

# International brake sheet and wagon list

				5. Country code							
1. Issuing RU	2. Train number	3. Departure date	6. Train profile:								
4a. Valid from station		4b. Valid to station		7. $v_{max}$ , km/h:							

## Train parameters

8. Remarks during the journey				9. Special features of the train											
10. Dangerous goods in train		11. Exceptional consignment in train		12. Additional documents about restrictions added		13. Waste shipments in train		16a. Valid from station		16b. Valid to station		16c. Valid from station		16d. Valid to station	
17a. # of first wagon		17b. # of last wagon		17c. # of first wagon		17d. # of last wagon									
a		b		a+b		c		d		c+d					
Active locomotives		Wagons and inactive locomotives		Total		Active locomotives		Wagons and inactive locomotives		Total					
19. Count, pcs															
20. Length, m															
21. Hand brake holding force, t / kN															
22. Braked weight after deduction, t															
23. Gross weight, t															
14. Required line classification		15. Brake setting G P GP P+LL R		24. Available brake %:				24. Available brake %:							
				25. Required brake %:				25. Required brake %:							
				26. Missing brake %:				26. Missing brake %:							
27. % of braked weight braked by cast iron blocks:								27. % of braked weight braked by cast iron blocks:							

## Active locomotives in train

28. Seq.	29. Number	30. Class	31. # of axles	32. Length over buffers, m	33. Gross weight, kg	34. Brake block type	35. Brake position	36. Braked weight, t	37. Remarks
1									
2									
3									
4									
5									

38. Date of issue	39. Time of issue	40. Issued by			
41. Date of review	42. Time of review	43. Reviewed by		44. Remark	

## Field explanations:

1.	The RU issuing the brake sheet.	
2.	The number of the train valid at departure from the "Valid from station" (field 4a). This information is repeated in the header of each page.	
3.	The departure date of the train valid at departure from the "Valid from station" (field 4a). This information is repeated in the header of each page.	
4a.	The station from which this brake sheet and wagon list is valid, written in text.	
4b.	The station until which this brake sheet and wagon list is valid, written in text.	
5.	ISO codes of countries in which this brake sheet is valid, fields 6 and 7 are to be filled according to the given country.	
6.	The train index (e.g. ME100). In the absence of index the timetabled train type (e.g. P or G). In Switzerland the "Zugreihe" and "Bremsreihe" (e.g. A50). Provided per country.	
7.	The maximum technically allowed speed of this train consist by considering the train profile and speed limits applied to vehicles in the train. Provided per country.	
8.	Space for remarks about incidents and observations during the journey.	
9.	Direct explanations or references to attached documents that describe the special features of the train.	
10.	Tick if there are any goods with RID marking in the train.	
11.	Tick if there are any shipments in the train that are marked as exceptional consignment (i.e. permission number present).	
12.	Tick if there are additional documents added to the brake sheet that describe further restrictions applying to the train.	
13.	Tick if there are waste transports in train.	
14.	The highest railway line classification required by vehicles present in the train according to their loading condition. For the range of A-C only a letter (e.g. C) is to be given, starting from line class D also a number (e.g. D2) must be provided.	
15.	Brake setting of the train to be ticked: "G", "P", "GP" (locomotives in G and wagons in P), "P+LL" (Long Locomotive) or "R".	
16a. / 16c.	The station from which the train parameters are valid, written in text.	Fields 16-18 are to be used for indicating the stretch for which the data in fields 19-27 is valid, should train parameters change en route. Several stretches are to be used in case the creation of a new brake sheet is not possible.
16b. / 16d.	The station until which these train parameters are valid, written in text.	
17a. / 17c.	The number of the first wagon after the locomotive on the given stretch.	
18a. / 18c.	The number of the last wagon in the wagon rake on the given stretch.	
19.	The counted number of vehicles in train.	
20.	The summed length over buffers of vehicles in the train, given in whole meters (rounded up).	
21.	The summed hand brake holding force of vehicles that have hand brakes, either only in kN or in tons as well as kN (rounded down). Tons and kN are to be separated by a slash '/' sign. The hand brake holding force of the locomotive may only be included in case it remains coupled to the train at all times when stopped en route.	
22.	The braked weight of vehicles in train after foreseen deductions, given in whole tons (rounded down). In case electrodynamic brakes ( E-brakes) are also included in the braked weight calculation, the value with and without E-brakes is to be provided, separated by a slash '/' sign. E-brakes may only be included in case the rolling stock used and the infrastructure conditions ensure that E-brakes are available at all times when braking a moving train.	
23.	The gross weight of vehicles in the train, given in whole tons (rounded up).	
24.	The available brake ratio of this train, given in %.	
25.	The highest required brake ratio on the foreseen route for this train, given in %.	
26.	The missing brake ratio, given in % points. To be filled in case the available brake ratio remains below the highest required brake ratio, thus demanding operation in degraded mode.	
27.	The proportion of braked weight that is provided by wagons braked by using cast iron blocks, given in %.	
28.	The sequence of the locomotive in train consist, starting from the head of the train. Counting starts with 1.	
29.	Locomotive EVN number according to the UIC standard coding, digit groups (1-2, 3-4, 5-8, 9-11 and 12) are to be separated by a space.	
30.	Locomotive class.	
31.	The counted number of axles the locomotive has.	
32.	Length over buffers of the locomotive, given in meters with two digits after comma.	
33.	Gross weight of the locomotive, given in kg.	
34.	The type of brake blocks used in the locomotive, abbreviations to be used: <b>K</b> - K-blocks <b>L</b> - L-blocks, <b>LL</b> - LL-blocks <b>D</b> - disc brakes <b>F</b> - cast iron blocks	
35.	The brake position set at the given locomotive (G, P, E), several brake systems to be marked by using a plus '+' sign (e.g. P+E).	
36.	The braked weight of the locomotive as applicable for the given brake position, given in tons (rounded down).	
37.	Any further remarks about the locomotive in a free text form (e.g. a comment that the locomotive is at the rear or middle of the train).	
38.	The date on which the brake sheet was created. This field is mandatory.	
39.	The time at which the brake sheet was created. This field is mandatory.	
40.	The name and signature of the person who created the brake sheet. Alternatively, an ID code or any other reference can be used that ensures the user is traceable in the IT system of the RU issuing the document. This field is mandatory.	
41.	The date on which the brake sheet was either enhanced, corrected or additionally checked, should this be necessary.	
42.	The time at which the brake sheet was either enhanced, corrected or additionally checked, should this be necessary.	
43.	The name and signature of the person who performed the enhancement, correction or additional check. Alternatively, an ID code or any other reference can be used that ensures the user is traceable in the IT system of the RU issuing the document.	
44.	An explanation in free text describing the reason why fields 41-43 were used.	



**Field explanations:**

45.	The sequence of the wagon in the wagon rake (active locomotives are not counted). Counting starts with 1.
46.	Wagon EVN number according to the UIC standard coding, digit groups (1-2, 3-4, 5-8, 9-11 and 12) are to be separated by a space.
47.	The counted number of axles the wagon has.
48.	Length over buffers of the wagon, given in meters with two digits after comma.
49.	Weight of load on the wagon, given in kilograms.
50.	Gross weight of the wagon, given in kilograms.
51.	The type of brake blocks used in the wagon, abbreviations to be used: <b>K</b> - K-blocks <b>L</b> - L-blocks, <b>LL</b> - LL-blocks <b>D</b> - disc brakes <b>F</b> - cast iron blocks
52.	The braked weight of the wagon before foreseen deductions, given in tons (rounded down). For P-wagons the column P is to be filled, for G-wagons and M-wagons (Matrossow brakes) the column G is to be filled. In case of Matrossow brakes an additional remark 'Matrossow' is to be made in field 59. In case of inactive brakes a minus '-' sign is to be used.
53.	The hand brake holding force of the vehicle in case it has hand brakes, either only in kN or in tons as well as kN (all rounded down). Tons and kN to be separated by a slash '/' sign. In case of no hand brakes available, a minus '-' sign is to be filled in.
54.	The RID UN Numbers, Hazard Numbers and Danger Labels applying to the goods in the wagon. In case several RID codes apply then additional rows can be used for the same wagon. In case of no RID a minus sign '-' is to be used.
55.	Tick if there is a shipment in the wagon that is marked as an exceptional consignment, i.e. there is a permission number present. In case it is an exceptional consignment only in some countries, a remark is to be made in field 59.
56.	The destination station name of the wagon, written in text.
57.	The maximum permitted speed of the wagon according to the wagon (**, ***) and load condition, given in km/h. Statements about potential country-specific speed limits are to be filled in field 59.
58.	The railway line classification required for this wagon according to its loading condition. For the range of A-C only a letter (e.g. C) is to be given, starting from line class D also a number (e.g. D2) must be provided.
59.	Any further remarks about the wagon in free text form, e.g. statements about goods with specific risk on board or potential country-specific speed limitations for certain wagons.
60.	The date on which the wagon list was created. This field is mandatory.
61.	The time at which the wagon list was created. This field is mandatory.
62.	The name and signature of the person who created the wagon list. Alternatively, an ID code or any other reference can be used that ensures the user is traceable in the IT system of the RU issuing the document. This field is mandatory.
63.	The date on which the wagon list was either enhanced, corrected or additionally checked, should this be necessary.
64.	The time at which the wagon list was either enhanced, corrected or additionally checked, should this be necessary.
65.	The name and signature of the person who performed the enhancement, correction or additional check. Alternatively, an ID code or any other reference can be used that ensures the user is traceable in the IT system of the RU issuing the document.
66.	An explanation in free text describing the reason why fields 63-65 were used.