | Overhead line inspection car                                   |
|   | <b>0</b>         | Other  |
| <b>4</b><br>Structures                              | <b>1</b>         | Deck laying machine  |
|   | <b>2</b>         | Bridge inspection platform                                     |
|   | <b>3</b>         | Tunnel inspection platform                                     |
|   | <b>4</b>         | Gas purification machine                                       |
|   | <b>5</b>         | Ventilation machine  |
|   | <b>6</b>         | Machine with elevating work platform or with scaffold          |
|   | <b>7</b>         | Tunnel lighting machine  |
|   | <b>8</b>         |  |
|   | <b>9</b>         |  |
|   | <b>0</b>         | Other  |
| <b>5</b><br>Loading,                                | <b>1</b>         | Rail loading/unloading and transport machine                   |

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| <i>7th digit</i>                       | <i>8th digit</i> | <i>Vehicles / machines</i>  |
|--|------------------|---|
| unloading and various transport        | 2                | Loading/unloading and transport machine for ballast, gravel, etc. |
|  | 3                |   |
|  | 4                |   |
|  | 5                | Sleeper loading/unloading and transport machine                   |
|  | 6                |   |
|  | 7                |   |
|  | 8                | Loading/unloading and transport machine for switchgear, etc.      |
|  | 9                | Loading/unloading and transport machine for other materials       |
|  | 0                | Other   |
| 6<br>Measuring                         | 1                | Earthworks recording car  |
|  | 2                | Track recording car   |
|  | 3                | Overhead line recording car                                       |
|  | 4                | Gauge recording car   |
|  | 5                | Signalling recording car  |
|  | 6                | Telecommunications recording car                                  |
|  | 7                |   |
|  | 8                |   |
|  | 9                |   |
|  | 0                | Other   |
| 7<br>Emergency                         | 1                | Emergency crane   |
|  | 2                | Emergency haulage car   |
|  | 3                | Emergency tunnel train  |
|  | 4                | Emergency car   |
|  | 5                | Fire car  |
|  | 6                | Sanitary vehicle  |
|  | 7                | Equipment car   |
|  | 8                |   |
|  | 9                |   |
|  | 0                | Other   |
| 8<br>Traction, transport, energy, etc. | 1                | Tractive units  |
|  | 2                |   |
|  | 3                | Transport car (excl. 59)  |
|  | 4                | Power car   |
|  | 5                | Track car / powered car   |
|  | 6                |   |
|  | 7                | Concreting car  |
|  | 8                |   |
|  | 9                |   |
|  | 0                | Other   |
| 9<br>Environment                       | 1                | Self-propelled snow plough  |
|  | 2                | Hauled snow plough  |
|  | 3                | Snow broom  |
|  | 4                | De-icing machine  |
|  | 5                | Weed-killing machine  |
|  | 6                | Rail cleaning machine   |
|  | 7                |   |
|  | 8                |   |
|  | 9                |   |

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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| 7th digit             | 8th digit | Vehicles / machines          |
|-----------------------|-----------|------------------------------|
|                       | <b>0</b>  | Other                        |
| <b>0</b><br>Rail/road | <b>1</b>  | Category 1 rail/road machine |
|                       | <b>2</b>  |                              |
|                       | <b>3</b>  | Category 2 rail/road machine |
|                       | <b>4</b>  |                              |
|                       | <b>5</b>  | Category 3 rail/road machine |
|                       | <b>6</b>  |                              |
|                       | <b>7</b>  | Category 4 rail/road machine |
|                       | <b>8</b>  |                              |
|                       | <b>9</b>  |                              |
|                       | <b>0</b>  | Other                        |

## 17. LETTER MARKING FOR WAGONS EXCLUDING ARTICULATED AND MULTIPLE WAGONS

An application for a new code is filed with the registering entity (as referred to in the National Vehicle Register specifications A 94-20/2.2012) and sent to ERA or the Secretary General. A new code can be used only after publication by ERA<sup>16</sup>.

The tables in this section are copied from the ‘Part 12’ document as published on the ERA website<sup>17</sup>. The ‘Part 12’ document consists of 10 tables:

- CATEGORY LETTER: **E** - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **F** - OPEN HIGH-SIDED WAGON
- CATEGORY LETTER: **G** – COVERED WAGON
- CATEGORY LETTER: **H** – COVERED WAGON
- CATEGORY LETTER: **I** – TEMPERATURE-CONTROLLED WAGON
- CATEGORY LETTER: **K** – 2-AXLE FLAT WAGON
- CATEGORY LETTER: **L** – 2-AXLE FLAT WAGON
- CATEGORY LETTER: **O** – MIXED FLAT AND OPEN HIGH-SIDED WAGON

## NVR Specification: Appendix 6 Part 12 — Letter marking for wagons excluding articulated and multiple wagons


Part 12 is published on the ERA website ([www.era.europa.eu](http://www.era.europa.eu)).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

<sup>16</sup> For EU Member States the applications should be sent to ERA.

<sup>17</sup> Table equivalent to the one published on ERA website on 20.01.2014.



|  |  |                  |              |                                   |
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- CATEGORY LETTER: **R** –FLAT BOGIES WAGON
- CATEGORY LETTER: **S** –FLAT BOGIES WAGON
- CATEGORY LETTER: **T** – WAGON WITH OPENING ROOF
- CATEGORY LETTER: **U** - SPECIAL WAGONS
- CATEGORY LETTER: **Z** - TANK WAGON
- CATEGORY LETTER: **F** - OPEN HIGH-SIDED WAGON (2 units)
- CATEGORY LETTER: **H** - COVERED WAGON (2 units)
- CATEGORY LETTER: **I** - TEMPERATURE CONTROLLED WAGON (2 units)
- CATEGORY LETTER: **L** - FLAT WAGON WITH SEPARATE AXLES (2 units)
- CATEGORY LETTER: **S** - FLAT BOGIE WAGON (2 units)
- CATEGORY LETTER: **T** - WAGON WITH OPENING ROOF (2 units)
- CATEGORY LETTER: **U** - SPECIAL WAGONS (2 units)
- CATEGORY LETTER: **Z** - TANK WAGON (2 units)

## DEFINITION OF THE CATEGORY AND INDEX LETTERS

### 1. Important notes

In the attached tables:

- the information given in meters refers to the inside length of the wagons (lu);
- the information given in tonnes (tu) corresponds to the highest load limit shown in the loading table for the wagon in question, this limit being determined in accordance with the procedures laid down.

### 2. Index letters with an international value common to all categories

**q** pipe for electric heating which can be supplied by all accepted currents

**qq** pipe and installation for electric heating which can be supplied by all accepted currents

**s** wagons authorised to run under "s" conditions (see Annex B of Rolling Stock TSI / UTP WAG)

**ss** wagons authorised to run under "ss" conditions (see Annex B of Rolling Stock TSI / UTP WAG)


### 3. Index letters with a national value

t, u, v, w, x, y, z

The value of these letters is defined by each

Contracting State.


Member State.

|  |  |                  |              |                                   |
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# **CATEGORY LETTER: E - OPEN HIGH-SIDED WAGON**

| Reference wagon | of ordinary type,<br>with side and end tipping, with flat floor<br>with 2 axles: $lu \geq 7,70m$ ; $25t \leq tu \leq 30t$<br>with 4 axles: $lu \geq 12m$ ; $50t \leq tu \leq 60t$<br>with 6 axles or more: $lu \geq 12m$ ; $60t \leq tu \leq 75t$ |   |
|-----------------|---|---|
| Index letters   | a   | with 4 axles                                  |
|                 | aa  | with 6 axles or more                          |
|                 | c   | with floor traps <sup>a</sup>                 |
|                 | k   | with 2 axles: $tu < 20t$                      |
|                 |   | with 4 axles: $tu < 40t$                      |
|                 |   | with 6 axles or more: $tu < 50t$              |
|                 | kk  | with 2 axles: $20t \leq tu < 25t$             |
|                 |   | with 4 axles: $40t \leq tu < 50t$             |
|                 |   | with 6 axles or more: $50t \leq tu < 60t$     |
|                 | l   | without side tipping                          |
|                 | ll  | without floor traps <sup>b</sup>              |
|                 | m   | with 2 axles: $lu < 7,70m$                    |
|                 |   | with 4 axles or more: $lu < 12m$              |
|                 | mm  | with 4 axles or more: $lu > 12m$ <sup>b</sup> |
|                 | n   | with 2 axles: $tu > 30t$                      |
|                 |   | with 4 axles: $tu > 60t$                      |
|                 |   | with 6 axles or more: $tu > 75t$              |
|                 | o   | without end tipping                           |
|                 | p   | with station for brakeman <sup>b</sup>        |

- a** This concept only applies to open high-sided wagons with a flat floor, and provided with a device enabling them to be used, either as ordinary wagons with a flat bottom, or for gravity unloading of certain goods by suitable positioning of the traps.
- b** Only applicable to wagons with gauge of 1520 mm.

|  |  |                  |              |                                   |
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# CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON

| Reference wagon | of special type,<br>with 2 axles: $25t \leq tu \leq 30t$<br>with 3 axles: $25t \leq tu \leq 40t$<br>with 4 axles: $50t \leq tu \leq 60t$<br>with 6 axles or more: $60t \leq tu \leq 75t$ |  |
|-----------------|--|--|
| Index letters   | a  | with 4 axles   |
|                 | aa   | with 6 axles or more   |
|                 | b  | high capacity with axles (volume $> 45m^3$ )   |
|                 | c  | with controlled gravity unloading, on both sides, alternately, at the top <sup>a</sup>                                   |
|                 | cc   | with controlled gravity unloading, on both sides, alternately, at the bottom <sup>a</sup>                                |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)  |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)   |
|                 | k  | with 2 or 3 axles: $tu < 20t$<br>with 4 axles: $tu < 40t$<br>with 6 axles or more: $tu < 50t$                            |
|                 | kk   | with 2 or 3 axles: $20t \leq tu < 25t$<br>with 4 axles: $40t \leq tu < 50t$<br>with 6 axles or more: $50t \leq tu < 60t$ |
|                 | l  | with bulk gravity unloading, on both sides, simultaneously, at the top <sup>a</sup>                                      |
|                 | ll   | with bulk gravity unloading, on both sides, simultaneously, at the bottom <sup>a</sup>                                   |
|                 | n  | with 2 axles: $tu > 30t$<br>with 3 axles: $tu > 40t$<br>with 4 axles: $tu > 60t$<br>with 6 axles or more: $tu > 75t$     |
|                 | o  | with axial bulk gravity unloading, at the top <sup>a</sup>   |
|                 | oo   | with axial bulk gravity unloading, at the bottom <sup>a</sup>  |
|                 | p  | with axial controlled gravity unloading, at the top <sup>a</sup>   |
|                 | pp   | with axial controlled gravity unloading, at the bottom <sup>a</sup>  |
|                 | ppp  | with station for brakeman <sup>b</sup>   |


**a** Wagons with gravity unloading in category F are open wagons, which do not have a flat floor and have no tipping facility either at the end or the side.

**b** Only applicable to wagons with gauge of 1520 mm.

The method of unloading these wagons is defined by a combination of the following characteristics:


## Arrangement of the unloading apertures:

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails
  - (For these wagons, unloading is:
    - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
    - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

|  |  |                  |              |                                   |
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*Rate of unloading:*

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped


|  |  |                  |              |                                   |
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# CATEGORY LETTER: G – COVERED WAGON

| Reference wagon | of ordinary type,<br>with at least 8 ventilation apertures<br>with 2 axles: $9m \leq lu < 12m$ ; $25t \leq tu \leq 30t$<br>with 4 axles: $15m \leq lu < 18m$ ; $50t \leq tu \leq 60t$<br>with 6 axles or more: $15m \leq lu < 18m$ ; $60t \leq tu \leq 75t$ |   |
|-----------------|---|---|
| Index letters   | a   | with 4 axles  |
|                 | aa  | with 6 axles or more  |
|                 | b   | high capacity: - with 2 axles: $lu \geq 12m$ and payload capacity $\geq 70m^3$<br>- with 4 axles or more: $lu \geq 18m$ |
|                 | bb  | with 4 axles or more: $lu > 18m^a$  |
|                 | g   | for grain   |
|                 | h   | for fruits and vegetables <sup>b</sup>  |
|                 | k   | with 2 axles: $tu < 20t$<br>with 4 axles: $tu < 40t$<br>with 6 axles or more: $tu < 50t$                                |
|                 | kk  | with 2 axles: $20t \leq tu < 25t$<br>with 4 axles: $40t \leq tu < 50t$<br>with 6 axles or more: $50t \leq tu < 60t$     |
|                 | l   | with less than 8 ventilation apertures  |
|                 | ll  | with enlarged doors apertures <sup>a</sup>  |
|                 | m   | with 2 axles: $lu < 9m$<br>with 4 axles or more: $lu < 15m$   |
|                 | n   | with 2 axles: $tu > 30t$<br>with 4 axles: $tu > 60t$<br>with 6 axles or more: $tu > 75t$                                |
|                 | o   | with 2 axles: $lu < 12m$ and payload capacity $\geq 70m^3$  |
|                 | p   | with station for brakeman <sup>a</sup>  |

**a** Only applicable to wagons with gauge of 1520 mm.


**b** The concept "for fruits and vegetables" applies only to wagons provided with additional ventilation apertures at the floor level.

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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# **CATEGORY LETTER: H – COVERED WAGON**

| Reference wagon | of special type,<br>with 2 axles: $9m \leq lu < 12m$ ; $25t \leq tu \leq 28t$<br>with 4 axles: $15m \leq lu < 18m$ ; $50t \leq tu \leq 60t$<br>with 6 axles or more: $15m \leq lu < 18m$ ; $60t \leq tu \leq 75t$ |   |
|-----------------|---|---|
| Index letters   | a   | with 4 axles  |
|                 | aa  | with 6 axles or more  |
|                 | b   | - with 2 axles: $12m \leq lu \leq 14m$ and payload capacity $\geq 70m^3$ <sup>a</sup><br>- with 4 axles or more: $18m \leq lu \leq 22m$ |
|                 | bb  | with 2 axles: $lu \geq 14m$<br>with 4 axles or more: $lu \geq 22m$  |
|                 | c   | with end doors  |
|                 | cc  | with end doors and fitted internally for the transport of motor cars  |
|                 | d   | with floor traps  |
|                 | dd  | with tipping body <sup>b</sup>  |
|                 | e   | with 2 floors   |
|                 | ee  | with 3 floors or more   |
|                 | f   | suitable for traffic with Great Britain <sup>a</sup>  |
|                 | ff  | suitable for traffic with Great Britain (by tunnel exclusively)   |
|                 | fff   | suitable for traffic with Great Britain (by train-ferry exclusively) <sup>a</sup>   |
|                 | g   | for grain   |
|                 | gg  | for cement <sup>b</sup>   |
|                 | h   | for fruits and vegetables <sup>c</sup>  |
|                 | hh  | for mineral fertilizer <sup>b</sup>   |
|                 | i   | with opening or shunt walls   |
|                 | ii  | with very robust opening or shunt walls <sup>d</sup>  |
|                 | k   | with 2 axles: $tu < 20t$<br>with 4 axles: $tu < 40t$<br>with 6 axles or more: $tu < 50t$  |
|                 | kk  | with 2 axles: $20t \leq tu < 25t$<br>with 4 axles: $40t \leq tu < 50t$<br>with 6 axles or more: $50t \leq tu < 60t$                     |
|                 | l   | with movable partitions <sup>e</sup>  |
|                 | ll  | with lockable movable partitions <sup>e</sup>   |
|                 | m   | with 2 axles: $lu < 9m$<br>with 4 axles or more: $lu < 15m$   |
|                 | mm  | with 4 axles or more: $lu > 18m$ <sup>b</sup>   |
|                 | n   | with 2 axles: $tu > 28t$<br>with 4 axles: $tu > 60t$<br>with 6 axles or more: $tu > 75t$  |
|                 | o   | with 2 axles: $12m < lu < 14m$ and payload capacity $\geq 70m^3$  |
|                 | p   | with station for brakeman <sup>b</sup>  |

- a** 2-axle wagons bearing the index letters "f", "fff" can have a payload capacity less than 70 m<sup>3</sup>.
- b** Only applicable to wagons with gauge of 1520 mm.
- c** The concept "for fruits and vegetables" applies only to wagons provided with additional ventilation apertures at the floor level.
- d** Only applicable to wagons with gauge of 1435 mm.
- e** Movable partitions may be dismounted temporarily.


|  |  |                  |              |                                   |
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# CATEGORY LETTER: I – TEMPERATURE-CONTROLLED WAGON

| Reference wagon | refrigerator wagon,<br>with class IN thermal insulation,<br>with motor-driven ventilation, with gratings and ice bunker $\geq 3,5m^3$<br>with 2 axles: $19m^2 \leq \text{floor area} < 22m^2$ ; $15t \leq tu \leq 25t$<br>with 4 axles: floor area $\geq 39m^2$ ; $30t \leq tu \leq 40t$ |  |
|-----------------|--|--|
| Index letters   | a  | with 4 axles   |
|                 | b  | with 2 axles and large floor area: $22m^2 \leq \text{floor area} \leq 27m^2$                   |
|                 | bb   | with 2 axles and very large floor area: floor area $> 27m^2$                                   |
|                 | c  | with meat hooks  |
|                 | d  | for fish   |
|                 | e  | with electric ventilation  |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                                |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                           |
|                 | g  | with mechanical refrigeration <sup>a b</sup>   |
|                 | gg   | refrigerator with liquefied gas <sup>a</sup>   |
|                 | h  | with class IR thermal insulation   |
|                 | i  | mechanically refrigerated by the machinery of an accompanying technical wagon <sup>a b c</sup> |
|                 | ii   | accompanying technical wagon <sup>a c</sup>  |
|                 | k  | with 2 axles: $tu > 15t$<br>with 4 axles: $tu < 30t$   |
|                 | l  | insulated without ice bunkers <sup>a d</sup>   |
|                 | m  | with 2 axles: floor area $< 19m^2$<br>with 4 axles: floor area $< 39m^2$                       |
|                 | mm   | with 4 axles: floor area $\geq 39m^2$ <sup>e</sup>   |
|                 | n  | with 2 axles: $tu > 25t$<br>with 4 axles: $tu > 40t$   |
|                 | o  | with ice bunkers of capacity less than $3,5m^3$ <sup>d</sup>                                   |
|                 | p  | without gratings   |

- a** The index letter "l" shall not be marked on wagons bearing the index letters "g", "gg", "i" or "ii".
- b** Wagons bearing both the index letters "g" and "i" can be used individually or in a mechanically refrigerated raft.
- c** The concept of "accompanying technical wagon" applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.
- d** The index letter "o" shall not be marked on wagons bearing the index letter "l".
- e** Only applicable to wagons with gauge of 1520 mm.

Note: The floor area of covered refrigerator wagons is always determined taking into account the use of ice bunkers.


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#### CATEGORY LETTER: K – 2-AXLE FLAT WAGON

| Reference wagon | of ordinary type,<br>with drop sides and short stanchions<br>$lu \geq 12m$ ; $25t \leq tu \leq 30t$ |  |
|-----------------|---|--|
| Index letters   | b   | with long stanchions                                     |
|                 | g   | fitted for the transport of containers <sup>a</sup>      |
|                 | i   | with removable cover and non-removable ends <sup>b</sup> |
|                 | j   | with shock-absorbing device                              |
|                 | k   | $tu < 20t$   |
|                 | kk  | $20t \leq tu < 25t$                                      |
|                 | l   | without stanchions                                       |
|                 | m   | $9m \leq lu < 12m$                                       |
|                 | mm  | $lu < 9m$  |
|                 | n   | $tu > 30t$   |
|                 | o   | with non-removable sides                                 |
|                 | p   | without sides <sup>b</sup>                               |
|                 | pp  | with removable sides                                     |

- a** Index letter “g” may be used together with category letter K exclusively for ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category L.
- b** The index letter “p” shall not be marked on wagons bearing index letter “i”




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# CATEGORY LETTER: L – 2-AXLE FLAT WAGON


| Reference wagon | of special type,<br>$lu \geq 12m$ ; $25t \leq tu \leq 30t$ |  |
|-----------------|--|--|
| Index letters   | b  | with special fittings for securing purposes for medium-sized containers (pa) <sup>a</sup>  |
|                 | c  | with swivelling bolster <sup>a</sup>   |
|                 | d  | fitted out for the transport of motor cars, without deck <sup>a</sup>                      |
|                 | e  | with decks for the transport of motor cars <sup>a</sup>                                    |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                            |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                       |
|                 | g  | fitted for the transport of containers (except pa) <sup>a b</sup>                          |
|                 | h  | fitted out for the transport of steel coils, eye to side <sup>a c</sup>                    |
|                 | hh   | fitted out for the transport of steel coils, eye to sky <sup>a c</sup>                     |
|                 | i  | with removable cover and non-removable ends <sup>a</sup>                                   |
|                 | ii   | With very robust removable metallic cover <sup>d</sup> and non-removable ends <sup>a</sup> |
|                 | j  | with shock-absorbing device  |
|                 | k  | $tu < 20t$   |
|                 | kk   | $20t \leq tu < 25t$  |
|                 | l  | without stanchions <sup>a</sup>  |
|                 | m  | $9m \leq lu < 12m$   |
|                 | mm   | $lu < 9m$  |
|                 | n  | $tu > 30t$   |
|                 | p  | without sides <sup>b</sup>   |

- a** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- b** Wagons used solely for the transport of containers (except pa)
- c** Wagons used solely for the transport of steel coils.
- d** Only applicable to wagons with gauge of 1435 mm.

|  |  |                  |              |                                   |
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**CATEGORY LETTER: O – MIXED FLAT AND OPEN HIGH-SIDED WAGON**


|                 |     |  |
|-----------------|-----|--|
| Reference wagon |     | of ordinary type,<br>with 2 or 3 axles; with drop sides or ends and stanchions<br>with 2 axles: $lu \geq 12m$ ; $25t \leq tu \leq 30t$<br>with 3 axles: $lu \geq 12m$ ; $25t \leq tu \leq 40t$ |
| Index letters   | a   | with 3 axles   |
|                 | f   | suitable for traffic with Great Britain  |
|                 | ff  | suitable for traffic with Great Britain (by tunnel exclusively)  |
|                 | fff | suitable for traffic with Great Britain (by train-ferry exclusively)   |
|                 | k   | $tu < 20t$   |
|                 | kk  | $20t \leq tu < 25t$  |
|                 | l   | without stanchions   |
|                 | m   | $9m \leq lu < 12m$   |
|                 | mm  | $lu < 9m$  |
|                 | n   | with 2 axles: $tu > 30t$<br>with 3 axles: $tu > 40t$   |

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#### CATEGORY LETTER: R –FLAT BOGIES WAGON

| Reference wagon | of ordinary type,<br>with drop ends and stanchions<br>$18m \leq lu < 22m$ ; $50t \leq tu \leq 60t$ |   |
|-----------------|--|---|
| Index letters   | b  | $lu \geq 12m$   |
|                 | e  | with drop sides   |
|                 | g  | fitted for the transport of containers <sup>a</sup>                   |
|                 | h  | fitted out for the transport of steel coils, eye to side <sup>b</sup> |
|                 | hh   | fitted out for the transport of steel coils, eye to sky <sup>b</sup>  |
|                 | i  | with removable cover and non-removable ends <sup>c</sup>              |
|                 | j  | with shock-absorbing device   |
|                 | k  | $tu < 40t$  |
|                 | kk   | $40t \leq tu < 50t$   |
|                 | l  | without stanchions  |
|                 | m  | $15m \leq lu < 18m$   |
|                 | mm   | $lu < 15m$  |
|                 | n  | $tu > 60t$  |
|                 | o  | with non-removable ends less than 2 m in height                       |
|                 | oo   | with non-removable ends, 2 m or more in height <sup>c</sup>           |
|                 | p  | without drop ends <sup>c</sup>  |
|                 | pp   | with removable sides  |


- a** The use of the index letter “g” associated with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category S.
- b** The use of the index letter “h” or “hh” together with the category letter R is only possible in the case of ordinary wagons which have only been additionally fitted out for the transport of containers. Wagons fitted out solely for the transport of containers must be classified in category S.
- c** The index letters "oo" and/or "p" shall not be marked on wagons bearing index letter "i".

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# CATEGORY LETTER: S –FLAT BOGIES WAGON

| Reference wagon | of special type,<br>with 4 axles: $lu \geq 18m$ ; $50t \leq tu \leq 60t$<br>with 6 axles or more: $lu \geq 22m$ ; $60t \leq tu \leq 75t$ |  |
|-----------------|--|--|
| Index letters   | a  | with 6 axles (2 bogies of 3 axles)   |
|                 | aa   | with 8 axles or more   |
|                 | aaa  | with 4 axles (2 bogies of 2 axles) <sup>a</sup>  |
|                 | b  | with special fittings for securing purposes for medium-sized containers (pa) <sup>b</sup>            |
|                 | c  | with swivelling bolster <sup>b</sup>   |
|                 | d  | fitted out for the transport of motor cars, without deck <sup>b c</sup>                              |
|                 | e  | with decks for the transport of motor cars <sup>b</sup>  |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                                      |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                                 |
|                 | g  | fitted for the transport of containers, total loading length $\leq 60'$ (except pa) <sup>b c d</sup> |
|                 | gg   | fitted for the transport of containers, total loading length $> 60'$ (except pa) <sup>b c d</sup>    |
|                 | h  | fitted out for the transport of steel coils, eye to side <sup>b e</sup>                              |
|                 | hh   | fitted out for the transport of steel coils, eye to sky <sup>b e</sup>                               |
|                 | i  | with removable cover and non-removable ends <sup>b</sup>   |
|                 | ii   | With very robust removable metallic cover <sup>f</sup> and non-removable ends <sup>b</sup>           |
|                 | j  | with shock-absorbing device  |
|                 | k  | with 4 axles: $tu < 40t$<br>with 6 axles or more: $tu < 50t$   |
|                 | kk   | with 4 axles: $40t \leq tu < 50t$<br>with 6 axles or more: $50t \leq tu < 60t$                       |
|                 | l  | without stanchions <sup>b</sup>  |
|                 | m  | with 4 axles: $15m \leq lu < 18m$<br>with 6 axles or more: $18m \leq lu < 22m$                       |
|                 | mm   | with 4 axles: $lu < 15m$<br>with 6 axles or more: $lu < 18m$   |
|                 | mmm  | with 4 axles: $lu \geq 22m$ <sup>a</sup>   |
|                 | n  | with 4 axles: $tu > 60t$<br>with 6 axles or more: $tu > 75t$   |
|                 | p  | without sides <sup>b</sup>   |


- a** Only applicable to wagons with gauge of 1520 mm.
- b** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "gg", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- c** Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters "g" or "gg" and the letter "d".
- d** Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.
- e** Wagons used solely for the transport of steel coils.
- f** Only applicable to wagons with gauge of 1435 mm.

|  |  |                  |              |                                   |
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### CATEGORY LETTER: T – WAGON WITH OPENING ROOF

| Reference wagon | with 2 axles: $9m \leq lu < 12m$ ; $25t \leq tu \leq 30t$<br>with 4 axles: $15m \leq lu < 18m$ ; $50t \leq tu \leq 60t$<br>with 6 axles or more: $15m \leq lu < 18m$ ; $60t \leq tu \leq 75t$ |   |
|-----------------|---|---|
| Index letters   | a   | with 4 axles  |
|                 | aa  | with 6 axles or more  |
|                 | b   | high capacity: with 2 axles: $lu \geq 12m$<br>with 4 axles or more: $lu \geq 18m$ <sup>a b</sup>                    |
|                 | c   | with end doors  |
|                 | d   | with controlled gravity unloading, on both sides, alternately, at the top <sup>a b c</sup>                          |
|                 | dd  | with controlled gravity unloading, on both sides, alternately, at the bottom <sup>a b c</sup>                       |
|                 | e   | with unobstructed height of the doors $> 1,90m$ <sup>a b c</sup>  |
|                 | f   | suitable for traffic with Great Britain   |
|                 | ff  | suitable for traffic with Great Britain (by tunnel exclusively)   |
|                 | fff   | suitable for traffic with Great Britain (by train-ferry exclusively)  |
|                 | g   | for grain   |
|                 | h   | fitted out for the transport of steel coils, eye to side  |
|                 | hh  | fitted out for the transport of steel coils, eye to sky   |
|                 | i   | with opening walls <sup>a</sup>   |
|                 | j   | with shock-absorbing device   |
|                 | k   | with 2 axles: $tu < 20t$<br>with 4 axles: $tu < 40t$<br>with 6 axles or more: $tu < 50t$                            |
|                 | kk  | with 2 axles: $20t \leq tu < 25t$<br>with 4 axles: $40t \leq tu < 50t$<br>with 6 axles or more: $50t \leq tu < 60t$ |
|                 | l   | with bulk gravity unloading, on both sides, simultaneously, at the top <sup>a b c</sup>                             |
|                 | ll  | with bulk gravity unloading, on both sides, simultaneously, at the bottom <sup>a b c</sup>                          |
|                 | m   | with 2 axles: $lu < 9m$<br>with 4 axles or more: $lu < 15m$ <sup>b</sup>  |
|                 | n   | with 2 axles: $tu > 30t$<br>with 4 axles: $tu > 60t$<br>with 6 axles or more: $tu > 75t$                            |
|                 | o   | with axial bulk gravity unloading, at the top <sup>a b c</sup>  |
|                 | oo  | with axial bulk gravity unloading, at the bottom <sup>a b c</sup>   |
|                 | p   | with axial controlled gravity unloading, at the top <sup>a b c</sup>  |
|                 | pp  | with axial controlled gravity unloading, at the bottom <sup>a b c</sup>   |

- a** Index letter “e”:
- is optional on wagons bearing the index letter “b” (but numerical codes must always correspond to letter markings on wagons),
  - shall not be marked on wagons bearing the index letters “d”, “dd”, “i”, “l”, “ll”, “o”, “oo”, “p” ou “pp”.
- b** Index letter “b” and “m” shall not be marked on wagons bearing the index letters “d”, “dd”, “l”, “ll”, “o”, “oo”, “p” or “pp”.
- c** Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

|  |  |                  |              |                                   |
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The method of unloading these wagons is defined by a combination of the following characteristics:

*Arrangement of the unloading apertures:*

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails
  - (For these wagons, unloading is:
    - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
    - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

*Rate of unloading:*

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

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## CATEGORY LETTER: U - SPECIAL WAGONS


| Reference wagon | other than those in categories F, H, L, S or Z<br>with 2 axles: $25t \leq tu \leq 30t$<br>with 3 axles: $25t \leq tu \leq 40t$<br>with 4 axles: $50t \leq tu \leq 60t$<br>with 6 axles or more: $60t \leq tu \leq 75t$ |   |
|-----------------|--|---|
| Index letters   | a  | with 4 axles  |
|                 | aa   | with 6 axles or more  |
|                 | c  | with unloading under pressure   |
|                 | d  | with controlled gravity unloading, on both sides, alternately, at the top <sup>a</sup>  |
|                 | dd   | with controlled gravity unloading, on both sides, alternately, at the bottom <sup>a</sup>   |
|                 | f  | suitable for traffic with Great Britain   |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)   |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)  |
|                 | g  | for grain   |
|                 | i  | fitted out for the transport objects which should exceed the gauge if they were loaded on ordinary wagons <sup>b c</sup>          |
|                 | k  | with 2 or 3 axles: $tu < 20t$<br>with 4 axles: $tu < 40t$<br>with 6 axles or more: $tu < 50t$                                     |
|                 | kk   | with 2 or 3 axles: $20t \leq tu < 25t$<br>with 4 axles: $40t \leq tu < 50t$<br>with 6 axles or more: $50t \leq tu < 60t$          |
|                 | l  | with bulk gravity unloading, on both sides, simultaneously, at the top <sup>a</sup>   |
|                 | ll   | with bulk gravity unloading, on both sides, simultaneously, at the bottom <sup>a</sup>  |
|                 | n  | with 2 axles: $tu > 30t$<br>with 3 axles: $tu > 40t$<br>with 4 axles: $tu > 60t$<br>with 6 axles or more: $tu > 75t$ <sup>c</sup> |
|                 | o  | with axial bulk gravity unloading, at the top <sup>a</sup>  |
|                 | oo   | with axial bulk gravity unloading, at the bottom <sup>a</sup>   |
|                 | p  | with axial bulk gravity unloading, at the top <sup>a</sup>  |
|                 | pp   | with axial bulk gravity unloading, at the bottom <sup>a</sup>   |

- a** Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.
- b** In particular:
- well wagons
  - wagons with a central recess
  - wagons with an ordinary sloping diagonal permanent control desk
- c** Index letter "n" shall not be marked on wagons bearing the index letter "i".

The method of unloading these wagons is defined by a combination of the following characteristics:

*Arrangement of the unloading apertures:*

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails

|  |  |                  |              |                                   |
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(For these wagons, unloading is:

- simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
- alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

*Rate of unloading:*

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped.




|  |  |                  |              |                                   |
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# **CATEGORY LETTER: Z - TANK WAGON**

| Reference wagon | with metal shell, for the transport of liquids or gases<br>with 2 axles: $25t \leq tu \leq 30t$<br>with 3 axles: $25t \leq tu \leq 40t$<br>with 4 axles: $50t \leq tu \leq 60t$<br>with 6 axles or more: $60t \leq tu \leq 75t$ |   |
|-----------------|---|---|
| Index letters   | a   | with 4 axles  |
|                 | aa  | with 6 axles or more  |
|                 | b   | for oil products <sup>a</sup>   |
|                 | c   | with unloading under pressure <sup>b</sup>  |
|                 | d   | for food and chemical products <sup>a</sup>   |
|                 | e   | fitted with heating devices   |
|                 | f   | suitable for traffic with Great Britain   |
|                 | ff  | suitable for traffic with Great Britain (by tunnel exclusively)                               |
|                 | fff   | suitable for traffic with Great Britain (by train-ferry exclusively)                          |
|                 | g   | for the transport of gases under pressure, liquefied or dissolved under pressure <sup>b</sup> |
|                 | i   | tank of non-metallic material   |
|                 | j   | with shock-absorbing device   |
|                 | k   | with 2 or 3 axles: $tu < 20t$   |
|                 |   | with 4 axles: $tu < 40t$  |
|                 |   | with 6 axles or more: $tu < 50t$  |
|                 | kk  | with 2 or 3 axles: $20t \leq tu < 25t$  |
|                 |   | with 4 axles: $40t \leq tu < 50t$   |
|                 |   | with 6 axles or more: $50t \leq tu < 60t$   |
|                 | n   | with 2 axles: $tu > 30t$  |
|                 |   | with 3 axles: $tu > 40t$  |
|                 |   | with 4 axles: $tu > 60t$  |
|                 |   | with 6 axles or more: $tu > 75t$ <sup>c</sup>   |
|                 | p   | with station for brakeman <sup>a</sup>  |

**a** Only applicable to wagons with gauge of 1520 mm.

**b** The index letter "c" shall not be marked on wagons bearing the index letter "g".

|   |  |                  |              |                                   |
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# LETTER MARKING FOR WAGONS FOR ARTICULATED AND MULTIPLE WAGONS

## DEFINITION OF THE CATEGORY AND INDEX LETTERS

### 1. Important notes

In the attached tables, the information given in meters refers to the inside length of the wagons (lu).

### 2. Index letters with an international value common to all categories

**q** pipe for electric heating which can be supplied by all accepted currents

**qq** pipe and installation for electric heating which can be supplied by all accepted currents

**s** wagons authorised to run under "s" conditions (see annex B of rolling stock TSI / UTP WAG)

**ss** wagons authorised to run under "ss" conditions (see annex B of rolling stock TSI / UTP WAG)


### 3. Index letters with a national value

t, u, v, w, x, y, z

The value of these letters is defined by each

Contracting State.

Member State.

|  |  |                  |              |                                   |
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#### CATEGORY LETTER: F - OPEN HIGH-SIDED WAGON

| Reference wagon | Articulated or multiple wagon<br>with axles, with 2 units<br>$22m \leq lu < 27m$ |   |
|-----------------|--|---|
| Index letters   | a  | with bogies   |
|                 | c  | with controlled gravity unloading, on both sides, alternately, at the top <sup>a</sup>    |
|                 | cc   | with controlled gravity unloading, on both sides, alternately, at the bottom <sup>a</sup> |
|                 | e  | with 3 units  |
|                 | ee   | with 4 units or more  |
|                 | f  | suitable for traffic with Great Britain   |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                           |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                      |
|                 | l  | with bulk gravity unloading, on both sides, simultaneously, at the top <sup>a</sup>       |
|                 | ll   | with bulk gravity unloading, on both sides, simultaneously, at the bottom <sup>a</sup>    |
|                 | m  | with 2 units: $lu \geq 27m$   |
|                 | mm   | with 2 units: $lu < 22m$  |
|                 | o  | with axial bulk gravity unloading, at the top <sup>a</sup>                                |
|                 | oo   | with axial bulk gravity unloading, at the bottom <sup>a</sup>                             |
|                 | p  | with axial controlled gravity unloading, at the top <sup>a</sup>                          |
|                 | pp   | with axial controlled gravity unloading, at the bottom <sup>a</sup>                       |
|                 | r  | articulated wagon   |
|                 | rr   | multiple wagon  |

- a** Wagons with gravity unloading in category F are open wagons, which do not have a flat floor and are not designed for end or side tipping.


The method of unloading these wagons is defined by a combination of the following characteristics:

*Arrangement of the unloading apertures:*

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails  
(For these wagons, unloading is:
  - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
  - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

*Rate of unloading:*


- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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# **CATEGORY LETTER: H - COVERED WAGON**

| Reference wagon | Articulated or multiple wagon<br>with axles, with 2 units<br>$22m \leq lu < 27m$ |  |
|-----------------|--|--|
| Index letters   | a  | with bogies  |
|                 | c  | with end doors   |
|                 | cc   | with end doors and fitted internally for the transport of motor cars |
|                 | d  | with floor traps   |
|                 | e  | with 3 units   |
|                 | ee   | with 4 units or more   |
|                 | f  | suitable for traffic with Great Britain                              |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)      |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively) |
|                 | g  | for grain  |
|                 | h  | for fruits and vegetables <sup>a</sup>                               |
|                 | i  | with opening or shunt walls  |
|                 | ii   | with very robust opening or shunt walls <sup>b</sup>                 |
|                 | l  | with movable partitions <sup>c</sup>                                 |
|                 | ll   | with lockable movable partitions <sup>c</sup>                        |
|                 | m  | with 2 units: $lu \geq 27m$  |
|                 | mm   | with 2 units: $lu < 22m$   |
|                 | r  | articulated wagon  |
|                 | rr   | multiple wagon   |


- a** The concept "for fruits and vegetables" applies only to wagons provided with additional ventilation apertures at the floor level.
- b** Only applicable to wagons with gauge of 1435 mm.
- c** Movable partitions may be dismounted temporarily.

|  |  |                  |              |                                   |
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# CATEGORY LETTER: I - TEMPERATURE CONTROLLED WAGON

| Reference wagon | refrigerator wagon<br>with class IN thermal insulation,<br>with motor-driven ventilation, with gratings and ice bunker $\geq 3,5m^3$<br>articulated or multiple wagon<br>with axles, with 2 units<br>$22m \leq lu < 27m$ |  |
|-----------------|--|--|
| Index letters   | a  | with bogies  |
|                 | c  | with meat hooks  |
|                 | d  | for fish   |
|                 | e  | with electric ventilation  |
|                 | ee   | with 4 units or more   |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                              |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                         |
|                 | g  | with mechanical refrigeration <sup>a</sup>   |
|                 | gg   | refrigerator with liquefied gas <sup>a</sup>   |
|                 | h  | with class IR thermal insulation   |
|                 | i  | mechanically refrigerated by the machinery of an accompanying technical wagon <sup>a b</sup> |
|                 | ii   | accompanying technical wagon <sup>a b</sup>  |
|                 | l  | insulated without ice bunkers <sup>a c</sup>   |
|                 | m  | with 2 units: $lu \geq 27m$  |
|                 | mm   | with 2 units: $lu < 22m$   |
|                 | o  | with ice bunkers of capacity less than $3,5m^3$ <sup>c</sup>                                 |
|                 | oo   | with 3 units   |
|                 | p  | without gratings   |
|                 | r  | articulated wagon  |
|                 | rr   | multiple wagon   |


- a** The index letter "l" shall not be marked on wagons bearing the index letters "g", "gg", "i" or "ii".
- b** The concept of "accompanying technical wagon" applies at the same time to factory wagons, workshop wagons (both with or without sleeping accommodation) and dormitory wagons.
- c** The index letter "o" shall not be marked on wagons bearing the index letter "l".

|  |  |                  |              |                                   |
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# CATEGORY LETTER: L - FLAT WAGON WITH SEPARATE AXLES

| Reference wagon | articulated or multiple wagon<br>with 2 units<br>$22m \leq lu < 27m$ |  |
|-----------------|--|--|
| Index letters   | a  | articulated wagon  |
|                 | aa   | multiple wagon   |
|                 | b  | with special fittings for securing purposes for medium-sized containers (pa) <sup>a</sup>  |
|                 | c  | with swivelling bolster <sup>a</sup>   |
|                 | d  | fitted out for the transport of motor cars, without deck <sup>a</sup>                      |
|                 | e  | with decks for the transport of motor cars <sup>a</sup>                                    |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                            |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                       |
|                 | g  | fitted for the transport of containers <sup>a b</sup>                                      |
|                 | h  | fitted out for the transport of steel coils, eye to side <sup>a c</sup>                    |
|                 | hh   | fitted out for the transport of steel coils, eye to sky <sup>a c</sup>                     |
|                 | i  | with removable cover and non-removable ends <sup>a</sup>                                   |
|                 | ii   | with very robust removable metallic cover <sup>d</sup> and non-removable ends <sup>a</sup> |
|                 | j  | with shock-absorbing device  |
|                 | l  | without stanchions <sup>a</sup>  |
|                 | m  | with 2 units: $18m \leq lu < 22m$  |
|                 | mm   | with 2 units: $lu < 18m$   |
|                 | o  | with 3 units   |
|                 | oo   | with 4 units or more   |
|                 | p  | without sides <sup>a</sup>   |
|                 | r  | with 2 units: $lu \geq 27m$  |


- a** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- b** Wagons used solely for the transport of containers (except pa).
- c** Wagons used solely for the transport of steel coils.
- d** Only applicable to wagons with gauge of 1435 mm.

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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#### CATEGORY LETTER: S - FLAT BOGIE WAGON

| Reference wagon | articulated or multiple wagon<br>with 2 units<br>$22m \leq lu < 27m$ |  |
|-----------------|--|--|
| Index letters   | b  | with special fittings for securing purposes for medium-sized containers (pa) <sup>a</sup>            |
|                 | c  | with swivelling bolster <sup>a</sup>   |
|                 | d  | fitted out for the transport of motor cars, without deck <sup>a b</sup>                              |
|                 | e  | with decks for the transport of motor cars <sup>a</sup>  |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                                      |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                                 |
|                 | g  | fitted for the transport of containers, total loading length $\leq 60'$ (except pa) <sup>a b c</sup> |
|                 | gg   | fitted for the transport of containers, total loading length $> 60'$ (except pa) <sup>a b c</sup>    |
|                 | h  | fitted out for the transport of steel coils, eye to side <sup>a d</sup>                              |
|                 | hh   | fitted out for the transport of steel coils, eye to sky <sup>a d</sup>                               |
|                 | i  | with removable cover and non-removable ends <sup>a</sup>   |
|                 | ii   | with very robust removable metallic cover <sup>a</sup> and non-removable ends <sup>e</sup>           |
|                 | j  | with shock-absorbing device  |
|                 | l  | without stanchions <sup>a</sup>  |
|                 | m  | with 2 units: $lu \geq 27m$  |
|                 | mm   | with 2 units: $lu < 22m$   |
|                 | o  | with 3 units   |
|                 | oo   | with 4 units or more   |
|                 | p  | without sides <sup>a</sup>   |
|                 | r  | articulated wagon  |
|                 | rr   | multiple wagon   |

- a** The inscription of the index letters "l" or "p" is optional for wagons bearing the index letters "b", "c", "d", "e", "g", "gg", "h", "hh", "i" or "ii". But numerical codes must always correspond to letter markings on wagons.
- b** Wagons which in addition to the transport of containers and swap bodies are used to transport vehicles shall be marked with the index letters "g" or "gg" and the letter "d".
- c** Wagons used solely for the transport of containers or for transport of swap bodies for grab handling and spreader gripping.
- d** Wagons used solely for the transport of steel coils.
- e** Only applicable to wagons with gauge of 1435 mm.

|  |  |                  |              |                                   |
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#### CATEGORY LETTER: T - WAGON WITH OPENING ROOF

| Reference wagon | articulated or multiple wagon<br>with axles, with 2 units<br>$22\text{m} \leq l_u < 27\text{m}$ |   |
|-----------------|---|---|
| Index letters   | a   | With bogies   |
|                 | b   | with unobstructed height of doors $> 1,90\text{m}^a$  |
|                 | c   | with end doors  |
|                 | d   | with controlled gravity unloading, on both sides, alternately, at the top <sup>b</sup>      |
|                 | dd  | with controlled gravity unloading, on both sides, alternately, at the bottom <sup>a b</sup> |
|                 | e   | with 3 units  |
|                 | ee  | with 4 units or more  |
|                 | f   | suitable for traffic with Great Britain   |
|                 | ff  | suitable for traffic with Great Britain (by tunnel exclusively)                             |
|                 | fff   | suitable for traffic with Great Britain (by train-ferry exclusively)                        |
|                 | g   | for grain   |
|                 | h   | fitted out for the transport of steel coils, eye to side                                    |
|                 | hh  | fitted out for the transport of steel coils, eye to sky                                     |
|                 | i   | with opening walls <sup>a</sup>   |
|                 | j   | with shock-absorbing device   |
|                 | l   | with bulk gravity unloading, on both sides, simultaneously, at the top <sup>a b</sup>       |
|                 | ll  | with bulk gravity unloading, on both sides, simultaneously, at the bottom <sup>a b</sup>    |
|                 | m   | with 2 units: $l_u \geq 27\text{m}$   |
|                 | mm  | with 2 units: $l_u < 22\text{m}$  |
|                 | o   | with axial bulk gravity unloading, at the top <sup>a b</sup>                                |
|                 | oo  | with axial bulk gravity unloading, at the bottom <sup>a b</sup>                             |
|                 | p   | with axial controlled gravity unloading, at the top <sup>a b</sup>                          |
|                 | pp  | with axial controlled gravity unloading, at the bottom <sup>a b</sup>                       |
|                 | r   | articulated wagon   |
|                 | rr  | multiple wagon  |


- a** Index letter "b" shall not be marked on wagons bearing the index letters "d", "dd", "i", "l", "ll", "o", "oo", "p" or "pp".
- b** Wagons with gravity unloading in category T are wagons fitted with an opening roof giving access to a loading hatch over the complete length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.

The method of unloading these wagons is defined by a combination of the following characteristics:

##### *Arrangement of the unloading apertures:*


- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails  
(For these wagons, unloading is:
  - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
  - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods



|  |  |                  |              |                                   |
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*Rate of unloading:*

- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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## CATEGORY LETTER: U - SPECIAL WAGONS

| Reference wagon | articulated or multiple wagon<br>with axles, with 2 units<br>$22m \leq lu < 27m$ |  |
|-----------------|--|--|
| Index letters   | a  | With bogies  |
|                 | e  | with 3 units   |
|                 | ee   | with 4 units or more   |
|                 | c  | with unloading under pressure  |
|                 | d  | with controlled gravity unloading, on both sides, alternately, at the top <sup>a</sup>                                 |
|                 | dd   | with controlled gravity unloading, on both sides, alternately, at the bottom <sup>a b</sup>                            |
|                 | f  | suitable for traffic with Great Britain  |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)  |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)   |
|                 | g  | for grain  |
|                 | i  | fitted out for the transport objects which should exceed the gauge if they were loaded on ordinary wagons <sup>b</sup> |
|                 | l  | with bulk gravity unloading, on both sides, simultaneously, at the top <sup>a</sup>                                    |
|                 | ll   | with bulk gravity unloading, on both sides, simultaneously, at the bottom <sup>a</sup>                                 |
|                 | m  | with 2 units: $lu \geq 27m$  |
|                 | mm   | with 2 units: $lu < 22m$   |
|                 | o  | with axial bulk gravity unloading, at the top <sup>a</sup>   |
|                 | oo   | with axial bulk gravity unloading, at the bottom <sup>a b</sup>  |
|                 | p  | with axial controlled gravity unloading, at the top <sup>a</sup>   |
|                 | pp   | with axial controlled gravity unloading, at the bottom <sup>a</sup>  |
|                 | r  | articulated wagon  |
|                 | rr   | multiple wagon   |

**a** Wagons with gravity unloading in category U are closed wagons which can only be loaded through one or more loading apertures situated in at the top part of the body, and whose total opening dimensions are less than the length of the body; these wagons do not have a flat floor and are not designed for end or side tipping.


**b** In particular:

- well wagons
- wagons with a central recess
- wagons with an ordinary sloping diagonal permanent control desk

The method of unloading these wagons is defined by a combination of the following characteristics:


### *Arrangement of the unloading apertures:*

- axial: Apertures situated above the centre of the track
- bilateral: Apertures on either side of the track, outside the rails.  
(For these wagons, unloading is:
  - simultaneous, if complete emptying of the wagon requires the apertures to be open on both sides,
  - alternate, if complete emptying of the wagon can take place by opening the apertures on one side only)
- top: The lower edge of the discharge through (without taking into account mobile devices which may extend this through) is situated at least 0.700 m above the rail, and allows for the use of a conveyor belt to take away the goods
- bottom: The position of the lower edge of the discharge through does not allow for the use of a conveyor belt to take away the goods

|  |  |                  |              |                                   |
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*Rate of unloading:*


- bulk: Once the apertures are open for unloading, they cannot be closed again until the wagon is empty
- controlled: At any time during unloading, the flow of the goods can be regulated or even stopped

|  |  |                  |              |                                   |
|--|--|------------------|--------------|-----------------------------------|
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#### CATEGORY LETTER: Z - TANK WAGON

| Reference wagon | with metal shell,<br>for the transport of liquids or gases<br>articulated or multiple wagon<br>with axles, with 2 units<br>$22m \leq lu < 27m$ |   |
|-----------------|--|---|
| Index letters   | a  | With bogies   |
|                 | c  | with unloading under pressure <sup>a</sup>  |
|                 | e  | fitted with heating devices   |
|                 | f  | suitable for traffic with Great Britain   |
|                 | ff   | suitable for traffic with Great Britain (by tunnel exclusively)                               |
|                 | fff  | suitable for traffic with Great Britain (by train-ferry exclusively)                          |
|                 | g  | for the transport of gases under pressure, liquefied or dissolved under pressure <sup>a</sup> |
|                 | i  | tank of non-metallic material   |
|                 | j  | with shock-absorbing device   |
|                 | m  | with 2 units: $lu \geq 27m$   |
|                 | mm   | with 2 units: $lu < 22m$  |
|                 | o  | with 3 units  |
|                 | oo   | with 4 units or more  |
|                 | r  | articulated wagon   |
|                 | rr   | multiple wagon  |

**a** The index letter "c" shall not be marked on wagons bearing the index letter "g".

|   |  |                  |              |                                   |
|---|--|------------------|--------------|-----------------------------------|
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## 18. LETTER MARKING FOR HAULED PASSENGER STOCK

## NVR Specification: Appendix 6 Part 13 — Letter marking for hauled passenger stock

An application for a new code is filed with the registering entity (as referred to in the National Vehicle Register specifications A 94-20/2.2012) and sent to ERA or the Secretary General. A new code can be used only after publication by ERA<sup>18</sup>.

Part 13 is published on the ERA website ([www.era.europa.eu](http://www.era.europa.eu)).

An application for a new code is filed with the registering entity (as referred to in Decision 2007/756/EC) and sent to the ERA. A new code can be used only after publication by the ERA.

### Serial letters with an international value:

|                |   |
|----------------|---|
| A              | 1 <sup>st</sup> class coach with seats  |
| B              | 2 <sup>nd</sup> class coach with seats  |
| AB             | 1st /2 <sup>nd</sup> class coach with seats   |
| WL             | Sleeping-car with serial letter A, B or AB depending on the type of accommodation offered. The serial letters for sleeping-car with “special” compartments are supplemented with index-letter “S” |
| WR             | Dining-car  |
| R              | Coach with dining-car, buffet or bar compartment (serial-letter used in addition)   |
| D              | Van   |
| DD             | Open, 2-tier car-carrier van  |
| Post           | Mail van  |
| AS<br>SR<br>WG | Bar coach with dancing facilities   |
| WSP            | Pullman coach   |
| Le             | Open 2-axle 2-tier car-carrier wagon  |
| Leq            | Open 2-axle 2-tier car-carrier wagon fitted with train supply cable   |
| Laeq           | Open 3-axle 2-tier car-carrier wagon fitted with train supply cable   |

### Index letters with an international value:

|         |   |
|---------|---|
| b<br>h  | Coach fitted out to carry disabled passengers             |
| c       | Compartments convertible into couchette accommodation     |
| d<br>v  | Vehicle fitted to receive bicycles                        |
| ee<br>z | Vehicle fitted with central power supply                  |
| f       | Vehicle fitted with driver’s cab (driving trailer)        |
| p<br>t  | Centre-aisle coach with seats                             |
| m       | Vehicle over 24,5 m in length                             |
| s       | Centre-aisle in vans and coaches with luggage compartment |

The number of compartments is shown in the form of an index (for example: Bc9)

### Serial letters and index letters with a national value

The others serial letters and index letters have a national value, defined by each Contracting State.

Member State.

<sup>18</sup> For EU Member States the applications should be sent to ERA.