

max train len max train v max length o max weight of set of carriages (t) max.Profile reference Loco highest planned speed MinBrakedWeightPercent other										
validity check in doss	yes	no	no	yes	no	no	yes	no	no	no
ADIF	06ADIF1	750			1500		252	100		
ADIF	06ADIF2	500			1100		253	100		
ADIF	06ADIF3	450			1080		253	100		
ADIF	06ADIF4	500			1200		253	100		
ADIF	06ADIF5	500			1050		253	100		
ADIF	06ADIF6	500			960		253	100		
ADIF	06ADIF7	430			750		335	100		
ADIF	06ADIF8	430			960		335	100		
ADIF	06ADIF9	450			960		335	100		
ADIF	06ADIF10	450			960		253	100		
ADIF	06ADIF11	500			1240		253	100		
HZ-1, Hrvatske Željeznice Infrastruktura	20RL291	373	1206	348	1206	P/C 52-368	6193	80	50%	Double loco is necessary if Q > 900 t
HZ-1, Hrvatske Željeznice Infrastruktura	20RL292	373	1206	348	1206	P/C 52-368	1116	80	50%	Double loco is necessary if Q > 720 t
HZ-1, Hrvatske Željeznice Infrastruktura	20RL293	373	1206	348	1206	P/C 52-368	1141 0	80	50%	Double loco is necessary if Q > 471 t
HZ-1, Hrvatske Željeznice Infrastruktura	20LM051	425	2200	400	2200	P/C 52-368	6193	75	52%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20MZ081	525	2200	500	2200	P/C 52-368	6193	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20MZ083	525	1800	500	1800	P/C 52-368	1141 0	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20DZ041	585	2200	560	2200	P/C 80-410	6193	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20DZ042	585	2200	560	2200	P/C 80-410	1116	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZK081	546	2200	521	2200	P/C 80-410	6193	100	67%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZK082	546	2200	521	2200	P/C 80-410	1116	100	67%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZK083	546	1800	521	1800	P/C 80-410	1141 0	100	67%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20KG041	546	2200	521	2200	P/C 80-410	6193	100	66%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20KG042	546	2200	521	2200	P/C 80-410	1116	100	66%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20GK051	543	2200	518	2200	P/C 80-410	6193	100	64%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20GK052	543	2200	518	2200	P/C 80-410	1116	100	64%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20KZ061	540	2200	515	2200	P/C 80-410	6193	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20KZ062	540	2200	515	2200	P/C 80-410	1116	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20KZ063	540	2116	515	2116	P/C 80-410	1141 0	100	70%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZD051	588	2200	563	2200	P/C 80-410	6193	100	69%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZD052	588	2200	563	2200	P/C 80-410	1116	100	69%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZM101	525	2200	500	2200	P/C 52-368	6193	100	69%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZM102	525	1950	500	1950	P/C 52-368	1116	100	69%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20ZM103	525	1366	500	1366	P/C 52-368	1141 0	100	69%	0
HZ-1, Hrvatske Željeznice Infrastruktura	20MR221	373	1551	348	1551	P/C 52-368	6193	80	69%	Double loco is necessary if Q > 1200 t
HZ-1, Hrvatske Željeznice Infrastruktura	20MR222	373	1551	348	1551	P/C 52-368	1116	80	69%	Double loco is necessary if Q > 950 t
HZ-1, Hrvatske Željeznice Infrastruktura	20MR223	373	1551	348	1551	P/C 52-368	1141 0	80	69%	Double loco is necessary if Q > 634 t
Linea Figueras Perpignan S.A.	06TPF01	750			1500	MA100	252 (DT)	100	0	
RFI	01RFI01	600			1600	P/C 45	E633*3	100	75%	Triple traction till Saibertrand, then double traction simmetric. For trains of more than 1400tons the maximum length is 550 mt
RFI	01RFI02	600			1600	P/C 80	E655	100	75%	
RFI	01RFI03	575			1600	P/C 80	E655	100	75%	
RFI	01RFI04	600			1600	P/C 32	E655	100	75%	
RFI	01RFI05	580			1600	P/C 32	E655	100	75%	
RFI	01RFI06	600			1600	P/C80	E655 + E655	100	75%	Double simmetric traction
Slovenske železnice, d.o.o / SZ-I	75Z1	600	1580	580	1580	P/C 80-400	541	100	67%	0
Slovenske železnice, d.o.o / SZ-I	75Z2	600	1580	580	1580	P/C 80-400	2016	100	77%	0
Slovenske železnice, d.o.o / SZ-I	75Z3	525	1580	505	1580	P/C 80-400	363	75	60%	0
Slovenske železnice, d.o.o / SZ-I	75Z4	600	1580	580	1580	P/C 80-400	664	80	52%	0
Slovenske železnice, d.o.o / SZ-I	75Z5	570	1580	550	1580	P/C 80-400	363	75	44%	0
SNCF R	60SNCFR001	500			680	ME100	36000	100		
SNCF R	60SNCFR002	546			1600	MA100	7200 PV	100		
SNCF R	60SNCFR003	546			1600	MA100	7200 PV*3	100		
SNCF R	60SNCFR004	500			570	MA100	37000	100		
SNCF R	60SNCFR005	600			1600	MA100	37000	100		
SNCF R	60SNCFR006	750			2300	MA100	26000	100		
SNCF R	60SNCFR007	750			2100	MA100	37000	100		
SNCF R	60SNCFR008	750			2100	MA100	26000	100		
SNCF R	60SNCFR009	850			2300	MA100	27000	100		
SNCF R	60SNCFR010	500			1600	MA100	26000	100		
SNCF R	60SNCFR011	650			1600	MA100	37000	100		
SNCF R	60SNCFR012	650			1800	MA100	37000	100		
SNCF R	60SNCFR013	650			1400	MA100	37000	100		
SNCF R	60SNCFR014	650			1800	MA100	26000	100		
SNCF R	60SNCFR015	685			1800	MA100	37000	100		
SNCF R	60SNCFR016	750			1900	MA100	27000	100		
SNCF R	60SNCFR017	500			1400	MA100	36000*2	100		
SNCF R	60SNCFR018	750			1400	MA100	36000*2	100		
SNCF R	60SNCFR019	500			3200	MA100	7200 PV*2	100		
SNCF R	60SNCFR020	500			1600	MA100	7200 PV*3	100		
SNCF R	60SNCFR021	450			1600	MA100	7200 PV	100		
SNCF R	60SNCFR022	450			1600	MA100	7200 PV*3	100		
SNCF R	60SNCFR023	670			1400	MA100	37000	100		
SNCF R	60SNCFR024	600			1600	MA100	36000	100		
SNCF R	60SNCFR025	500			1800	MA100	26000	100		
SNCF R	60SNCFR026	690			2000	MA100	37000	100		
SNCF R	60SNCFR027	700			1600	MA100	37000	100		
SNCF R	60SNCFR028	700			1800	MA100	37000	100		
SNCF R	60SNCFR029	600			1400	ME100	37000	100		
SNCF R	60SNCFR030	550			1400	ME120	27000	120		
SNCF R	60SNCFR031	550			1400	ME120	27000*2	120		
SNCF R	60SNCFR032	580			1200	ME100	7200 PV	100		
SNCF R	60SNCFR033	520			1200	ME100	7200 PV	100		
SNCF R	60SNCFR034	520			650	MA100	37000	100		
SNCF R	60SNCFR035	500			1400	MA100	36000	100		
SNCF R	60SNCFR036	750			1900	MA100	36000	100		
SNCF R	60SNCFR037	300			1600	MA100	36000	100		
SNCF R	60SNCFR038	300			2900	MA100	7200 PV*2	100		
SNCF R	60SNCFR039	550			1800	ME120	27000	120		
SNCF R	60SNCFR040	530			1300	ME120	36000	120		
SNCF R	60SNCFR041	550			1300	ME100	26000	100		
SNCF R	60SNCFR042	580			1600	MA100	36000	100		
SNCF R	60SNCFR043	550			1600	MA100	36000	100		
SNCF R	60SNCFR044	550			2900	MA100	7200 PV*2	100		
SNCF R	60SNCFR045	580			1600	MA100	7200 PV	100		
SNCF R	60SNCFR046	500			1400	MA100	36000	100		
SNCF R	60SNCFR047	550			1420	ME120	26000	120		
SNCF R	60SNCFR048	550			1420	ME120	26000	120		
SNCF R	60SNCFR049	600			1300	ME100	37000	100		
SNCF R	60SNCFR050	550			1200	ME100	7200 PV	100		
SNCF R	60SNCFR051	530			1400	ME120	37000	120		
SNCF R	60SNCFR052	530			1400	ME120	36000*2	120		
SNCF R	60SNCFR053	530			1380	ME120	37000	120		
SNCF R	60SNCFR054	530			1380	ME120	36000*2	120		
SNCF R	60SNCFR055	850			2300	MA100	27000*2	100		
SNCF R	60SNCFR056	700			1705	MA100	37000	100		
SNCF R	60SNCFR057	650			2100	MA100	26000	100		
SNCF R	60SNCFR058	650			1600	MA100	26000	100		
SNCF R	60SNCFR059	690			1600	MA100	37000	100		
SNCF R	60SNCFR060	705			1400	ME100	37000	100		
SNCF R	60SNCFR061	750			2000	MA100	26000	100		
SNCF R	60SNCFR062	550			1800	MA100	26000	100		
SNCF R	60SNCFR063	750			2100	MA100	27000	100		
SNCF R	60SNCFR064	750			2100	MA100	37000	100		
SNCF R	60SNCFR065	580			1600	MA100	7200 PV*3	100		
SNCF R	60SNCFR066	546			1600	MA100	7200 PV	100		
SNCF R	60SNCFR067	546			1600	MA100	7200 PV*3	100		
SNCF R	60SNCFR068	695			3200	MA100	7200 PV*2	100		
SNCF R	60SNCFR069	695			1600	MA100	7200 PV*2	100		
SNCF R	60SNCFR070	500			500	MA100	36000	100		
SNCF R	60SNCFR071	550			1900	MA100	26000	100		
SNCF R	60SNCFR072	550			1380	ME120	26000	120		
SNCF R	60SNCFR073	550			1380	ME120	36000*2	120		
SNCF R	60SNCFR074	546			600	ME100	7200 PV	100		
SNCF R	60SNCFR075	750			1300	ME100	37000	100		
SNCF R	60SNCFR076	750			1300	ME100	7200 PV*3	100		
SNCF R	61SNCFR001	550			1400	ME100	26000	100		
SNCF R	61SNCFR002	550			1400	ME100	36000*2	100		
SNCF R	61SNCFR003	500			1500	MA100	27000	100		
VPE	06VPE16	600	1650	599	1500	P/C 80/410	1063	90	59	
VPE	06VPE07	600	1500	599	1400	P/C 80/410	2761	90	59	
VPE	06VPE06	600	1650	599	1500	P/C 80/410	1063	90	59	