



DB Cargo AG • Weserglaci 2 • 32423 Minden (Westf)

To all customers of the codification agency

DB Cargo AG
Wagon Asset Management and Technology
V.CBA 31 (B)
Weserglaci 2
32423 Minden (Westf.)
www.dbcargo.com

Dr. Christoph Lackhove
Tel.: +49 (0) 571 393-5686
Fax: +49 (0) 571 393-5623
Mobile: +49 (0) 152 37539433
christoph.lackhove@deutschebahn.com
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Changes in codification of semi-trailers for type 1 pocket wagons under UIC 571-4 (P codification without compatibility code, with a trestle height of 1130 mm)

Dear Sir or Madam,

We would like to inform you of imminent changes to the codification of semi-trailers for type 1 standard pocket wagons (uniform pocket wagons compliant with UIC Leaflet 571-4, P codification without a compatibility code).

With effect from 1 January 2017, we shall no longer undertake exclusive codification of semi-trailers for this wagon (P codification without a compatibility code with a trestle height of 1130 mm). Should you nevertheless require codification of this wagon, we shall provide you with double codification. Codification with a compatibility code will be carried out, in addition to P codification without a compatibility code. This can also include a trestle height (e.g. 980 mm). Two codification plates will then be applied to the semi-trailers in question.

With effect from 1 January 2019, we shall no longer carry out codification for semi-trailers in accordance with UIC Leaflet 571-4 (P codification without a compatibility code with a trestle height of 1130 mm), not even within the scope of double codification).

Grounds:

Codification is still widespread solely for type 1 pocket wagons, although their numbers have fallen significantly and no new ones are anticipated. DB Cargo and other companies no longer possess any wagons of this type.

More up-to-date wagons are available in areas in which they are still used. Transport is thus usually possible if the semi-trailers used only have P codification with a compatibility code.

P codification alone with compatibility codes already offers the customer advantages. The more favourable structure of modern pocket wagons facilitates a lower loading gauge, e.g. P390 instead of P400, whilst retaining the same internal semi-trailer headroom. The semi-trailer can therefore be used on more routes. Conversely, greater internal headroom is possible with the same loading gauge (P400).

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Moreover, hinged underrun bars are necessary for EU semi-trailers (combined vehicle length 16.5 m) which are to be allocated codification for type 1 pocket wagons, due to the space at the rear. This requirement does not apply to modern pocket wagons. There is ample space for a rigid underrun bar. The requirements of UN ECE Regulation No. 58 for underrun devices will be more stringent from 1 January 2019. This will entail a correspondingly expensive, complicated, heavy design. Codifying semi-trailers with compatibility codes and dispensing with obsolete type 1 pocket wagons will avoid these negative effects.

For the above reasons, we recommend waiving codification of semi-trailers (P codification without a compatibility code and with a trestle height of 1130 mm) for type 1 pocket wagons and selecting P codification with compatibility codes instead.

We want these measures to future-proof and safeguard the competitiveness of intermodal rail traffic. Please understand our position. Should you have any questions or require further information, please feel free to contact us.

Yours faithfully,

DB Cargo AG

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Dr. Christoph Lackhove

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Peter Duwe