



Organisation intergouvernementale pour les transports internationaux ferroviaires  
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[Draft] Explanatory document on external vehicle markings

Amendment table:

Reference	Date	Description and comments
TECH-24028 Version 1	15.5.2024	First draft for review by WG TECH 52.

*This document is an explanatory document in relation to external vehicle markings. The purpose of this document is to provide an overview and to facilitate the uniform application of requirements concerning vehicle markings. It does not contain any legal requirement. For the applicable legal requirements, consult the relevant UTPs.*

## 1. INTRODUCTION

There are three categories of external vehicle markings:

1. Mandatory markings that must be applied on all vehicles as required by legal requirements;
2. Optional markings that, if applied, must comply with legal requirements;
3. Sector markings, which are not regulated by legal requirements but which may be subject of contractual arrangements.

Examples of all three categories of markings are in the [Annex](#) to this explanatory document.

## 2. MANDATORY EXTERIOR MARKINGS

Since its initial version of 1 January 2015, the UTP Marking governs mandatory exterior markings of rail vehicles used in international traffic. This explanatory document concerns the UTP Marking of January 2026. In addition to the requirements in UTP Marking, some other UTPs also have requirements for markings, namely the UTP WAG, the UTP LOC&PAS and the UTP PRM.

### 2.1 UTP MARKING

The UTP Marking has 18 sections, which specify general requirements for vehicle numbers and signs.

The UTP Marking prescribes three types of mandatory markings:

- The Unique Vehicle Number (EVN), which is a 12 digit number used to identify the vehicle. This number contains information on the interoperability capability and type of vehicle (first 2 digits), country of registration (3<sup>rd</sup> and 4<sup>th</sup> digits), technical characteristics (5<sup>th</sup> to 8<sup>th</sup> digits), serial number (9<sup>th</sup> to 11<sup>th</sup> digits) and a check digit (12<sup>th</sup> digit);
- The Vehicle Keeper Marking (VKM), which is a unique 2 to 5 letter code, to identify the keeper of the vehicle;
- A marking indicating the Contracting States which are part of the area of use of the vehicle, either by means of a “TEN” marking<sup>1</sup>, or by indication of each state.

The UTP Marking 2026 is harmonised with the following EU provisions:

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<sup>1</sup> The “TEN” marking is not mandatory in principle, however indication of the area of use of the vehicle is mandatory. Provided the vehicle fulfils the related requirements, this is done by means of the “TEN” marking.

- Sections 1 to 6 correspond to Appendix H of OPE TSI (Commission Implementing Regulation (EU) No 2019/773 of 16 May 2019, as last amended by Commission Implementing Regulation (EU) 2023/1693 of 10 August 2023);
- Sections 7 to 13 correspond to Appendix 6 of EVR Decision (Commission Implementing Decision (EU) 2018/1614 of 25 October 2018);
- Sections 14 to 18 correspond to tables and documents that are published and available on the website of the European Union Agency for Railways ([www.era.europa.eu](http://www.era.europa.eu)).

The UTP Marking applies to all vehicles used in international traffic; both new and existing vehicles. This is in accordance with Article 19 § 5 of the ATMF UR.

Ensuring that each vehicle is marked in accordance with the UTP Marking is the responsibility of the keeper<sup>2</sup>. The reason for this is twofold. Firstly, the keeper is responsible for ensuring that the vehicle continues to comply with the relevant rules and standards throughout its operational life, which includes compliance with the UTP Marking. This is required in Article 10a paragraph 2 letter b) of the ATMF UR. Secondly, in accordance with the OTIF specifications for vehicle registers, the keeper has to ensure that the vehicle is registered. The vehicle number is assigned by the registering entity and the keeper has to ensure this number is marked on the vehicle.

## 2.2 MANDATORY EXTERIOR MARKING REQUIREMENTS IN OTHER UTPs

**UTP WAG 2025** requires as a minimum that:

- Jacking positions be indicated as required in point 4.2.2.2.
- Lifting point be marked by signs compliant with standard EN 15877-1:2012+A1:2018, Part 1: Freight wagons, point 4.5.14;
- The minimum performance of the parking brake be indicated as required in point 4.2.4.3.2.2.

**UTP LOC&PAS 2026** requires that the lifting points be marked according to standard EN 15877-2:2013, point 4.5.19. This provision is in point 4.2.2.6 (lifting and jacking).

**UTP PRM<sup>3</sup> 2026** contains, among other things, mandatory provisions for marking of vehicles<sup>4</sup>, for the purpose of enabling visual information about safety, warnings, mandatory actions and prohibitions. With regard to external marking of the units, UTP PRM requires as a minimum that:

- All exterior passenger doorways be marked on the outside in a way that gives a contrast to the vehicle body-side surrounding them;
- The doors to be used for wheelchair access be indicated with a wheelchair pictogram;
- Wheelchair accessible sleeping accommodation be indicated with a special pictogram.

In general, these UTPs only apply to new rolling stock and not to existing rolling stock that is already in use in international operation. Once the rolling stock is renewed or upgraded, these UTPs apply in accordance with Article 10 § 11 of the ATMF UR and the provisions in chapter 7 of each of these UTPs.

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<sup>2</sup> “keeper” means the person or entity that, being the owner of a vehicle or having the right to use it, exploits the vehicle as a means of transport and is registered as such in the vehicle register referred to in Article 13; (point n) of Article 2 of the ATMF UR)

<sup>3</sup> To enhance the accessibility of rail transport to persons with disabilities and persons with reduced mobility (PRM)

<sup>4</sup> Which includes signs, tactile signs (raised pictograms, raised characters or Braille lettering) and pictograms

### 3. OPTIONAL EXTERIOR MARKINGS

In addition to the mandatory markings, there are other UTP requirements applying to certain types of vehicles, in particular wagons. Although these exterior markings are optional, if they are applied, they must comply with the UTPs. These optional markings are described below.

#### 3.1 TECHNICAL CHARACTERISTICS

Letter markings for technical characteristics are indicative of the main features of wagons and passenger coaches. This allows for categorisation and identification of different types of vehicles and their purpose, on paper and without actually seeing the vehicle. Although these letter markings are not mandatory, the different letter combinations and their meaning are fixed and referred to in the UTP Marking.

Section 18 of the UTP Marking covers the correlation between the numbers of the 12-digit EVN and the letter markings characterising hauled passenger coaches.

Compared to passenger coaches, freight wagons have many more different letter combinations due to their wide variety. For wagons, the main technical characteristics are listed in several correlation tables. These tables correlate digits 5 to 8 of the EVN to letter codes, which represent the main technical characteristics of the wagon. Each letter code represents a wagon type with specific technical and operational features, linked to its design. These correlation tables are published on ERA's website on the page referred to as "Assignment of EVN – Appendix 6 Part 9 – Standard numerical marking of wagons" ([https://www.era.europa.eu/domains/registers/evr\\_en](https://www.era.europa.eu/domains/registers/evr_en)).

For example, if the digits in position 5 to 8 of the EVN are **5928**, the letter code interpretation of the wagon is as follows:

- According to the tables, the first digit **5** corresponds to category letter "E" and represents an ordinary open high-sided wagon.
- In excel sheet **5**, the second digit **9** corresponds to column 9.
- The third and fourth digits **28**, correspond to row 28.

The cell where column 9 and row 28 intersect, indicates the letter code "**alos**", combined with category letter E, this gives the letter code "Ealos". This letter code can be matched to the table in the UTP Marking. Ealos is an ordinary open high-sided wagon (capital letter "E") with 4 axles (small letter "a"), without side ("l") and end ("o") tipping and authorised to run at speeds up to 100 km/h ("s").

More examples are included in the annex.

#### 3.2 THE INTEROPERABILITY CAPABILITY OF FREIGHT WAGONS

In the context of international traffic it is mandatory that vehicles are marked for identification and for their area of use. To facilitate their correct use, freight wagons may be optional marked for their interoperability capability.

This optional marking of wagons is correlated to three possible levels of compliance with the **UTP WAG**, i.e.:

- Firstly, compliance with the requirements of chapter 4.2 are the minimum legal requirements that are mandatory for any wagon. Wagons complying with these requirements, but not with point 7.1.2 or Appendix C should be marked with a so called derogation plate, listing the acronyms of all networks on which the wagon is permitted to run.
- Secondly, compliance with point 7.1.2 in addition to chapter 4.2, means that the authorisation of the wagon is not limited to a particular network. This compliance is optional. If the applicant chooses to apply the provisions of point 7.1.2, it must be applied in its entirety. If the vehicle can run in all Contracting States, the vehicle may be marked "TEN". TEN-marking is not mandatory,

but the marking may be used only when the requirements of 4.2 and 7.1.2 are met. The TEN-marking is placed just after the numerical country code of the state where the vehicle is registered.

- Thirdly, compliance with Appendix C, in addition to point 7.1.2 and chapter 4.2, allows the wagon to be marked “GE” or “CW”<sup>5</sup> in addition to the TEN-marking. Compliance with Appendix C is optional, but when it is applied it must be applied in full. “GE” is the highest level of harmonisation. GE- or CW- markings are never mandatory, but the markings may be used only when the requirements of 4.2, 7.1.2 and Appendix C are met.

Wagons could be marked “TEN” without complying with the additional conditions for GE- or CW-marking. However, any wagon eligible for CW- or GE-marking is also eligible for TEN-marking. When the requirements are met, applying TEN-, CW- and GE-markings are a legal right but not an obligation.

There are also rules concerning the correlation between the 12-digit EVN and the three levels of compliance with the UTP mentioned above. In summary these are:

- First digit 0, 1, 2 or 3: may only be used for wagons that are eligible to TEN-marking in combination with the CW-or GE-marking.
- First digit 4 or 8: may be used for any wagon that is not eligible to CW-or GE-marking. This includes wagons eligible for TEN-marking but not for CW-or GE-markings.

### **TEN-marking**

In order to be eligible for TEN-marking, wagons should comply with point 7.1.2 of the UTP WAG.

Compliance with point 7.1.2 means that a wagon is built with particular technical solutions, e.g. that it has specific forged and rolled wheels, that its axle bearing condition can be monitored by track-side equipment, that it fits within a specific reference profile(s) (G1, GA, GB, GC, GI1 or GI2), that it is compatible with train detection systems based on track circuits, axle counters and loop equipment, that it complies with the interference standards for units with electric or electronic equipment, that it is equipped with a manual, semi-automatic or automatic standardised coupling system, that it has a common type of braking system. Furthermore, the wagon has to be marked with markings set out in EN 15877-1:2012+A1:2018, Part 1<sup>6</sup>, such as its gauge, its tare weight, a load table, the length over buffers, the lifting and re-railing signs, the distance between end axles or bogie centres, the brake weight, etc. Additionally, wagons should indicate the minimum and, where relevant maximum parking brake force, the number of wheelsets (N) and the number of wheelsets on which the parking brake is applied.

### **“GE” and “CW” Markings**

If a wagon meets all the requirements set out in section 4.2, point 7.1.2 and Appendix C of UTP WAG, it may be marked “GE” or “CW”.



Compliance with Appendix C means that wagons are equipped with technical solutions optimised for exchange between railway undertakings, such as standardised inter-vehicle interfaces, enabling integration into a train composition alongside other interchangeable wagons. The application of

<sup>5</sup> “GE” = Go everywhere , “CW” = Compatible with

<sup>6</sup> The standard EN 15877 consists of two parts: EN 15877-1:2012+A1:2018 Railway applications - Marking of railway vehicles – Part 1: freight wagons, or EN 15877-2:2013 Railway applications – Marking of railway vehicles – Part 2: - External markings on coaches, motive power units, locomotives and on track machines.

Appendix C also facilitates the use of new wagons in a pool together with older wagons built in accordance with the former RIV agreement<sup>7</sup>.

If a wagon complies with all the requirements in Appendix C, it may be marked “GE”, which is the highest level of harmonization.

If a wagon meets all the requirements of Appendix C, except that it is not suitable for hump shunting, it does not have a G1 gauge, or the distance between two axles of the wagon does exceeds 17500 mm, the wagon may be marked “CW” but not “GE”.

The “GE” and “CW” markings are placed near the EVN.

## 4. SECTOR MARKINGS

In addition to the mandatory and optional markings, there are other markings used by railway actors, such as. keepers, railway undertakings and entities in charge of maintenance. These sector markings facilitate the use of vehicles. These sector markings are agreed by contracts or described in standards. Examples of sector markings are:

- Standard EN 15877<sup>8</sup>. In Part 1, the standard covers external markings concerning the technical and operational characteristics of freight wagons. It sets out requirements for their appearance, including their shape and position on the vehicle and their meaning. In Part 2, the standard covers markings on coaches, train sets, locomotives and on track machines. Compliance with this standard is mandatory for freight wagons to be marked “TEN”.
- The RIC agreement<sup>9</sup>. The agreement that is administrated by the UIC (the international union of railways) dealing with of the exchange of passenger coaches between railway undertakings. RIC includes certain provisions on external markings, such as the RIC table as shown in Picture 3 of the Annex to this document.
- Appendix 11 to the General Contract of Use for wagons (GCU)<sup>10</sup>. The GCU is a multilateral contract between UIC, UIP and ERFA. It includes provisions on the marking of wagons in connection with loading, combined transport, train preparation, shunting, technical inspections, workshops and key warning signs.

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<sup>7</sup> The RIV agreement (Regolamento Internazionale dei Veicoli)

<sup>8</sup> Application of standard EN 15877 is mandatory for wagons marked TEN.

<sup>9</sup> The RIC agreement (Regolamento Internazionale delle Carrozze)

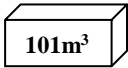
<sup>10</sup> In force since 1.7.2006

## ANNEX: EXAMPLES OF MARKINGS AND THEIR EXPLANATIONS



Picture 1 Markings on a vehicle that meets “TEN” requirements

Marking	Explanation	Reference
Numeric codes (mandatory requirements)		
<b>33</b>	Digit position: 1 <sup>st</sup> and 2 <sup>nd</sup> Fitness for interoperability; <b>3</b> – indicates that the wagon is equipped with bogies and meets the UTP/TSI WAG, including 7.1.2 and Appendix C. <b>3</b> – means that it is a fixed track gauge wagon.	UTP MARKING, Section 11
<b>87</b>	Digit position: 3 <sup>rd</sup> and 4 <sup>th</sup> Country code where the wagon is registered. <b>87</b> – wagon is registered in France	UTP MARKING, Section 10
<b>0664</b>	Digit position: 5 <sup>th</sup> to 8 <sup>th</sup> Main technical characteristics of the wagon: <b>0</b> – wagon with opening roof (category letter T), <b>6 64</b> – principal technical characteristics of the wagon (Tagnpps).	UTP MARKING, Section 14 (A list with numbers is published on the ERA website)
<b>071</b>	Digit position: 9 <sup>th</sup> to 11 <sup>th</sup> Number of the wagon in its production series	UTP MARKING, Section 7
<b>- 5</b>	Digit position: 12 <sup>th</sup> <b>5</b> – check digit	UTP MARKING, Section 9
Alphabetical markings and other inscriptions and signs (voluntary requirements)		
<b>TEN</b>	Indicates that the wagon is admitted to operation in all Contracting States in accordance with Art. 3§2	UTP MARKING, Section 6

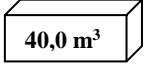

	and 6§3 of the ATMF UR, and it meets the requirements in section 4.2 and point 7.1.2.																
<b>F-CTC</b>	Indicates that the wagon is registered in France, where the CTC (Compagnie de Transports de Céréales) stands for the keeper.	UTP MARKING, Sections 8 and 10															
<b>Tagnpps</b>	<p><b>T</b> – wagon with opening roof</p> <p><b>a</b> – with 4 axles</p> <p><b>g</b> – for grain</p> <p><b>n</b> – with highest load limit of more than 60t (<math>t_u &gt; 60t</math>)</p> <p><b>pp</b> – with axial controlled gravity unloading, at the bottom. The wagon is 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</p> <p><b>s</b> – wagon is authorised to run at speeds up to 100 km/h, i.e. to run under “s” conditions (<math>V \leq 100</math> km/h)</p>	UTP MARKING, Section 17 Category letter T															
<b>Gauge G1</b>	Wagon built to vehicle gauge “G1” and authorised for interoperable traffic.	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 – point 2.21 (ver.1-jan-2023)															
<b>┌ 15.99m ─┐</b>	Wagon length over buffers is 15.99 m	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 – point 4.1															
<table border="1"> <tr> <td></td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> </tr> <tr> <td>S</td> <td>42,8</td> <td>50,8</td> <td>58,8</td> <td>68,8</td> </tr> <tr> <td>120</td> <td colspan="4">00,0</td> </tr> </table>		A	B	C	D	S	42,8	50,8	58,8	68,8	120	00,0				<p>Sign indicating the load limits in tonnes:</p> <p><b>S</b> – row indicates maximum load in tones for the line categories: A (42,8 t), B (50,8 t), C (58,8 t) and D (68,8 t), in trains operated under “s” conditions (<math>V \leq 100</math> km/h), and</p> <p><b>120</b> – row indicates that this wagon must be empty in trains operated under “ss” conditions (<math>V \leq 120</math> km/h)</p>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 - point 2.4
	A	B	C	D													
S	42,8	50,8	58,8	68,8													
120	00,0																
	<p>Sign indicating the capacity of the wagon:</p> <p>- Capacity is 101 m<sup>3</sup></p>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 GCU, Appendix 11 - point 2.7															
<b>21,140kg</b>	Wagon’s tare is 21,140kg	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 - point 4.2															





Picture 2 Markings on a vehicle that meets “GE” requirements



Marking	Explanation	Reference
Numeric codes (mandatory requirements)		
<b>31</b>	Digit position: 1 <sup>st</sup> and 2 <sup>nd</sup> Fitness for interoperability; <b>3</b> – indicates that the wagon is equipped with bogies and meets the UTP/TSI WAG, including 7.1.2 and Appendix C. <b>1</b> – means that it is a fixed track gauge wagon.	UTP MARKING, Section 11
<b>85</b>	Digit position: 3 <sup>rd</sup> and 4 <sup>th</sup> Country code where the wagon is registered. <b>85</b> – wagon is registered in Switzerland	UTP MARKING, Section 10
<b>6937</b>	Digit position: 5 <sup>th</sup> to 8 <sup>th</sup> Main technical characteristics of the wagon: <b>0</b> – Open high-sided wagon (category letter F), <b>9 37</b> – principal technical characteristics of the wagon (Faccnpps).	UTP MARKING, Section 14 Assignment of EVN - Appendix 6 Part 9 (A list published on ERA website)
<b>107</b>	Digit position: 9 <sup>th</sup> to 11 <sup>th</sup> Number of the wagon in its production series	UTP MARKING, Section 7
<b>- 5</b>	Digit position: 12 <sup>th</sup> <b>5</b> – Check digit	UTP MARKING, Section 9
Alphabetical markings and other inscriptions and signs (voluntary requirements)		
<b>TEN</b>	<b>TEN</b> means that the wagon is admitted to operation in all Contracting States in accordance with Art. 3§2 and 6§3 of the ATMF UR, and it meets the requirements in section 4.2 and point 7.1.2.	UTP MARKING, Section 6

<b>CH-SBBI</b>	Means that the wagon is registered in Switzerland, where the SBBI (Schweizerisches Bundesbahnen, Infrastruktur) stands for the keeper.	UTP MARKING, Sections 8 and 10															
<b>Faccnpps</b>	<p><b>F</b> – Open high-sided wagon</p> <p><b>a</b> – with 4 axles</p> <p><b>cc</b> – with controlled gravity unloading, on both sides, alternately, at the bottom or grain, which do not have a flat floor and have no tipping facility either at the end or the side.</p> <p><b>n</b> – with highest load limit of more than 60t (<math>t_u &gt; 60t</math>)</p> <p><b>pp</b> – with axial controlled gravity unloading, at the bottom, which do not have a flat floor and have no tipping facility either at the end or the side.</p> <p><b>s</b> – wagon is authorised to run at speeds up to 100 km/h, i.e. to run under “s” conditions (<math>V \leq 100</math> km/h). Suitable for running empty at up to 120 km/h.</p>	UTP MARKING, Section 17 Category letter F															
<b>Gauge G1</b>	Wagon built to vehicle gauge “G1” and authorised for interoperable traffic.	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 – point 2.21 (ver.1-jan-2023)															
<b>GE</b>	Wagon complies with the requirements in section 4.2, point 7.1.2 and Appendix C of the UTP WAG	Appendix C of the UTP WAG															
<table border="1" data-bbox="204 1108 491 1243"> <tr> <td></td> <td>A</td> <td>B<sub>1</sub></td> <td>B<sub>2</sub></td> <td>C</td> </tr> <tr> <td>S</td> <td>39,0</td> <td>45,0</td> <td>47,0</td> <td>55,0</td> </tr> <tr> <td>120</td> <td colspan="4">00,0</td> </tr> </table>		A	B <sub>1</sub>	B <sub>2</sub>	C	S	39,0	45,0	47,0	55,0	120	00,0				<p>Sign indicating the load limits in tonnes:</p> <p><b>S</b> – row indicates maximum load in tones for the line categories: A (39,0 t), B<sub>1</sub> (45,0 t), B<sub>2</sub> (47,0 t), C (55,0 t), D<sub>2</sub> (64,6 t) and D<sub>3</sub> and D<sub>4</sub> (65,0 t), in trains operated under “s” conditions (<math>V \leq 100</math> km/h), and</p> <p><b>120</b> – row indicates that this wagon must be empty in trains operated under “ss” conditions (<math>V \leq 120</math> km/h)</p>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 – point 2.4
	A	B <sub>1</sub>	B <sub>2</sub>	C													
S	39,0	45,0	47,0	55,0													
120	00,0																
	Sign indicating the capacity of the wagon of 40,0 m <sup>3</sup>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 GCU, Appendix 11 - point 2.7															
<table border="1" data-bbox="204 1608 300 1706"> <tr> <td>25<sup>000</sup>kg</td> </tr> <tr> <td>20,0 t</td> </tr> <tr> <td>23,0 kN</td> </tr> </table>	25 <sup>000</sup> kg	20,0 t	23,0 kN	<p>Wagon’s tare is 25000kg</p> <p>Braked weight of the platform-operated hand brake is 20,0 t</p> <p>The holding force is 23,0 kN (wagon fitted with screw brakes)</p>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 – point 4.2												
25 <sup>000</sup> kg																	
20,0 t																	
23,0 kN																	
	Sign indicating the maximum inclination limit of 2.6% for parking brake to be functional.																



Picture 3. Markings on a passenger coach

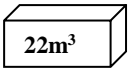
Marking	Explanation	Reference
Numeric codes (mandatory requirements)		
<b>73</b>	Digit position: 1 <sup>st</sup> and 2 <sup>nd</sup> Fitness for interoperability, i.e. the coach which is provided with an authorisation valid for an area of use covering all Contracting States; The combination of the numbers “7” and “3” indicates that the coach is pressured, has a fixed gauge and is air-conditioned.	UTP MARKING, Section 12
<b>81</b>	Digit position: 3 <sup>rd</sup> and 4 <sup>th</sup> Country code where the coach is registered. <b>81</b> – means that coach is registered in Austria	UTP MARKING, Section 10
<b>59</b>	Digit position: 5 <sup>th</sup> and 6 <sup>th</sup> Codes for the technical characteristics of the vehicle: <b>5</b> – means a 2 <sup>nd</sup> class couchette car, <b>9</b> – means that couchette cars has 9 or less compartments	UTP MARKING, Section 15
<b>91</b>	Digit position: 7 <sup>th</sup> and 8 <sup>th</sup> Codes for the general characteristics of the vehicle: <b>9</b> – the couchette car is designed for a maximum speed of more than 160 km/h, <b>1</b> – the voltage levels and current types vary, depending on the specific requirements of the electrical system or equipment.	UTP MARKING, Section 15

<b>300</b>	Digit position: 9 <sup>th</sup> to 11 <sup>th</sup> Number of the couchette car in its production series	UTP MARKING, Section 7
<b>- 8</b>	Digit position: 12 <sup>th</sup> <b>8</b> – check digit	UTP MARKING, Section 9
Alphabetical markings and other inscriptions and signs (voluntary requirements)		
<b><u>A</u>-ÖBB</b>	“ <b><u>A</u>-ÖBB</b> ” means that the couchette car is registered in Austria, where the ÖBB (Österreichische Bundesbahnen) stands for the keeper.	UTP MARKING, Sections 8 and 10
<b>Bbcmvz</b>	“ <b>B</b> ” – 2 <sup>nd</sup> class coach with seats “ <b>b</b> ” – Coach fitted out to carry disabled passengers “ <b>c</b> ” – Compartments convertible into couchette accommodation “ <b>m</b> ” – Vehicle over 24,5 m in length “ <b>v</b> ” – Vehicle fitted to receive bicycles “ <b>z</b> ” – Vehicle fitted with central power supply	UTP MARKING, Section 18
	RIC table: <b>200</b> – Indicates maximum speed in km/h <b>D, A, CH</b> – abbreviations for the countries where the coach is admitted to operation An anchor symbol – Indicates that the coach is suitable for use on ferries The coach could be powered at any of the train line voltages: 1000V AC, 1500V AC, 1500V DC or 3000V DC.	IRS 50580, Ed. no.1 November 2023
	The coach is equipped with a public-address system	
(p)	Pressure-proof/airtight for use in tunnels	



Picture 4 Markings on a vehicle that meets “RIV” requirements

Marking	Explanation	Reference
Numeric codes		
<b>23</b>	Digit position: 1 <sup>st</sup> and 2 <sup>nd</sup> Fitness for interoperability; <b>23</b> – Indicates that it is a fixed gauge wagon with axels.	UTP MARKING, Section 11  Also: GCU, Appendix 11 - point 2.4
<b>84</b>	Digit position: 3 <sup>rd</sup> and 4 <sup>th</sup> Country code where the wagon is registered. <b>84</b> – wagon is registered in the Netherlands	UTP MARKING, Section 10
<b>6437</b>	Digit position: 5 <sup>th</sup> to 8 <sup>th</sup> Main technical characteristics of the wagon: <b>6</b> – special open high-sided wagon (category letter F), <b>4 37</b> – principal technical characteristics of the wagon (Fccpps).	UTP MARKING, Section 14  (A list with numbers is published on the ERA website)
<b>645</b>	Digit position: 9 <sup>th</sup> to 11 <sup>th</sup> Number of the wagon in its production series	UTP MARKING, Section 7
<b>- 4</b>	Digit position: 12 <sup>th</sup> <b>4</b> – check digit	UTP MARKING, Section 9
Alphabetical markings and other inscriptions and signs		
<b>RIV</b>	<p>“<b>RIV</b>” means that the wagon is accepted under the RIV agreement and is deemed to be admitted to operation in accordance with Article 19 of the ATMF Uniform Rules.</p> <p>The RIV agreement has been superseded by the General Contract of Use for wagons (GCU), the Uniform Rules concerning Contracts of Use of Vehicles in International Rail Traffic (CUV-Appendix D to COTIF) and, for technical requirements, by the UTP/TSI. This marking refers to vehicles admitted to</p>	

	operation before 1.1.2011 and is no longer used for marking new vehicles.																
<b>NL-RP</b>	“ <b>NL-RP</b> ” means that the wagon is registered in the Netherlands, where the RP (Railpro) stands for the keeper.	UTP MARKING, Sections 8 and 10															
<b>Fccpps</b>	<p><b>F</b> – special open high-sided wagon</p> <p><b>a</b> – with 4 axles</p> <p><b>cc</b> – with controlled gravity unloading, on both sides, alternately, at the bottom.</p> <p><b>pp</b> – with axial controlled gravity unloading, at the bottom.</p> <p>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.</p> <p><b>s</b> – wagon is authorised to run at speeds up to 100 km/h, i.e. to run under “s” conditions (<math>V \leq 100</math> km/h)</p>	UTP MARKING, Section 17 Category letter T															
<table border="1"> <tr> <td></td> <td>A</td> <td>B</td> <td>C</td> <td></td> </tr> <tr> <td>S</td> <td>21,2 t</td> <td>25,2 t</td> <td>28,2 t</td> <td>★★</td> </tr> <tr> <td>120</td> <td colspan="3">00,0 t</td> <td></td> </tr> </table>		A	B	C		S	21,2 t	25,2 t	28,2 t	★★	120	00,0 t				<p>Sign indicating the load limits in tonnes:</p> <p><b>S</b> – row indicates maximum load in tones for the line categories: A (21,2 t), B (25,2 t) and C (28,2 t), in trains operated under “s” conditions (<math>V \leq 100</math> km/h), and</p> <p><b>120</b> – row indicates that this wagon must be empty in trains operated under “ss” conditions (<math>V \leq 120</math> km/h)</p> <p>★★ – Maximum load in t (tonnes) for wagons authorised to run in trains up to 120 km/h with a brake that does not meet all the requirements for “ss” conditions.</p>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 - point 2.4
	A	B	C														
S	21,2 t	25,2 t	28,2 t	★★													
120	00,0 t																
	Sign indicating the capacity of the wagon of 22 m <sup>3</sup>	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 GCU, Appendix 11 - point 2.7															
<b>10,100kg</b>	Wagon’s tare is 10,100kg	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 - point 4.2															
<b>┌ 9,64 m ┐</b>	Wagon length over buffers is 9,64 m	UTP WAG 7.1.2 (g) EN 15877-1:2012+A1:2018 Also: GCU, Appendix 11 - point 4.1															