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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 25333-2010

Markings for diesel and electric locomotives

内燃、电力机车标记

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Foreword

This standard is in TB/T 1737-1996 "internal combustion, electric locomotive labeled" developed on the basis. Appendix A of this standard is the data appendix. The standard proposed by the People's Republic of China Ministry of Railways. This standard is under the jurisdiction of the railway locomotive industry Standardization Technical Committee. This standard was drafted. China CNR Dalian Locomotive and Rolling Stock Co., Ltd., China CNR Dalian Locomotive Research Institute Co., CSR Ziyang Locomotive Co., Ltd. The main drafters of this standard. S \$ Di, Gou Zhiyong, director in the United States, Zhu Bing. Internal combustion, electric locomotive mark

1 Scope

China's national standard for the markings carried on diesel and electric locomotives. It specifies the content, the form, the dimensions, the colours and the position of the markings applied to locomotive bodies and equipment. A locomotive carries a great deal of writing on it and none of it is decoration. The markings divide into three kinds and each exists for a different reader. The identification markings - the class, the running number, the owning railway and the works plate - are for operations and for the record: they are how a locomotive is dispatched, tracked, maintained and accounted for, and how a vehicle involved in an incident is identified from a photograph. The technical markings are for the people who work on and around it: the weight and axle load, which determine which lines and which bridges it may use and which lifting equipment may take it; the fuel and coolant capacities; the lifting and jacking points, marked because lifting a locomotive anywhere else damages the underframe; the earthing points; the brake type and the release positions. And the safety markings are for anyone who approaches it: the high-voltage warnings on an electric locomotive, which carries twenty-five thousand volts on the roof and where a person standing on a vehicle within reach of the line is in lethal danger, the roof access prohibition, and the emergency instructions. All of it must survive weather, washing and years of service, and be legible at the distance from which it will be read. So the standard fixes the content, the size and typeface, the colours, the position on the vehicle and the durability of the marking. Issued on 10 November 2010 and in force since 1 March 2011.

This standard specifies the position of the internal combustion, electric locomotive labeled content, coating, using the text font and size. This standard applies to all types of internal combustion belongs to the Ministry of Railways electric locomotive (hereinafter referred to as the "locomotive") mark set.

2 Normative references

The following documents contain provisions which, through reference in this standard and become the standard terms. For dated references, subsequently Some repair orders (not including errata content) or revisions do not apply to this standard, however, encourage the parties to the agreement are based on research Study whether the latest versions of these documents. For undated reference documents, the latest versions apply to this standard.

TB/T

1.1 General rules railway vehicle mark TB/T 1.2-1995 railway vehicle mark text and fonts
TB/T 1838 Road railway vehicle emblem mark

3 Terms and Definitions

The following terms and definitions apply to this standard.

3.1 Maximum speed maximumspeed Locomotive running the maximum allowed speed.
[GB/T 3367.6-2000, the definition 5.17]

3.2 Positioning mark locatingmark Marker used to indicate front and rear ends of the locomotive.

4 General

4.1 locomotive should facilitate the identification of the following tags. road emblem, maximum speed, number, car lights, anchor tag, assigned tags, manufacturers, top car Mark, marker rescue, lifting and other markings. See Appendix A. schematic marker location

4.2 provisions set locomotive mark the specific location and size of the mutual distance according to prescribed procedures approved by the pattern when using coating methods, It should be beautiful, clean, clear, and shall comply with the provisions of this standard.

4.3 Locomotive labels such as when other materials, its font, size and location should be labeled with the provisions of the same painting.

4.4 Locomotive mark used in Chinese characters, the Chinese phonetic alphabet, Latin alphabet, Arabic numerals and Roman numerals various font size, namely Height of the font, shall comply with the provisions of the standard, the time is now limited by the structure of the car, can be scaled up or shrink depending on the circumstances.

4.5 has two locomotive cab, various markers and external surfaces of the two ends of the side walls (except the positioning mark) should be the same. Only one Division Every single section of the side walls of the outer casing marked by a locomotive or locomotive fix a license plate number should be the same as double locomotives.

4.6 locomotive on the various major components itself requires marking according to the technical requirements of the relevant parts of patterns or standards.

4.7 Locomotive tag characters in addition to the basic model names are italicized straight body, and shall be officially published national implementation of the simplified. No word size of each font height should be consistent with TB/T 1.2-1995 specified in Table 1.

4.8 Locomotive tag phonetic alphabet uppercase straight body, each number word size should be consistent with the provisions of 1.2-1995 tables TB/T 2 a.

4.9 Locomotive Arabic numerals mark the straight body, each number word size should be consistent with TB/T 1.2-1995 specified in Table 3.

4.10 Locomotive tag system of legal units of measurement Unit Symbol straight body Latin alphabet, numbers height of each word should be consistent with TB/T 1.2- 1995 specified in Table 4.