The design of the rolling stock makes the most of the visual elements from the ScotRail identity to achieve a look that not only symbolises a modern Scotland but is also functional.

The distinctive generic design brings together the graphic components in a way that creates a sense of movement and animation. Simple, yet effective, the arrow device conveys direction and movement. Then, when the units of the train are linked together, it creates Scotland’s iconic Saltire.

**RAL Colour palette – Rolling stock**

<table>
<thead>
<tr>
<th>Colour</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ScotRail blue</td>
<td>RAL 5022</td>
</tr>
<tr>
<td>Night blue</td>
<td></td>
</tr>
<tr>
<td>Telegrey 4</td>
<td>RAL 7047</td>
</tr>
<tr>
<td>Pure white</td>
<td>RAL 9010</td>
</tr>
<tr>
<td>Signal blue</td>
<td>RAL 5005</td>
</tr>
</tbody>
</table>

**Safety Colour palette – Rolling stock**

<table>
<thead>
<tr>
<th>Colour</th>
<th>Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warning yellow</td>
<td>BS381C</td>
</tr>
<tr>
<td>Warning orange</td>
<td>BR81 or Light orange</td>
</tr>
<tr>
<td>White aluminium</td>
<td>RAL 9006</td>
</tr>
</tbody>
</table>
These guidelines do not set out to provide detailed livery applications for all current (and future) train classes. Instead, they feature key principles which should be adhered to when branding rolling stock within the ScotRail fleet – whether painting and applying decals, or using a vinyl wrap. Regardless of the process, only the assets supplied on the CD with these guidelines should be used to create the graphic elements. When applying the general principles to each unique train type, it is important to consider the position and alignment of each graphic element. In the first instance, the visual assets and a copy of these guidelines should be supplied to the contractor appointed to implement the livery. Contractors should provide a detailed drawing of the vehicles for approval, prior to starting any work.

**Colours**
The overall colour is ScotRail blue. The arrow/saltire detailing and the brand identity are produced in Pure white. The intermediate body ends are painted in Telegrey and the front of the driver caps are painted yellow. For accessibility reasons, doors are silver to make them stand out against the blue carriage.

**Coverage**
The overall colour and the graphic elements should extend to the carriage shoulders and, where practical, to the carriage roof. It is acceptable to use a matte or textured coating on the roof – in the specified RAL colour.

**Operator Information**
A reference to the operator is placed on each of the passenger doors.

**Detailing**
The graphic dots on the side of carriages are created from an enlarged section of the arrow detail. They are applied in a 70% tint of Signal blue to create a vignette that fades out from the passenger doors towards the ScotRail identity.
When applying the arrow device at the end of carriages, it is important to consider the placement of the graphic in relation to doors and windows. There are two reasons for this:

**Branding**
To give the Saltire and, therefore, the ScotRail identity maximum impact.

**Safety & accessibility**
To ensure that the graphic detailing does not affect the ‘stand-out’ of the silver doors for passengers with a visual impairment. A 150mm blue ‘margin’ should appear around the doors, within which the graphic elements cannot appear.

Many elements of train design will be governed by legislation related to access and safety. It will be the responsibility of the contractor to ensure that their interpretation of our guidelines, and the final design, satisfies the relevant regulations.
The ScotRail mark should be positioned under the windows in a position that is equidistant between the passenger doors at either end of the carriage. The full version of the identity should be used at all times.

The vignette fades out from the passenger doors towards the ScotRail identity – not the other way around. It’s created from an enlarged section of the arrow detail.

Placing the vignette as described above may not always be possible, depending on the characteristics of the train. If the vignette cannot be placed without breaching the identity’s ‘clear space’ guidelines (see Identity), a cropped version should be used. The crop should always include the ‘faded out’ end of the vignette.

ScotRail blue RAL 5022

Pure white RAL 9010

70% tint of Signal blue RAL 5005 PMS 285

Many elements of train design will be governed by legislation related to access and safety. It will be the responsibility of the contractor to ensure that their interpretation of our guidelines, and the final design, satisfies the relevant regulations.
The reference to the operator is placed on each of the passenger doors.

The agreed wording is as follows:

*ScotRail* is operated by

(Franchisee logo)

Many elements of train design will be governed by legislation related to access and safety. It will be the responsibility of the contractor to ensure that their interpretation of our guidelines, and the final design, satisfies the relevant regulations.
Class 156

Rolling stock
Stoc gluasadach

Train outlines
Deilbh-ìomairle thèanalichean

Class 158
Train outlines
Deilbh-ionsuíil threànalichean

Class 170

Class 314
Train outlines
Dheilbh-ionail thréanai chean

Class 334
| Class 156 | DMSL 'A' & DMS 'B' SCOTRAIL LABEL DIAGRAM CR-C0-2301721  
|          | DMSL 'A' & DMS 'B' WITH GREY ROOF CR-C0-2301093  
|          | DMSL 'A' & DMS 'B' WITH BLUE ROOF CR-C0-2301720  
| Class 158 | DMSL 'A' & DMS 'B' SCOTRAIL LABEL DIAGRAM CR-C0-2301723  
|          | DMSL 'A' & DMS 'B' WITH GREY ROOF CR-C0-2301094  
|          | DMSL 'A' & DMS 'B' WITH BLUE ROOF CR-C0-2301722  
| Class 170 | MS WITH GREY ROOF CR-C0-2301750  
|          | DMCL & DSL WITH BLUE ROOF CR-C0-2301744  
| Class 314 | PMOS WITH GREY ROOF ATC-C0-22103  
|          | DMS WITH BLUE ROOF ATC-C0-2211065  
|          | PMOS WITH BLUE ROOF ATC-C0-2211066  
|          | DMS WITH GREY ROOF ATC-C0-2210028  
| Class 318 | PMOS WITH GREY ROOF EVL-C0-2013726  
|          | DTOSL & DTOS WITH BLUE ROOF EVL-C0-2012776  
|          | PMOS WITH BLUE ROOF EVL-C0-2012777  
|          | DTOSL & DTOS WITH GREY ROOF EVL-C0-2013725  
| Class 320 | PMOS WITH GREY ROOF EVL-C0-2013728  
|          | PMOS WITH BLUE ROOF EVL-C0-2012780  
|          | DTOS(A) & DTOS(B) WITH BLUE ROOF EVL-C0-2012778  
|          | DTOS(A) & DTOS(B) WITH GREY ROOF EVL-C0-2013727  
| Class 322 | TSOL WITH BLUE ROOF EVL-C0-2012783  
|          | TSOL WITH GREY ROOF EVL-C0-2013731  
|          | DTCO & DTOS WITH BLUE ROOF EVL-C0-2011781  
|          | DTCO & DTOS WITH GREY ROOF EVL-C0-2013729  
|          | PMS WITH BLUE ROOF EVL-C0-2012782  
|          | PMS WITH GREY ROOF EVL-C0-2013730  
| Class 334 | PTSS WITH GREY ROOF EVL-C0-2013733  
|          | DMSO WITH GREY ROOF EVL-C0-2013732  
|          | PTSS WITH BLUE ROOF EVL-C0-2012785  
|          | DMSO WITH BLUE ROOF EVL-C0-2012784  |