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

### Uniform Technical Prescriptions (UTP) applicable to Rolling Stock, subsystem

### FREIGHT WAGONS - (UTP WAG) - ANNEX Y STRUCTURE AND MECHANICAL PARTS - BOGIES AND RUNNING GEAR

#### Explanatory note:

The texts of this UTP which appear without columns are identical with corresponding texts of the European Union regulations. Texts which appear in two columns differ; left-hand column contains the UTP regulations, right-hand column shows the text in the corresponding EU regulations. The text in the right hand column is for information only and not part of the OTIF regulations.

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Corresponding text in EU regulations <sup>1</sup>

EU ref. <sup>2</sup>

Bogies with existing approval under former UIC/RIV-regulation are considered as IC, provided the range of applicable parameters in the new application (including those of the vehicle body) remains within the range already proved by an existing application.

Existing approved bogies under former national regulation are considered as IC, if the national regulation used former UIC-regulation, provided the range of applicable parameters in the new application (including those of the vehicle body) remain within the range already proved by an existing application.

The tables below contain a list of bogies that can be considered under the above criteria.

#### **Special remark**

Freight wagons are suitable for running speed  $V_{max} = 120$  km/h with their maximum design load (even if the brake performance at maximal load is not sufficient) when they fulfil the following technical parameters:

- Two-axle wagons:


Tare:	$\geq 10$ t
Wheelbase:	$2a^* \geq 6,0$ m $2a^* \geq 8,0$ m by wagons fitted with double link suspension
Design requirements of the suspensions:	according to the types of suspensions in the following table Y4

- Bogie wagons

Tare:	$\geq 16$ t
Design requirements of the suspensions:	according to the types of suspensions in the following table Y1 and Y3

<sup>1</sup> TSI Freight Wagons – The Annex to the Commission Decision 2006/861/EC published in the EU Official Journal L344 on 08.12.2006 as amended by Commission Decision 2009/107/EC published in EU Official Journal L45 on 14.02.2009.

<sup>2</sup> If no EU reference is indicated, it means that the chapter/section number is the same as in the OTIF text.

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## Y.1 TWO AXLE BOGIES

Table Y.1: Two-axle bogies for wagons operating up to 100km/h

Type of Bogie	Max. Wheelset Load [kN]
K17, Y25TTV, Y21 Pse, DRRS25	245 (25 t)
K16, Y25 Lstm, Y25 Lst, Y25 Lsodm, Y25 Lsif, Y25 Lsi, Y25 Ls(s)i1, Y25 Ls(s)i2, Y25 Ls(s)i1f, Y25 Ls(s)i2f, Y25 Lsdm, Y25 Lsd2i, Y25 Lsd2, Y25 Lsd1, Y25 Ls(s)m, Y25 Ls(s), Y21 Lsedm, Y21Lse, K16, FS 46 Lssi, FS 46 Lsi, Y25 L(s)1, DRRS  DB 628, DB 629, DB 641, DB 642, DB 643, DB 645, DB 646, DB 651, DB 652, DB 653, DB 655, DB 656, DB 665, DB 680, DB 681, DB 682, DB 683, DB 685, DB 868, DB 672 (DRRS), DB 882, DB 885  DB 094, DB 095, DB 097, DB 556, DB 565, DB 573, DB 574, DB 575, DB 578, DB 579, DB 583, DB 584, DB 585, DB 586, DB 587, DB 588, DB 589, DB 592	220 (22,5 t)
Y27 E2, Y27 E1m, Y27 E1, Y27 E, Y27 Cm1, Y27 C1, Y25 Rstm, Y25 Rst, Y25 Rsm, Y25 Rsimf, Y25 Rsim, Y25 Rsif, Y25 Rsif, Y25 Rsi, Y25 Rs2m, Y25 Rs2, Y25 Rsa, Y25 Rs, Y25 Lsod1, Y25 Cstm, Y25 Cst, Y25 Csm, Y25 Csimf, Y25 Csim, Y25 Csif, Y25 Csi, Y25 Cs2m, Y25 Cs2, Y25 Cs1m, Y25 Cs1, Y25 Cst1, Y25 Cs, Y25 Cm1, Y25 Cm, Y25 C1, Y25 C, Y21 Csei, Y21 Cse, G56, G66, G66M, G66P, G691, G692, G693, G694, G70, G70M, G70P, G70T, G75, G771, Y25Cssi, Y21 Rse  DB 621, DB 622, DB 625, DB 640, DB 650, DB 684, DB 839, DB 851, DB 852, DB 853, DB 859, DB 864, DB 866, DB 867, DB 871, DB 872, DB 881, DB 887, DB 931, DB 932  DB 096, DB 550, DB 551, DB 552, DB 553, DB 554, DB 555, DB 560, DB 561, DB 562, DB 563, DB 566, DB 567, DB 572, DB 576, DB 577, DB 581, DB 590, DB 591	196 (20 t)

Type of Bogie	Max. Wheelset Load [kN]
Y33 Am, Y33 A, Y27 D, Y27 Cm, Y27 C, Y25 D, Y23 Cm, Y23 C, Y21 C, DB 582,	176 (18 t)
Y31 C1, FS 38i DB 631, DB 707	157 (16 t)
Y29	147 (15 t)
DB 741	93 (9,5 t)
DB 690	74 (7,5 t)

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Table Y.2: Two-axle bogies for wagons operating up to 120 km/h


Type of Bogie	Max. Wheelset Load [kN]
K17, Y 25 LD, Y 27 LDm, DRRS, 4RS/N, WU83, Y25Lss, Y21Ls(s)e DB 624, DB 626, DB 627, DB 644, DB 654, DB 666 DB 557	220 (22,5 t)
K16, Y21 Csse, Y21 Cs(s)e, Y25 Css, Y25 Cssm, Y25 Cssp, Y25 GVrss, Y25 Ls(s), Y25 Ls(s)i1, Y25 Ls(s)i2, Y25 Ls(s)i1f, Y25 Ls(s)i2f, Y25 Ls(s)m, Y25 Rss, Y25 Rssa, Y25 Rssm, Y 25 RSSd1, 1XTamp, 6TNa, 6TNa/1, G884 DB 672 (DRRS) DB 564	196 (20 t)
Y37 B, FS 46 Lssi	176 (18 t)
Y33 A, Y33Am	167 (17 t)
Y25 D, Y27 D, Y31 A, Y31B, Y31C	157 (16 t)
Y31 C1, FS 38i	127 (13 t)
NOTE: For bogies of the family Y25 (Y21, Y27, Y31, Y35, and Y37) there are only versions with elastic side bearers.	

Table Y.2.1: Two-axle bogies for wagons operating up to 140 km/h

Type of Bogie	Max. Wheelset Load [kN]
DB 627.1	196 (20 t)
Y 25 LD, Y 27 LDm	176 (18 t)
Y27 D1, Y31B1, Y31B2	157 (16 t)
Y33 A, Y33 Am, Y 35 B	137 (14 t)
NOTE: For bogies of the family Y25 (Y21, Y27, Y31, Y35, and Y37) there are only versions with elastic side bearers.	

Table Y.2.2: Two-axle bogies for wagons operating up to 160 km/h

Type of Bogie	Max. Wheelset Load [kN]
Y 37 A DB 675 (DRRS)	176 (18 t)
Y25GVr, Y37B	157 (16 t)
Y30	98 (10 t)
NOTE: For bogies of the family Y25 (Y21, Y27, Y31, Y35, and Y37) there are only versions with elastic side bearers.	

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Table Y.3: Three-axle bogies for wagons operating up to 100 km/h

Type of Bogie	Max. Wheelset Load [kN]
DB 715, DB 716, DB 816, DB 817 245	245 (25 t)
DB 713, DB 714	220 (22,5 t)
DB 710, DB 711	196 (20 t)

## Y.2 SUSPENSION

Table Y.4: Suspensions for two axle wagons

Type of suspension	Max speed [km/h]	Max. Wheelset Load [kN]
Niesky 2	100	245 (25 t)
UIC double link suspension (*)	120	220 (22,5 t)
Niesky 2	120	220 (22,5 t)
S 2000 (**)	120	220 (22,5 t)

(\*) This suspension can be used on wagons with a wheelbase of  $\geq 8$  m only.

(\*\*) Subject to approval by UIC before the coming into force of this UTP/TSI.