

RAUDTEEALASED RAKENDUSED. RAUDTEEVEEREMI  
MÄRGISTUS. OSA 1: KAUBAVAGUNID

Railway applications - Marking on railway vehicles -  
Part 1: Freight wagons

## EESTI STANDARDI EESSÕNA

## NATIONAL FOREWORD

See Eesti standard EVS-EN 15877-1:2012+A1:2018 sisaldab Euroopa standardi EN 15877-1:2012+A1:2018 ingliskeelset teksti.	This Estonian standard EVS-EN 15877-1:2012+A1:2018 consists of the English text of the European standard EN 15877-1:2012+A1:2018.
Standard on jõustunud sellekohase teate avaldamisega EVS Teatajas.	This standard has been endorsed with a notification published in the official bulletin of the Estonian Centre for Standardisation.
Euroopa standardimisorganisatsioonid on teinud Euroopa standardi rahvuslikele liikmetele kättesaadavaks 05.12.2018.	Date of Availability of the European standard is 05.12.2018.
Standard on kättesaadav Eesti Standardikeskusest.	The standard is available from the Estonian Centre for Standardisation.

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ICS 45.060.01

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English Version

## Railway applications - Marking on railway vehicles - Part 1: Freight wagons

Applications ferroviaires - Inscriptions pour véhicules  
ferroviaires - Partie 1: Wagons pour le fret

Bahnanwendungen - Kennzeichnung von  
Schienenfahrzeugen - Teil 1: Güterwagen

This European Standard was approved by CEN on 9 March 2012 and includes Amendment 1 approved by CEN on 15 July 2018.

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EUROPEAN COMMITTEE FOR STANDARDIZATION  
COMITÉ EUROPÉEN DE NORMALISATION  
EUROPÄISCHES KOMITEE FÜR NORMUNG

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## European foreword

This document (EN 15877-1:2012+A1:2018) has been prepared by Technical Committee CEN/TC 256 "Railway Applications", the secretariat of which is held by DIN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2019, and conflicting national standards shall be withdrawn at the latest by June 2019.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN shall not be held responsible for identifying any or all such patent rights.

This document includes Amendment 1 approved by CEN on 2018-07-15.

This document supersedes EN 15877-1:2012.

The start and finish of text introduced or altered by amendment is indicated in the text by tags A1 A1.

A1 This document has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive 2008/57/EC.

For relationship with EU Directive 2008/57/EC, see informative Annex ZA, which is an integral part of this document. A1

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

## Introduction

This European standard describes standardised markings for use on railway vehicles. These markings are used to provide various items of information relating to the characteristics and intended use of vehicles in a clear and concise manner. Among those markings are safety signs used to alert equipment operators to hazards that may be encountered in the use or maintenance of the vehicles.

The standard consists of two parts:

- *Part 1: Freight wagons;*
- *Part 2: External Markings on Coaches, Motive Power Units, Locomotives and On Track Machines.*

The provisions of this Part 1 of the standard cover:

- the markings required by the Conventional Rail Rolling Stock Freight Wagon TSI which mandates the minimum set of markings relevant to its design and operation to be carried by any wagon which is certified as TSI and/or UTP compliant;
- the markings, in addition to those which are TSI/UTP mandatory, which are relevant to its design and operation as required by industry.

In addition to the markings shown in this standard, there might be other industrial markings and text applied to a freight wagon, e.g. instructions and warnings concerning the use of equipment. Such additional markings are not in contravention of this standard provided they do not interfere with or affect the markings in the standard.

The standard is applicable to all railway freight wagons operating within the European Union, the European Free Trade Association Member States and states which are member of OTIF (Intergovernmental Organisation for International Carriage by Rail) and it satisfies the legal requirements within these institutions.

The standard is consistent with:

- **A1** the Technical Specification for Interoperability Subsystem: Rolling Stock Scope: Freight Wagons as published in the Official Journal L 104, 12.4.2013, p.1, and its amendments;
- the Technical Specification for Interoperability Subsystem: Operation and Traffic Management published in the Official Journal L 165, 30.06.2015, p.1; **A1**
- the Convention Concerning International Carriage by Rail (COTIF) as amended by the Vilnius Protocol in force from 1.7.2006, applicable from 01.01.2011

It therefore supports the essential requirements of:

- Directive 2008/57/EC on the interoperability of the rail system within the Community;
- COTIF UTP GEN-A: General provisions – Essential requirements (A 94-01A/1.2009) in force since 1<sup>st</sup> August 2009.

It is intended to be used by all parties concerned with the marking of railway vehicles.

## 1 Scope

This European Standard identifies the information required to be marked on freight wagons, or parts of freight wagons, relating to their technical, operational and maintenance characteristics. It defines the characteristics of these markings, the requirements pertaining to their presentation, their shape and position on a vehicle and their meaning. Some markings are accompanied with a note(s) where appropriate.

Tank barrel manufacturers' design criteria, test and product specification plates have not been considered in this European Standard as they are specified in EN 12561-1:2011, Railway applications — Tank wagons — Part 1: Identification plates for tank wagons for the carriage of dangerous goods.

Dangerous Goods markings have not been considered in this European Standard where fully specified in RID (dimensions, colour, location and form). Where markings are not fully specified in RID they are included in this standard

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN 12561-1, *Railway applications — Tank wagons — Part 1: Identification plates for tank wagons for the carriage of dangerous goods*

EN 15528, *Railway applications — Line categories for managing the interface between load limits of vehicles and infrastructure*

prEN 15877-2, *Railway applications — Marking on railway vehicles — Part 2: External markings on coaches, motives power units, locomotives and on track machines*

ISO 3864-1, *Graphical symbols — Safety colours and safety signs — Part 1: Design principles for safety signs and safety markings*

CIE 015-2004, *Colorimetry* — 3<sup>rd</sup> edition

CIE 054.2-2001, *Retroreflection: Definition and Measurement*

## 3 Terms, definitions and abbreviations

### 3.1 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

#### 3.1.1

##### **buffer stroke**

measured distance difference between an uncompressed and a fully compressed buffer

#### 3.1.2

##### **decal**

a picture or design printed on specially prepared plastic sheeting for the purpose of adherence to a freight wagon