### Checklist of wagons which have passed the propelling tests

Wagons with $\text{Lob} \geq 15.5\, \text{m}$ and $2a^* \leq 10\, \text{m}$;

<table>
<thead>
<tr>
<th>RU</th>
<th>Date of request</th>
<th>Wagon type</th>
<th>Main characteristics of the Wagon</th>
<th>Decision of UIC SC 2</th>
</tr>
</thead>
</table>
| SNCF    | 09.09.1996      | Permanently coupled wagons car-carrier with 2 x 2 axles | Lob = 32,400 m  
Wheelbase = 2 times 10 m  
Tare = 32.2 t  
Permissible compressive force $F_L = 250\, \text{kN}$  
Torsional stiffness $c^*_t = 3.56 \times 10^{10}\, \text{kNmm}^2/\text{rad}$ | 1/97                |
| DB      | 28.04.1999      | Hbbills Sliding walls wagon                     | Lob = 17,250 m  
Wheelbase = 10 m  
Tare = approx. 18 t  
Permissible compressive force $F_L = 341\, \text{kN}$  
Torsional stiffness $c^*_t = 2.62 \times 10^{10}\, \text{kNmm}^2/\text{rad}$ | 06/99               |
| DB      | 24.07.2000      | Lekks Permanently coupled wagons and double-deck car-carrier with 3 axles | Lob = 27,000 m  
Wheelbase = 2 times 10 m  
Tare = 28.5 t  
Permissible compressive force $F_L = 241\, \text{kN}$  
Torsional stiffness $c^*_t = 2,065 \times 10^{10}\, \text{kNmm}^2/\text{rad}$ | 1/01                |
| CFF/SBB | 27.03.03        | Hbbills-uy Sliding walls wagon                  | Lob = 16.72 m  
Wheelbase = 10 m  
Tare = approx. 17.7 t  
Permissible compressive force $F_L = 250\, \text{kN}$  
Torsional stiffness $c^*_t = 1.45 \times 10^{10}\, \text{kNmm}^2/\text{rad}$ | 06/03               |
| DB AG   | 28.11.03        | Hbbills-uy Sliding walls wagon                  | Lob = 16.72 m  
Wheelbase = 10 m  
Tare = approx. 17.7 t  
Permissible compressive force $F_L = 250\, \text{kN}$  
Torsional stiffness $c^*_t = 1.45 \times 10^{10}\, \text{kNmm}^2/\text{rad}$ | 01/04               |