

7th edition, May 2004

Translation

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Identification marking for freight rolling stock

Marquage d'identification du matériel remorqué fret
Kennzeichnungen der Güterwagen



UNION INTERNATIONALE DES CHEMINS DE FER
INTERNATIONALER EISENBAHNVERBAND
INTERNATIONAL UNION OF RAILWAYS

Leaflet to be classified in Volumes:

IV - Operating

IX - Information technology - Miscellaneous

Application:

With effect from 1 May 2004

All members of the International Union of Railways

Record of updates

1st edition, January 1960	Previously coded 438, titled "Identification marks on wagons" - cancelled in January 1968 to be separated into: Leaflet 438-1 (1st edition) and Leaflet 438-2 (4th edition)
6th edition, January 1987	Reprint of January 1994 including 4 Amendments
7th edition, May 2004	Complete overhaul of leaflet, retyped in FrameMaker, adaptation to the editor's guide M1

The person responsible for this leaflet is named in the UIC Code

Contents

Summary	1
1 - Purpose.....	2
2 - Scope	3
3 - Wagon number	4
3.1 - Identification of interoperability capacity	4
3.2 - Identification of the country in which the wagon is registered.....	4
3.3 - Identification of the main technical characteristics.....	4
3.4 - Identification of the serial number.....	4
3.5 - Self-checking	5
4 - Letter markings	6
4.1 - Letter for interoperability capacity.....	6
4.2 - Letter marking of the State in which the wagon is registered - Letter marking of the vehicle keeper.....	6
4.3 - Letter marking for the main technical characteristics.....	6
5 - Inscription of the marking on the wagon bodywork.....	8
6 - Application.....	9
Appendix A - Allocation of "interoperability capacity" codes to the various types of rolling stock.....	10
Appendix B - "Interoperability capacity" codes used for wagons	11
Appendix C - Codes of the countries in which the wagons are registered.....	12
Appendix D - Rules for the determination of the check-digit	15
Appendix E - Letter marking for wagons excluding articulated and multiple wagons.....	16
E.1 - Category letter: E - Open high-sided wagons.....	17
E.2 - Category letter: F - Open high-sided wagons	18

E.3 - Category letter: G - Covered wagons	20
E.4 - Category letter: H - Covered wagons	21
E.5 - Category letter: I - Temperature-controlled wagons	22
E.6 - Category letter: K - 2-axle flat wagons.....	23
E.7 - Category letter: L - 2-axle flat wagons	24
E.8 - Category letter: O - Mixed flat and open high-sided wagons.....	25
E.9 - Category letter: R - Flat bogie wagons	26
E.10 -Category letter: S - Flat bogie wagons	27
E.11 -Category letter: T - Wagons with opening roof	28
E.12 -Category letter: U - Special wagons	30
E.13 -Category letter: Z - Tank wagons	32
Appendix F - Letter marking for articulated and multiple wagons	33
F.1 - Category letter: F - Open high-sided wagons	34
F.2 - Category letter: H - Covered wagons	35
F.3 - Category letter: I - Temperature controlled wagons	36
F.4 - Category letter: L - Flat wagons with separate axles.....	37
F.5 - Category letter: S - Flat bogie wagons	38
F.6 - Category letter: T - Wagons with opening roof	39
F.7 - Category letter: U - Special wagons	41
F.8 - Category letter: Z - Tank wagons	43
Appendix G - Standard numerical marking of freight rolling stock	44
Bibliography	45

Summary

In a railway system, it is essential that each vehicle has a number. This gives it a unique designation and provides a common language for Railway Undertakings (RUs), infrastructure managers and the competent authorities in charge of wagon registration to:

- issue certificates for the vehicle;
- monitor the vehicle in operation;
- manage the maintenance;
- deliver and accept vehicles between RUs;
- make settlements at accounting and financial levels.

The existing number structure includes the code, on the 3rd and 4th digit, of the railway which owns the vehicle or which has registered the private vehicle. The restructuring of Railways in numerous countries has led to reconsideration of this concept. Its change into a country code means:

- that a RU does not depend on another RU for the registration of its wagons;
- a wagon keeper can choose the RU it wants to ensure a transport service.

This leaflet describes the structure of the freight rolling stock number, and the marking used for the identification of a vehicle. With the notion of country code and the use of abbreviations, to identify the country in which the wagon is registered and the vehicle keeper, a numbering system will be applied, that complies with the evolutions of the railway world.

1 - Purpose

The purpose of this leaflet is to describe the identification marking used during operations to identify wagons and railway bogies used in intermodal transport.

NB : For the purposes of this leaflet, the term "wagon" shall henceforth be used to refer to "railway bogie used in intermodal transport".

A wagon's identification marking comprises a structured number which enables the wagon to be unequivocally identified.

This number is supplemented by letter markings, which are described in this leaflet.

This leaflet does not describe:

- the other markings and signs stipulated elsewhere in interoperability specifications and prevailing regulations;
- the procedures for registration, database entry and approval of wagons, which are carried out by the competent authorities in each State, in accordance with national legal regulations that comply with the international legislation and the international agreements in force.

2 - Scope

Wagons worked on railway infrastructure for domestic and international rail services must bear the identification marking set out in this leaflet, in compliance with the legislation and agreements in force.

3 - Wagon number

The wagon number shall comprise a total of 12 digits broken down in five elements:

1. interoperability capacity (2 digits);
2. country in which the wagon is registered (2 digits);
3. main technical characteristics (4 digits);
4. serial number (3 digits);
5. self-check digit.

Each element shall be printed in the order in which it is listed above.

3.1 - Identification of interoperability capacity

A wagon's interoperability capacity shall be indicated on the wagon body, in accordance with the coding system set out in Appendices [A - page 10](#) and [B - page 11](#).

3.2 - Identification of the country in which the wagon is registered

The country in which the wagon is registered shall be indicated using the numerical coding system described in *UIC Leaflet 920-14* ([see Bibliography - page 45](#)). The codes are listed in Column C of Appendix [C - page 12](#).

3.3 - Identification of the main technical characteristics

A 4-digit number shall be used to indicate the main technical characteristics of each wagon.

NB : Specific wagons receive a special numbering system (see Appendix [B](#)), for which the provisions of the points [3.3](#) and [3.4](#) shall not apply.

This number shall be selected from one of the tables given in Appendix [G - page 44](#) to this leaflet, the first figure denoting the category - ordinary or special type - to which the wagon belongs.

3.4 - Identification of the serial number

Each of these categories shall be allocated one or more series of 1 000 numbers for each class of wagon defined by an identical combination of technical characteristics.

3.5 - Self-checking

The self-check digit shall be placed to the right of the actual wagon number and separated from it by a hyphen.

The self-check digit shall be determined in accordance with *UIC Leaflet 913* (see Appendix D - page 15 and Bibliography - page 45).

The self-check digit shall apply to all the eleven digits which form, with it, the wagon identification number.

4 - Letter markings

4.1 - Letter for interoperability capacity

A wagon's interoperability capacity shall be shown in letters (cf. Appendix B, footnotes b. and c. - [page 11](#)), in accordance with the provisions laid down in interoperability specifications and international regulations in force.

This letter marking shall be affixed near the first two digits of the number.

4.2 - Letter marking of the State in which the wagon is registered - Letter marking of the vehicle keeper

NB : A vehicle keeper is any person who, in his capacity as owner or rightful claimant, uses a wagon for transport purposes over a considerable period of time.

The country in which the wagon is registered shall be indicated using the alphabetical coding system described in Appendix 4 to the 1949 convention and Article 45(4) of the 1968 convention on road traffic (cf. Column B of Appendix C - [page 12](#)).

This marking is underlined and printed near the 2 digits of the code denoting the country in which the wagon is registered.

It is recommended that the vehicle keeper should add its own abbreviation after the country marking, with a hyphen separating the two. Vehicle keeper abbreviations are managed by the competent authorities in charge of registration within each State.

The vehicle keeper is also advised to inscribe the company's name and contact details on the wagon bodywork in accordance with the regulations in force. This marking is obligatory in the absence of the vehicle keeper's abbreviation.

Where infrastructure managers are wagon keepers, they are subject to the same rules as RUs.

4.3 - Letter marking for the main technical characteristics

The wagon's principal technical characteristics are inscribed in lettering on the vehicle body.

The letter marking of the wagon's principal technical characteristics shall comprise:

- a capital letter, known as the "category letter" denoting the wagon category (open high-sided, covered, flat, etc.) and the type of wagon (ordinary or special);
- small letters, known as "index letters", which enable the basic operating features of the wagon to be ascertained from the point of view of its use. These index letters may be either of international significance or of national significance in accordance with the rules of the competent State authorities in charge of registration.

In each of the above two cases, index letters shall be inscribed on the wagon in alphabetical order, near the four figures of the number showing the operating characteristics.

The meaning of the category letters and index letters is given in Appendix E - page 16.

5 - Inscription of the marking on the wagon bodywork

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

31	RIV
80	<u>D</u> -DB
0691 235-2	
Tanoos	

23	RIV
80	<u>D</u> -BASF
7369 553-4	
Zcs	

33	RIV
84	<u>NL</u> -ACTS
4796 100-8	
Slpss	

43	
87	<u>E</u>
4273 361-3	
Laeks	

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

01	87	3320 644-7
RIV	<u>E</u> -SNCF	Ks

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

The capital letters and figures making up the wagon number shall be at least 80 mm in height. A smaller height may only be used where there is no option but to place the marking on the sole bars.

Other dimensions relating to the marking (width of letters or figures, thickness and spacing of inscriptions, etc.) are left to the discretion of the vehicle keeper in accordance with the regulations in force, but must be selected with a view to ensuring the utmost clarity.

When one or more index letters of national significance are inscribed on a wagon, this national marking must be shown after the international letter marking and separated from it by a hyphen.

Any other markings and signs shall be shown in accordance with the interoperability specifications and regulations in force. These indications must be absolutely separate from any information shown as a result of applying this leaflet, particularly if they are shown in numerical form.

6 - Application

New wagons commissioned for service after the date of application of this leaflet shall bear identification markings in compliance with this leaflet.

Where the markings on other wagons deviate from the provisions of this leaflet, they shall be brought into line with the new rules as and when an opportunity arises. Full alignment must have taken place by 31.12.2010.

PPW wagons, with a gauge of 1 520 mm and numbers with 8 digits, shall be numbered according to this leaflet at the latest:

- on 31.12.2008 for PPW wagons able to run in international traffic in countries where RIV RUs are registered;
- on 31.12.2014 for the other PPW wagons.

NB : PPW wagons, with a gauge of 1 520 mm and a number with 8 digits, shall be allowed to run during the transitional period in international traffic (according to the regulation).

The conditions governing application shall be revised in line with the interoperability specifications and the international rules in force on the date of application of this leaflet.

Appendix A - Allocation of "interoperability capacity" codes to the various types of rolling stock

Wagons	01 to 09
	10 to 19
	20 to 29
	30 to 39
	40 to 49
	80 to 89
Coaches	50 to 59
	60 to 69
	70 to 79
Locomotives, power cars, special vehicles	90 to 99

Appendix B - "Interoperability capacity" codes used for wagons

	2 nd digit		0	1 ^a	2 ^a	3	4	5	6	7	8	9
	1 st digit	Gauge	fixed or variable	fixed	variable	fixed	variable	fixed	variable	fixed	variable	fixed or variable
TSI/COTIF ^b PPW ^{c g}	0	with axles	Spare	TSI/ COTIF wagons the keeper of which is a RIV RU ^d		TSI/COTIF wagons ^e the keeper of which is a RIV RU ^{d f}						PPW wagons ^g (variable gauge)
	1	with bogies	Wagons used by industry ^h									
	2	with axles	Spare	TSI/ COTIF wagons the keeper of which is a RIV RU ^d or PPW wagons ⁱ		TSI/ COTIF wagons the keeper of which is a company (RU or not) joined by agreement with a RIV RU ^d or PPW wagons ⁱ				Other TSI/COTIF wagons PPW wagons ⁱ		PPW wagons ^g (fixed gauge)
	3	with bogies										
Non TSI/COTIF ^b and non PPW ^c	4	with axles ^e	Service wagons ^a	Other wagons		Other wagons the keeper of which is a company (RU or not) joined by agreement with an RU in Appendix C - page 12, Column D or E				Other wagons		Wagons with special numbering ^j
	8	with bogies ^e										
		Traffic	Domestic traffic or international traffic by special agreement	International traffic by special agreement	Domestic traffic	International traffic by special agreement	Domestic traffic	International traffic by special agreement	Domestic traffic	International traffic by special agreement	Domestic traffic	Domestic traffic or international traffic by special agreement

a. Unless otherwise specified, codes 1x and 2x and codes 40 and 80 are reserved for coding wagons whose keeper is mentioned in Appendix C, Column D.

b. Until entry into force of other prescriptions in the TSI (technical specifications for interoperability) or the COTIF (Convention concerning International Carriage by Rail), the sign RIV on the wagon's body indicates that it complies with the provisions of the Technical Unity of Railways (UT) and UIC Standards.

c. Unless otherwise stipulated by the PPW regulation, the abbreviation PPW on the wagon's body indicates that the wagon complies with this regulation.

d. The list of RIV members is given in Appendix C, Column E.

e. Fixed or variable gauge.

f. Codes 0x and 1x are allocated to the same RU.

g. The list of PPW members is given in Appendix C, Column F.

h. TSI/COTIF (RIV until entry in force) and PPW regulations are not compulsory for wagons used by industry. Also applicable to axle wagons. Also includes test wagons for OSJD members.

i. PPW wagons with a gauge of 1 435 mm, codified with these codes, comply with TSI/COTIF specifications (RIV until entry in force). It is the same for some PPW wagons with a gauge of 1 520 mm (according to the regulation).

j. Points 3.3 and 3.4 shall not apply to the structure of a number containing this type of code.