Train number: _____ Departure date: _____

International brake sheet for freight trains

5. Country code					ETCS

1. Issuing RU	2. Train number	3. Departure date	6. Train category:						
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	18a. # of last wagon	17c. # of first wagon	18c. # 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. Eligible parking brake holding force, in ○ t ◉ kN						
22. Braked weight after deduction, t						
23. Gross weight, t						

14. Required line category	15. Brake setting
	○ G ○ P ○ G+P ◉ LL+P ○ 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 traction units 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	36a. Parking brake holding force, t ○ kN ◉	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 applicable train category valid for each traveled country: the train index (e.g. ME100), the timetabled brake position (e.g. P or G) or in Switzerland the "Zugreihe" and "Bremsreihe" (e.g. A50). The ETCS Train Category must be provided additionally, if the train uses ETCS en route.		
7.	The maximum technically allowed speed of this train consist by considering the train category and speed limits applied to vehicles in the train. Provided per country and separately for ETCS.		
8.	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.		
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", "G+P" (locomotives in G and wagons in P), "LL+P" (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.	Digit groups are to be separated as shown: "xx xx xxxx xxx-x".	
18a. / 18c.	The number of the last wagon in the wagon rake on the given stretch.		
19.	The counted number of vehicles in train.		Data to be provided for: a / c) active locomotives in the train b / d) wagons and inactive locomotives in the train a+b / c+d) the overall total of vehicles in train
20.	The summed length over buffers of vehicles in the train, given in whole meters (rounded up).		
21.	The summed eligible parking brake holding force of vehicles that have functional parking brakes, either in kN or in tons (rounded down). The use of t or kN is to be indicated in the selection box. The parking brake holding force of a traction unit 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 (after deductions) that is provided by wagons braked by using cast iron blocks, given in %.		
28.	The sequence of the traction unit in train consist, starting from the head of the train. Counting starts with 1.		
29.	Traction unit EVN number according to the UIC standard coding, digit groups are to be separated as shown: "xx xx xxxx xxx-x".		
30.	Traction unit (locomotive) class.		
31.	The counted number of axles the traction unit has.		
32.	Length over buffers of the traction unit, given in meters with two digits after comma.		
33.	Gross weight of the traction unit, given in kg.		
34.	The type of brake blocks used in the traction unit, abbreviations to be used: **K** - K-blocks **L** - L-blocks, **LL** - LL-blocks **D** - disc brakes **F** - cast iron blocks		
35.	The brake position set (e.g. G, P, P+E), as applicable and marked at the given traction unit.		
36.	The braked weight of the traction units as applicable for the given brake position, given in tons (rounded down).		
36a.	The parking brake holding force of the traction unit (rounded down), given in t or kN. The use of t or kN is to be indicated in the selection box.		
37.	Any further remarks about the traction unit 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.		
39.	The time at which the brake sheet was created.		
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.		
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.		

Backside

International wagon list for freight trains
(wagons and inactive locomotives)

Train number: _______ Departure date: __________ Valid from station:_________________ Valid to station:_______________

45.	46.	47.	48.	49.	50.	51.	52.		53.	54.			55.	56.	57.	58.	59.
Seq.	Vehicle number	# of axles	Length over buffers, m	Weight of load, kg	Gross weight, kg	Brake block type	Braked weight, t		Parking brake holding force, t ◯ kN ◯	RID			Exceptional consignment	Destination	v_{max}, km/h	Required line category	Remarks
							P	G		Hazard No	UN No	Danger Label					
	-												☐				
	-												☐				
	-												☐				
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	-												☐				
	TOTAL:																

☐ The list continues on the next page

60. Date of issue	61. Time of issue	62. Issued by	
63. Date of review	64. Time of review	65. Reviewed by	66. Remark

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Field explanations:

45.	The sequence of the vehicle in the wagon rake (active locomotives are not counted). Counting starts with 1.
46.	Vehicle EVN number according to the UIC standard coding, digit groups are to be separated as shown: "xx xx xxxx xxx-x".
47.	The counted number of axles the vehicle has.
48.	Length over buffers of the vehicle, given in meters with two digits after comma.
49.	Weight of load on the vehicle, given in kilograms.
50.	Gross weight of the vehicle, given in kilograms.
51.	The type of brake blocks used in the vehicle, abbreviations to be used: **K** - K-blocks **L** - L-blocks, **LL** - LL-blocks **D** - disc brakes **F** - cast iron blocks
52.	The braked weight of the vehicle 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 eligible parking brake holding force of the vehicle in case it has parking brakes, given in t or kN. The use of t or kN is to be indicated in the selection box. In case of no hand brakes available on the vehicle, a minus '-' sign is to be filled in the field.
54.	The RID UN Numbers, Hazard Numbers and Danger Labels applying to the goods in the vehicle as indicated in the transport document. It's also mandatory to indicate dangerous goods packed in limited quantities in excess of 8 tonnes (LTD QTY). In that case, a remark „LTDQTY" must be added to column „Un No". In case several RID codes apply then additional rows shall be used for the same vehicle. In case of no RID a minus sign '-' is to be used.
55.	Tick if there is a shipment in the vehicle that is marked as an exceptional consignment. 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 vehicle, written in text.
57.	The maximum permitted speed of the vehicle according to the vehicle (markings ** and *** on wagons) 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 category required for this vehicle 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 vehicle in free text form, e.g. statements about goods with specific risk on board or potential country-specific speed limitations for certain wagons. "LTD QTY "and the relevant quantity is to be used in case of limited quantity of dangerous goods
60.	The date on which the wagon list was created.
61.	The time at which the wagon list was created.
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.
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.

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