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## <u>Part 10</u>

## CODES FOR THE TECHNICAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 5-6)

|   | 6 <sup>th</sup> digit<br>5 <sup>th</sup> digit | 0  | 1 2 3  |   | 3  | 4   |  |
|---|--|--|--|---|--|---|--|
| Reserved  | 0  | Reserved   | Reserved   | Reserved  | Reserved   | Reserved  |  |
| Vehicles with 1 <sup>st</sup><br>class seats                                | 1  | 10 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle  | ≥ 11 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle                              | Reserved  | Reserved   | Two or three axles  |  |
| Vehicles with 2 <sup>nd</sup><br>class seats                                | 2  | 10 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle  | 11 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle                                | ≥ 12 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle | Three axles  | Two axles   |  |
| Vehicles with 1st or 1 <sup>st</sup> /2 <sup>nd</sup> class seats           | 3  | 10 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle  | 11 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle                                | ≥ 12 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle | Reserved   | Two or three axles  |  |
| 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class<br>couchette cars | 4  | 10 1 <sup>st</sup> /2 <sup>nd</sup> class compartments   | Reserved   | Reserved  | Reserved   | $\leq 9 \ 1^{st}/2^{nd}$ class compartments   |  |
| 2 <sup>nd</sup> class couchette cars  | 5  | 10 compartments  | 11 compartments  | $\geq$ 12 compartments  | Reserved   | Reserved  |  |
| Reserved  | 6  | Reserved   | Reserved   | Reserved  | Reserved   | Reserved  |  |
| Sleeping cars   | 7  | 10 compartments  | 11 compartments  | 12 compartments   | < 10 2 <sup>nd</sup> class compartments  | < 10 1 <sup>st</sup> class compartments   |  |
| Vehicles of special design and vans   | 8  | Driving trailer with seats, all<br>classes, with or without luggage<br>compartment, with driving cab<br>for reversible working | Vehicles with 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class<br>seats with luggage or mail<br>compartment | Vehicles with 2 <sup>nd</sup> class seats with luggage or mail compartment              | Reserved   | Vehicles with seats, all classes<br>with specially-fitted areas, e.g.<br>children's play area |  |
|   | 9  | Mail vans  | Luggage vans with mail compartment   | Luggage vans  | Luggage vans and two or three-<br>axle 2nd class vehicles with<br>seats, with luggage or mail<br>compartment |   |  |



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*European Railway Agency* Note: Fractions of a compartment are not considered. The equivalent accommodation in open saloon cars with centre aisle is obtained by dividing the number of available seats by 6, 8 or 10 depending on the construction of the vehicle.



## CODES FOR THE TECHNICAL CHARACTERISTICS OF HAULED PASSENGER STOCK (DIGITS 5-6)

|   | 6 <sup>th</sup> digit<br>5 <sup>th</sup> digit | 5   | 6   | 7  | 8  | 9  |  |
|---|--|---|---|--|--|--|--|
| Reserved  | 0  | Reserved  | Reserved  | Reserved   | Reserved   | Reserved   |  |
| Vehicles with 1 <sup>st</sup><br>class seats                                  | 1  | Reserved  | Double-deck coaches   | ≥ 7 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle | 8 side-corridor compartments or equivalent open-saloon space with centre aisle         | 9 side-corridor compartments or<br>equivalent open-saloon space<br>with centre aisle   |  |
| Vehicles with 2 <sup>nd</sup><br>class seats                                  | 2  | Only for OSJD, double-deck coaches  | Double-deck coaches   | Reserved   | ≥ 8 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle | 9 side-corridor compartments or<br>equivalent open-saloon space<br>with centre aisle   |  |
| Vehicles with 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class seats | 3  | Reserved  | Double-deck coaches   | Reserved   | ≥ 8 side-corridor compartments<br>or equivalent open-saloon space<br>with centre aisle | 9 side-corridor compartments or<br>equivalent open-saloon space<br>with centre aisle   |  |
| 1 <sup>st</sup> or 1 <sup>st</sup> /2 <sup>nd</sup> class couchette cars      | 4  | Reserved  | Reserved  | Reserved   | Reserved   | $\leq$ 9 1 <sup>st</sup> class compartments  |  |
| 2 <sup>nd</sup> class couchette cars  | 5  | Reserved  | Reserved  | Reserved   | Reserved   | ≤ 9 compartments   |  |
| Reserved  | 6  | Reserved  | Reserved  | Reserved   | Reserved   | Reserved   |  |
| Sleeping cars   | 7  | > 12 compartments   | < 10 compartments   | Reserved   | Reserved   | Reserved   |  |
| Vehicles of special design and vans   | 8  | Coaches with seats and couchette<br>cars, all classes, with bar or<br>buffet area | Double-deck driving coach with<br>seats, all classes, with or without<br>luggage compartment, with<br>driving cab for reversible<br>working | Dining cars or coaches with bar<br>or buffet area, with luggage<br>compartment         | Dining cars  | Other special coaches<br>(conference, disco, bar, cinema,<br>video, ambulance coaches) |  |
|   | 9  | Two or three-axle luggage vans<br>with mail compartment                           | Other vans  | Two or three-axle car-carrying wagons  | Car-carrying wagons  | Service vehicles   |  |



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| Energy supply   | 8th digit | 0                                      | 1                                    | 2   | 3  | 4  | 5   | 6  | 7   | 8                                     | 9                                      |
|-----------------|-----------|--|--------------------------------------|---|--|--|---|--|---|---------------------------------------|--|
| Maximum speed   | 7th digit |  |                                      |   |  |  |   |  |   |                                       |  |
| < 120 km/h      | 0         | All tensions *                         | Reserved                             | 3000 V~<br>+ 3000 V=  | 1000 V~ *                                      | Reserved                                     | 1500 V~                                       | Other tensions<br>than 1000 V,<br>1500 V,<br>3000 V            | 1500 V~<br>+ 1500 V=                                | 3000 V=                               | Reserved                               |
|                 | 1         | All tensions * $+$ Steam <sup>1</sup>  | 1000 V~<br>+ Steam <sup>1</sup>      | 1000 V~<br>+ Steam <sup>1</sup>   | 1000 V~<br>+ Steam <sup>1</sup>                | 1000 V~<br>+ Steam <sup>1</sup>              | 1000 V~<br>+ Steam <sup>1</sup>               | Reserved   | 1500 V~<br>+ 1500 V=<br>+ Steam <sup>1</sup>        | 3000 V =<br>+ Steam <sup>1</sup>      | 3000 V =<br>+ Steam <sup>1</sup>       |
|                 | 2         | Steam <sup>1</sup>                     | Steam <sup>1</sup>                   | 3000 V~<br>+ 3000 V=<br>+ Steam <sup>1</sup>                                      | Steam <sup>1</sup>                             | 3000 V~<br>+ 3000 V=<br>+ Steam <sup>1</sup> | Steam <sup>1</sup>                            | $3000 V \sim$<br>+ 3000 V=<br>1500 V ~<br>+ Steam <sup>1</sup> | 1500 V~<br>+ Steam <sup>1</sup>                     | 1500 V~<br>+ Steam <sup>1</sup>       | $A^1$                                  |
| 121 to 140 km/h | 3         | All tensions                           | Reserved                             | 1000 V~<br>+ 3000 V=  | 1000 V~ * <sup>1</sup>                         | 1000 V~ * <sup>1</sup>                       | 1000 V~                                       | 1000 V~<br>+ 1500 V~<br>+ 1500 V=                              | 1500 V~<br>+ 1500 V=                                | 3000 V=                               | 3000 V=                                |
|                 | 4         | All tensions * $+$ Steam <sup>1</sup>  | All tensions $+$ Steam <sup>1</sup>  | All tensions $+$ Steam <sup>1</sup>   | 1000 V~ * <sup>1</sup><br>+ Steam <sup>1</sup> | 1500 V~<br>+ 1500 V=                         | $1000 \text{ V} \sim$<br>+ Steam <sup>1</sup> | 3000 V~<br>+ 3000 V=   | $1500 V \sim$<br>+ 1500 V=<br>+ Steam <sup>1</sup>  | $3000 V =$ $+ Steam^{1}$              | Reserved                               |
|                 | 5         | All tensions *<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup> | All tensions<br>+ Steam <sup>1</sup>  | 1000 V~<br>+ Steam <sup>1</sup>                | Reserved                                     | 1500 V~<br>+ Steam <sup>1</sup>               | Other tensions<br>than 1000 V,<br>1500 V,<br>3000 V            | 1500 V~<br>+ 1500 V=<br>+ Steam <sup>1</sup>        | Reserved                              | Reserved                               |
|                 | 6         | Steam <sup>1</sup>                     | Reserved                             | 3000 V~<br>+ 3000 V=  | Reserved                                       | 3000 V~<br>+ 3000 V=                         | Reserved                                      | Steam <sup>1</sup>   | Reserved  | Reserved                              | $A^1$                                  |
| 141 to 160 km/h | 7         | All tensions *                         | All tensions                         | $1500 \text{ V} \sim ^{1}$<br>+ 3000 V= <sup>1</sup><br>All tensions <sup>2</sup> | 1000 V~ *                                      | 1500 V~<br>+ 1500 V=                         | 1000 V~                                       | 1500 V~  | 1500 V~<br>+ 1500 V=                                | 3000 V=                               | 3000 V=                                |
|                 | 8         | All tensions *<br>+ Steam <sup>1</sup> | All tensions $+$ Steam <sup>1</sup>  | 3000 V~<br>+ 3000 V=  | Reserved                                       | All tensions *<br>+ Steam <sup>1</sup>       | 1000 V~<br>+ Steam <sup>1</sup>               | 3000 V~<br>+ 3000 V=   | Other tensions<br>than 1000 V,<br>1500 V,<br>3000 V | All tensions * $+$ Steam <sup>1</sup> | $egin{array}{c} A^1 \ G^2 \end{array}$ |
| > 160 km/h      | 9         | All tensions * <sup>2</sup>            | All tensions                         | All tensions<br>+ Steam <sup>1</sup>  | 1000 V~<br>+ 1500 V~                           | 1000 V~                                      | 1000 V~                                       | Reserved   | 1500 V~<br>+ 1500 V=                                | 3000 V=                               | $A^1, A^2, \\ G^2$                     |

## Codes for the general characteristics of hauled passenger stock (digits 7-8)



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Notes:

- 1 Only for domestic traffic vehicles
- 2 Only for vehicles able to international traffic
- All tensions Single phase alternating current 1000 V 51 to 15 Hz, single phase alternating current 1500 V 50 Hz, direct current 1500 V, direct current 3000 V. Can include single phase alternating current 3000 V 50 Hz
- \* For certain vehicles with 1000V single phase alternating current, only one frequency, either 16 2/3 or 50 Hz, is permitted
- A Autonomous heating, without train bus electricity supply line
- G Vehicles with train bus electricity supply line for all voltages, but requiring a generator van to supply air-conditioning
- Steam Steam heating only. If tensions are written, the code is also available for vehicles without steam heating.