



NSAI
Standards

Irish Standard
I.S. EN 15877-1:2012

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

I.S. EN 15877-1:2012

Incorporating amendments/corrigenda/National Annexes issued since publication:

The National Standards Authority of Ireland (NSAI) produces the following categories of formal documents:

I.S. xxx: Irish Standard – national specification based on the consensus of an expert panel and subject to public consultation.

S.R. xxx: Standard Recommendation - recommendation based on the consensus of an expert panel and subject to public consultation.

SWIFT xxx: A rapidly developed recommendatory document based on the consensus of the participants of an NSAI workshop.

This document replaces:

This document is based on:
EN 15877-1:2012

Published:
25 June, 2012

This document was published
under the authority of the NSAI
and comes into effect on:
25 June, 2012

ICS number:

45.060.20

NSAI
1 Swift Square,
Northwood, Santry
Dublin 9

T +353 1 807 3800
F +353 1 807 3838
E standards@nsai.ie
W NSAI.ie

Sales:
T +353 1 857 6730
F +353 1 857 6729
W standards.ie

Údarás um Chaighdeáin Náisiúnta na hÉireann

ICS 45.060.20

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.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the CEN-CENELEC Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and United Kingdom.



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

Management Centre: Avenue Marnix 17, B-1000 Brussels

Contents

Page

| | |
|--|------------|
| Foreword..... | 3 |
| Introduction | 4 |
| 1 Scope | 5 |
| 2 Normative references | 5 |
| 3 Terms, definitions and abbreviations | 5 |
| 3.1 Terms and definitions | 5 |
| 3.2 Abbreviations | 7 |
| 4 Markings | 7 |
| 4.1 General principles..... | 7 |
| 4.2 Colour | 9 |
| 4.3 Positioning | 11 |
| 4.4 List of markings | 15 |
| 4.5 Details of vehicle markings | 17 |
| Annex ZA (informative) Relationship between this European Standard and the Essential Requirements of EU Directive 2008/57/EC of the European Parliament and of the Council of 17 June 2008 on the interoperability of the rail system within the Community (Recast) | 135 |
| Bibliography | 138 |

Foreword

This document (EN 15877-1:2012) 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 December 2012, and conflicting national standards shall be withdrawn at the latest by December 2012.

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

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(s).

For relationship with EU Directive(s), see informative Annex ZA, which is an integral part of this document.

According to the CEN/CENELEC Internal Regulations, the national standards organisations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, 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:

- the Technical Specification for Interoperability Subsystem: Rolling Stock Scope: Freight Wagons as published in the EU official journal L344 dated 8th December 2006, as amended by Commission Decision (2009/107/EC),
- The Technical Specification for Interoperability Subsystem : Operation and Traffic Management
- 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 1st 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* — 3rd 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

This is a free preview. Purchase the entire publication at the link below:

[Product Page](#)

-
- Looking for additional Standards? Visit Intertek Inform Infostore
 - Learn about LexConnect, All Jurisdictions, Standards referenced in Australian legislation
-