# Appendix E – Vehicle properties and collective addresses

**E.1 –  List of the static vehicle properties (Version 001.03, valid from 01.03.2009)**

| Seri al No. | Designation | Property based on | | Property is advised by: | Property supports following telegrams | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh- icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| **General vehicle properties** | | | | | | | | | |
| 1 | Vehicle has first class seats | | x | 50/0 | | | | | |
| 2 | Vehicle has second class seats | | x | 50/1 | | | | | |
| 3 | Vehicle has seats for smokers | | x | 50/2 | | | | | |
| 4 | Vehicle has seats for non-smokers | | x | 50/3 | | | | | |
| 5 | Vehicle has equipment for disabled people | | x | 50/4 | | | | | |
| 6 | Vehicle has a mother and baby compartment | | x | 50/5 | | | | | |
| 7 | Vehicle has a conference compartment | | x | 50/6 | | | | | |
| 8 | Vehicle has a guard's compartment | | x | 50/7 | | | | | |
| 9 | Vehicle is a restaurant car or has seats for meals | | x | 51/0 | | | | | |
| 10 | Vehicle has a support point for minibar | | x | 51/1 | | | | | |
| 11 | Vehicle has a support point for catering | | x | 51/2 | | | | | |
| 12 | Vehicle is a couchette coach or has couchette places | | x | 51/3 | | | | | |
| 13 | Vehicle is a sleeping car | | x | 51/4 | | | | | |
| 14 | Vehicle is a special coach (e.g. company coach) | | x | 51/5 | | | | | |
| 15 | Vehicle is a baggage car or has space for carrying baggage | | x | 51/6 | | | | | |
| 16 | Vehicle is a postal vehicle or has accommodation for carrying post | | x | 51/7 | | | | | |
| 17 | Vehicle has sealed toilets | x | | 22/0 | | | | | |
| 18 | Vehicle has telephone for passenger use | | x | 52/0 | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 19 | Vehicle is pressure tight | x | | 22/1 | | | | | |
| 20 | Vehicle is a freight wagon | | x | 52/1 | | | | | |
| **Doors** | | | | | | | | | |
| 21 | Vehicle has side sensitive door locking over the train bus | x | | 22/2 | 1.2 1.3 1.9 1.10 1.16 1.18 1.19 | | | 20/2-5 20/7 30/1 30/2 | |
| 22 | Vehicle has side sensitive door locking not over the train bus | x | | 22/3 | | | | | |
| 23 | Vehicle supports "Close doors" | x | | 22/4 | 1.1 1.2 1.17 | | | 20/0 20/1 30/0 | |
| 24 | Vehicle supports monitoring of door closing | x | | 22/5 | 1.9 1.10 | | | 20/4-5 | |
| 25 | Vehicle has moveable footsteps | | x | 52/2 | | | | | |
| 26 | Vehicle supports release of the footsteps | | x | 52/3 | 1.11 | | | 20/6 | |
| 27 | Vehicle supports locking of doors of sleeping cars | | x | 52/4 | 1.7 1.7A | | | | 1007 1A07 |
| 28 | Vehicle supports common operation of corridor connection doors between adjacent vehicles | | x | 52/5 | 1.12 1.12A | | | | 1012 1A12 |
| 29 | Vehicle supports prevention/release of WC use | x | | 22/6 | 1.15 1.15A | | | | 1015 1A15 |
| **Lighting** | | | | | | | | | |
| 30 | Vehicle supports control of lighting over the train bus | x | | 22/7 | 2.1 2.1A | | | | 2001 2A01 |

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | **Public address** | | | | | | | | |
| 31 | Vehicle supports internal loudspeaker (choice receipt) | x | | 23/0 | 3.1 | | | 21/0 | |
| 32 | Vehicle supports internal loudspeaker (obligation receipt) | x | | 23/1 | 3.2 | | | 21/1 | |
| 33 | Vehicle supports speech connection with leading vehicle | x | | 23/2 | 3.3 | | | 21/2 | |
| 34 | Vehicle supports speech connection between leading vehicle and trailing tractive unit | x | | 23/3 | 3.4 | | | 21/3 | |
| 35 | Vehicle has external loudspeaker | x | | 23/4 | | | | | |
| 36 | Vehicle supports external loudspeaker control | x | | 23/5 | 3.5 3.6 | | | 21/4 21/5 | |
| 37 | Vehicle supports public address in individual vehicles/vehicle groups | x | | 23/6 | 3.7 | | | 22 | |
| | **Traction** | | | | | | | | |
| 38 | Tractive unit with electric drive | x | | 24/0 | | | | | |
| 39 | Tractive unit with diesel engine drive | x | | 24/1 | | | | | |
| 40 | Vehicle has $\leq$ 2 pantographs | x | | 24/2 | | | | | |
| 41 | Vehicle has $>$ 2 pantographs independent of each other | x | | 24/3 | | | | | |
| 42 | Vehicle has a cab for one direction of travel | | x | 52/6 | | | | | |
| 43 | Vehicle has two cabs for both direction of travel | | x | 52/7 | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 44 | Vehicle can remotely control the drive of other (electric) tractive units with control system 1e over the train bus | x | | 24/4 | 4.2R<br><br>4.3<br>4.5<br>4.5/1<br>4.5/3<br>4.5/5<br>4.7R<br>4.7/2<br>4.9R<br>4.13R<br>4.50<br>4.21<br>4.23/1<br>4.30 | 47/1-3<br>47/5<br>47/7<br>64/1<br>54/0-3<br>54/4-7<br>65<br>66/0-3<br>64/2<br>57/0-1<br>64/3-4<br>57/2-3<br>59/6<br>69/2-3<br>48/0-1<br>49+50<br>47/6 | | | |
| 45 | Vehicle can remotely control the drive of other (diesel) tractive units with control system 1d over the train bus. | x | | 24/5 | 4.2R<br><br><br>4.11R<br>4.13R<br>4.50<br>4.21<br>4.23/1<br>4.30 | 47/1-3<br>47/5<br>47/7<br>64/1<br>58/0-1<br>59/6<br>69/2-3<br>48/0-1<br>49+50<br>47/6 | | | |
| 46 | Vehicle can remotely control the drive of other (electric) tractive units with control system 2e over the train bus | x | | 24/6 | In addition to Serial No. 44:<br><br>4.2E<br>4.7E<br>4.9E<br>4.11E<br>4.13E<br>4.15E | | | | 4002<br>4007<br>4009<br>4011<br>4013<br>4015 |

| Seri al No. | Designation | Property based on | | Property is advised by: | Property supports following telegrams | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 47 | Vehicle can remotely control the drive of other (diesel) tractive units with control system 2d over the train bus | x | | 24/7 | In addition to Serial No. 45:<br><br>4.2E<br>4.7E<br>4.9E<br>4.13E | | | | 4002<br>4007<br>4009<br>4013 |
| 48 | Vehicle can remotely control the drive of other tractive units with control system 3 over the train bus. | x | | 25/0 | In addition to serial No. 44 or 45:<br><br>4.26 | 53 | | | |
| 49 | Drive of the electric tractive vehicle with control system type 1e can be remotely controlled over the train bus | x | | 25/1 | 4.1<br><br><br><br>4.42<br>4.4<br>4.6<br>4.8<br>4.10<br>4.22 | | 47/0<br>47/1-3<br>47/5<br>47/7<br>71/1<br>48/0-1<br>53/0-3<br>53/4-7<br>54/0<br>54/1<br>47/4 | | |
| 50 | Drive of the diesel tractive vehicle with control system type 1d can be remotely controlled over the train bus | x | | 25/2 | 4.1<br><br><br><br>4.42<br>4.12<br>4.22 | | 47/0<br>47/1-3<br>47/5<br>47/7<br>71/1<br>48/0-1<br>58/0-1<br>47/4 | | |

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|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh- icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 51 | Drive of the electric tractive vehicle with control system type 2e can be remotely controlled over the train bus | x | | 25/3 | In addition to serial No. 49: 4.2A 4.7A 4.9A 4.13A 4.15A | | | | 4A02 4A07 4A09 4A13 4A15 |
| 52 | Drive of the diesel tractive vehicle with control system type 2d can be remotely controlled over the train bus | x | | 25/4 | In addition to serial No. 50: 4.2A 4.11A 4.13A | | | | 4A02 4A11 4A13 |
| 53 | Drive of the tractive vehicle with control system type 3 can be remotely controlled over the train bus | x | | 25/5 | In addition to serial No. 49 or 50: 4.23/2 4.25 4.27 | | 49+50 47/6 | 9/4 | |
| 54 | Vehicle can remotely control the drive of other (tractive) vehicle but not over the train bus | x | | 25/6 | | | | | |
| 55 | Drive of the (tractive) vehicle can be remotely controlled, but not over the train bus | x | | 25/7 | | | | | |
| 56 | Vehicle has a speed controller for traction | x | | 26/0 | | | | | |
| 57 | Vehicle has a train line | x | | 26/1 | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 58 | Vehicle can remotely control the train line over the train bus globally | x | | 26/2 | 4.15R 4.15/2 | 62/4-5 64/6-7 | | | |
| 59 | Vehicle can remotely control train line over the train bus selectively | x | | 26/3 | 4.15E | | | | 4015 |
| 60 | Vehicle can be train line remotely controlled over the train bus selectively | x | | 26/4 | 4.15A | | | | 4A15 |
| 61 | Vehicle supports report "ZS in" | x | | 26/5 | 4.16 | | | 19/0 | |
| 62 | Vehicle supports report "ZS earthed" | x | | 26/6 | 4.19 | | | 19/2 | |
| 63 | Vehicle supports report "ZS externally supplied" | x | | 26/7 | | | | 19/1 | |
| 64 | Vehicle supports remote control of fan over the train bus | x | | 27/0 | 4.14 | 62/0-1 | | | |
| 65 | Vehicle supports compressor remote control over the train bus | x | | 27/1 | 4.14 | 62/2-3 | | | |
| 66 | Vehicle supports input of target speed | x | | 27/2 | 4.28 | 51+52 | | | |
| 67 | Vehicle supports fault reset | x | | 27/3 | | 47/0 | | | |
| 68 | Vehicle supports "Establish traction readiness" | x | | 27/4 | 4.32 | 47/4 | | | |
| 69 | Vehicle supports "Sand"! | x | | 27/5 | 4.30 | 47/6 | | | |
| 70 | Vehicle supports "Drive or prepare to drive…"! | x | | 27/6 | 4.34 | 48/2-3 | 48/2-3 | | |
| 71 | Vehicle supports "Drive through tunnel" | x | | 27/7 | 4.35 | 48/4-7 | | | |
| 72 | Vehicle supports high current limitation | x | | 28/0 | 4.36/1 | 55-56 | | | |
| 73 | Vehicle supports "Drive through a neutral section" | x | | 28/1 | 4.37 | 57/4 | | | |
| 74 | Vehicle supports start train power supply or switch on/switch off or cut out | x | | 28/2 | 4.38/1 | 58/2-3 | | | |
| 75 | Vehicle supports preheat coolant | x | | 28/3 | 4.39 | 58/4 | | | |
| 76 | Vehicle supports transmission gearchange | x | | 28/4 | 4.40 | 58/5 | | | |

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| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 77 | Vehicle supports fast brake command | x | | 28/5 | 5.13 | 59/2 | | | |
| 78 | Vehicle supports control of the Mg brake | x | | 28/6 | 5.14 | 59/3 | | | |
| 79 | Vehicle supports release of the WB brake | x | | 28/7 | 5.15 | 59/4-5 | | | |
| 80 | Vehicle supports control of the WB brake | x | | 29/0 | 5.2/2 | 61 | | | |
| 81 | Vehicle supports tilting technology | x | | 29/1 | 4.41 | 63/0-1 | | | |
| 82 | Vehicle supports report of high current | x | | 29/2 | 4.36/2 | | 55-56 | | |
| 83 | Vehicle supports report of the overhead line voltage | x | | 29/3 | 4.8/2 | | 57 | | |
| 84 | Vehicle supports report of the train power supply | x | | 29/4 | 4.38/2 | | 58/2-3 | | |
| 85 | Vehicle supports report of preheating operation | x | | 29/5 | 4.43 | | 58/4 | | |
| 86 | Vehicle supports report of transmission gear change | x | | 29/6 | 4.44 | | 58/5 | | |
| 87 | Vehicle supports report of diesel engine speed | x | | 29/7 | 4.12/2 | | 59 | | |
| 88 | Vehicle supports auxiliary control of compressors | x | | 30/0 | 4.14/2 | | 60/0-1 71/3-4 | | |
| 89 | Vehicle supports report of max. possible tractive effort value | x | | 30/1 | 4.45/1 | | 61-62 | | |
| 90 | Vehicle supports report of max. possible brake force value | x | | 30/2 | 4.45/2 | | 63-64 | | |
| 91 | Vehicle supports report of actual traction value | x | | 30/3 | 4.24 | | 51+52 | | |

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| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | **Brakes** | | | | | | | | |
| 92 | Vehicle supports ep-brake over the train bus with control system 1 | x | | 30/4 | 5.1 | 59/0-1 | | | |
| 93 | Vehicle supports ep-brake over the train bus with control system 2 | x | | 30/5 | 5.2 | 60 | | | |
| 94 | Vehicle has ep-brakes but they are not controlled over the train bus | x | | 30/6 | | | | | |
| 95 | Vehicle supports emergency brake shorting over the train bus | x | | 30/7 | 5.8 5.9E 5.9A 5.9R 5.10 | 59/7 | | 24/1 24/0 | 5009 5A09 |
| 96 | Vehicle has emergency brake shorting but not over the train bus | x | | 31/0 | | | | | |
| 97 | Vehicle has magnetic rail brakes | x | | 31/1 | | | | | |
| 98 | Vehicle supports magnetic rail brakes over the train bus | x | | 31/2 | 5.5/1R | | | 23/2-3 | |
| 99 | Vehicle has motor brakes | x | | 31/3 | | | | | |
| 100 | Vehicle supports motor brakes over the train bus | x | | 31/4 | (5.3A) | | | | (5A03) |
| 101 | Vehicle has eddy current brakes | x | | 31/5 | | | | | |
| 102 | Vehicle supports eddy current brakes over the train bus | x | | 31/6 | 5.5/2R | | | 23/6-7 | |
| 103 | Vehicle supports automatic brake test | x | | 31/7 | 5.3 5.3A 5.4R (5.5/1R) (5.5/2R) 5.7R 5.7E 5.7A | | | 23/0-1 (23/2-3) (23/6-7) 24/3 | 5003 5A03 5007 5A07 |
| 104 | Tractive unit reports: motor brake is in service | x | | 32/0 | 5.11 | | 48/4 | | |

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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| **Completeness of the train** | | | | | | | | | |
| 105 | Vehicle supports completeness of the train | | x | 53/0 | 6.1 | | | 10/0 | |
| 106 | Vehicle supports tail light operation | x | | 32/1 | 6.2 6.2A | | | | 6002 6A02 |
| 107 | Vehicle supports tail light monitoring | x | | 32/2 | 6.4 | | | 10/1 | |
| 108 | Vehicle has an automatic coupling on vehicle No. 1 end | | x | 53/1 | | | | | |
| 109 | Vehicle has an automatic coupling on vehicle No. 2 end | | x | 53/2 | | | | | |
| 110 | Vehicle supports check of automatic coupling engagement | x | | 32/3 | 6.5 | | | 10/2 | |
| **Air conditioning and heating equipment** | | | | | | | | | |
| 111 | Vehicle supports control of air conditioning system(s) | x | | 32/4 | 7.1 7.1A | | | | 7001 7A01 |
| 142 | Vehicle supports warm chain | x | | 23/7 | | | | | |

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| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| **Diagnostics** | | | | | | | | | |
| 112 | Vehicle supports diagnostics: flashing defect indicator light and acknowledgement | x | | 32/5 | 8.1 8.2 8.2A | | | 25/0-3 | 8002 8A02 |
| 113 | Vehicle supports diagnostics: transmission of diagnostic results | x | | 32/6 | 8.3 8.3A | | | | 8003 8A03 |
| 114 | Vehicle supports diagnostics: all fault reports to the leading vehicle | x | | 32/7 | 8.4R/1 8.3 8.3A | | | 25/4-6 | 8003 8A03 |
| 115 | Vehicle supports diagnostics: individual fault reports to the leading vehicle | x | | 33/0 | 8.4R/2 | | | 26-28 | |
| 116 | Vehicle supports diagnostics: sum of fault reports | x | | 33/1 | 8.7 8.7A | | | | 8007 8A07 |
| **Passenger information** | | | | | | | | | |
| 117 | Vehicle supports electronic train running indicator | x | | 33/2 | 9.1 9.1A | | | | 9001 9A01 |
| 118 | Vehicle supports electronic seat reservation | | x | 53/3 | 9.2 9.2A | | | | |
| 119 | Vehicle supports "next station" | x | | 33/3 | 9.3 9.3A | | | | 9003 9A03 |
| 120 | Vehicle supports "train connection at next station" | x | | 33/4 | 9.4 9.4A | | | | 9004 9A04 |
| 121 | Vehicle supports transmission of advertising | x | | 33/5 | 9.5 9.5A | | | | 9005 9A05 |
| 122 | Vehicle supports train crew call | | x | 53/4 | 9.6 9.6A | | | | 9006 9A06 |
| 123 | Vehicle supports "Request stop" | x | | 33/6 | 9.7 9.7A | | | | 9007 9A07 |

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| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 124 | Vehicle supports data refreshing in ticket canceller | x | | 33/7 | 9.8 9.8A | | | | 9008 9A08 |
| 125 | Vehicle supports FIS-exchange | | x | 53/5 | | | | | |
| **Power supplies** | | | | | | | | | |
| 126 | Vehicle support "Energy saving" (overall command) | x | | 34/0 | 10.1R | 62/6 | | | |
| 127 | Vehicle supports "Energy saving" (vehicle selective) | | x | 53/6 | 10.1 10.1A | | | | A001 AA01 |
| **Other items** | | | | | | | | | |
| 128 | Vehicle supports "Data channel" | x | | 34/1 | 11.1 11.1A | | | | B001 BA01 |
| 129 | Vehicle supports group addressing | | x | 53/7 | | | | 10/3 | |
| 130 | Vehicle supports report of actual speed value | | x | 54/0 | | | | 11-12 | |
| 131 | Vehicle supports report of date and time | x | | 34/2 | | | | | |
| 132 | Vehicle has radio clock | x | | 34/3 | | | | 13-18 | |
| **Identification** | | | | | | | | | |
| 133 | UIC-inauguration telegram-version number | x | | 2 | | | | | |
| 134 | UIC-R-data-version number | x | | 21 | | | | | |
| 135 | Operating railway | x | | 5 | | | | | |
| 136 | Owning railway | x | | 6 | | | | | |
| 137 | National telegram version | x | | 8 | | | | | |
| 138 | National application identification | x | | 7 | | | | | |

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|---|---|---|---|---|---|---|---|---|---|
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 139 | Number of vehicles checked | x | | 9 | | | | | |
| 140 | UIC-identification number of the vehicle (binary code) | | x | 45-49 | | | | | |
| 141 | Vehicle has a train bus node | | x | 54/1 | | | | | |
| | | | | | | | | | |
| 142 | Vehicle supports warm chain | x | | 23/7 | | | | | |
| **Traction part 2** | | | | | | | | | |
| 143 | Vehicle supports „run through washer" | x | | 34/4 | 4.35 | 64/5 | | | |
| 144 | Vehicle can remotely control the drive of other tractive units with control system 4 over the train bus. | x | | 34/5 | Serial No. 44 or 45 | | | | |
| 145 | Drive of the tractive vehicle with control system type 4 can be remotely controlled over the train bus | x | | 34/6 | Serial No. 49 or 50 | | | | |
| 146 | Vehicle supports report of traction resources | x | | 34/7 | 4.20 4.20A | | | | 4020 4A20 |
| 147 | Vehicle supports report of additional informations | x | | 35/0 | 4.47 4.47A | | | | 4047 4A47 |
| 148 | Vehicle supports parking mode | x | | 35/1 | 4.48 4.49 | 69/0-1 | 66/4-5 | | |
| **Diagnostics part 2** | | | | | | | | | |
| 149 | Vehicle supports diagnostics: report of detailed faults to the leading vehicle | x | | 35/2 | 8.9 8.9A | | | | 8009 8A09 |
| 150 | Vehicle supports diagnostics: fault correction procedure | x | | 35/3 | 8.3A 8.8 8.8A 8.10 8.10A | | | | 8A03 8008 8A08 8010 8A10 |

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|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appendix A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 151 | Vehicle supports diagnostics: tests | x | | 35/4 | 8.8 8.8A 8.10 8.10A | | | | 8008 8A08 8010 8A10 |
| **Safe Data Transmission** | | | | | | | | | |
| 152 | Vehicle supports safe data transmission | x | | 35/5 | | | | | |
| **Reserve** | | | | | | | | | |
| | Reserve | x | | 35/6 - 37/7 | | | | | |
| | Reserve | | x | 54/2 - 56/7 | | | | | |

**Change history**

| Version | Date | Change | Reason for the change |
|---|---|---|---|
| 001.01 | 27.05.04 | Admission of 9 new gateway specific static vehicle properties (properties 143-151) and admission of the new telegrams in the column: „Property supports following telegrams" | Inclusion of the new functions concerning the UIC leaflet 647 |
| | | Change of the layout according to M1 | New layout concerning the UIC principle M1 |
| | | Adoption of a change history | Increasing the usability |
| | | Adoption of a revision number | enhancement and redesign of the versioning |
| 001.02 | 01.08.2005 | Modification of the layout | Guidelines of the UIC |
| | | Modification of the appendix numbering | Guidelines of the UIC |
| 001.03 | 01.03.2009 | Insertion of a new gateway specific vehicle property | New appendix L |

**E.2 – List of the dynamic vehicle properties (Version 001.02, valid from 01.08.2005)**

| Serial No. | Designation | Property based on | | Property is advised by: | Property supports following telegrams | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Gateway (=Trainset) | Veh-icle | Inauguration frame Oct/Bit | Serial No. Appen. A | R1 Oct/Bit | R2 Oct/Bit | R3 Oct/Bit | E Code |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 501 | Cancel confirmed configuration | x | | 10/0 | | | | | |
| 502 | Configuration unknown | x | | 10/1 | | | | | |
| 503 | UIC-Address placed | x | | 10/2 | | | | | |
| 504 | Configuration stored | x | | 10/3 | | | | | |
| 505 | Orientation relative to the TCN Master ("0" = Reference direction is opposite to that of the TCN-Master, "1" = Reference direction is the same as the TCN Master) | x | | 3/7 | | | | | |
| 507 | Confirmed  UIC-address = NN No confirmed UIC address - address unknown | x | | 11 | | | | | |
| 508 | Confirmed number of vehicles = NN No confirmed number of vehicles known | x | | 12 | | | | | |
| 509 | Confirmed position of the vehicles that cannot be reached over the train bus | Train | | 13-20 | | | | | |
| 510 | Vehicle was leading vehicle (before sending of the inauguration frame) | x | | 10/4 | | | | | |
| 511 | Vehicle wants to be leading vehicle | x | | 10/5 | | | | | |
| 512 | Vehicle is leading vehicle | x | | | | 9/1 | | | |
| 513 | Seat reservation number of the vehicle | | x | 57-58 | | | | | |
| 514 | TCN-inauguration address (...  61  62  63  01  02  03  ...) | x | | 3/0-6 | | | | | |
| 515 | Request of ("0"=Cab 1, "1"=Cab 2) | x | | 10/6 | | | | | |
| 516 | Triggering of inauguration by redundancy changeover | x | | 10/7 | | | | | |

**Change history**

| Version | Date | Change | Reason for the change |
|---------|------|--------|----------------------|
| 001.01 | 27.05.04 | Change of the layout according to M1 | New layout concerning the UIC principle M1 |
| | | Adoption of a change history | Increasing the usability |
| | | Adoption of a revision number | enhancement and redesign of the versioning |
| 001.02 | 01.08.2005 | Modification of the layout | Guidelines of the UIC |
| | | Modification of the appendix numbering | Guidelines of the UIC |

**E.3 –   List of the collective addresses (Version 001.02, valid from 01.08.2005)**

| Collective address | Meaning | Serial number of the properties from Appendix E.1 or E.2 | Properties from R-telegram | | |
|---|---|---|---|---|---|
| | | | R1 | R2 | R3 |
| 1 | 2 | 3 | 4 | 5 | 6 |
| 64 | Leading vehicle | 512 | x | | |
| 65 | Trailing tractive unit | | | Octet 47/4 | |
| 66 | All vehicles | Any | | | |
| 67 | All vehicles that carry passengers | 1,2,9,12,13,14 | | | |
| 68 | Last vehicle | | | | Octet 10/0 |
| 70 | All tractive vehicles | 38,39 | | | |
| 80 | All passenger vehicles | 1,2,9,12,13,14,15,16 | | | |
| 81 | All vehicles with seats | 1,2,14 | | | |
| 82 | All 1$^{st}$ class seated vehicles | 1 | | | |
| 83 | All 2$^{nd}$ class seated vehicles | 2 | | | |
| 84 | Last coach | 1,2,9,12,13,14,15,16 $\wedge$ UIC-address = Max | | | |
| 92 | All sleeping cars | 13 | | | |
| 93 | All couchette coaches | 12 | | | |
| 94 | All baggage vans | 15 | | | |

**Change history**

| Version | Date | Change | Reason for the change |
|---------|------|--------|----------------------|
| 001.01 | 27.05.04 | Change of the layout according to M1 | New layout concerning the UIC principle M1 |
| | | Adoption of a change history | Increasing the usability |
| | | Adoption of a revision number | enhancement and redesign of the versioning |
| 001.02 | 01.08.2005 | Modification of the layout | Guidelines of the UIC |
| | | Modification of the appendix numbering | Guidelines of the UIC |