



Certificate of Derogation from a Notified National Technical Rule

(in accordance with part 6 of the Railway Group Standards Code)

1. Type of deviation

Derogation

Deviation Number: **12/162/DGN**

2. Details of applicant:

Railway Vehicle Technologies, Windhoff Bahn- und Anlagentechnik GmbH, Hovestrasse 10, D-48431 Rheine, Germany

3. Your reference number:

Windhoff/8030/001

4. Status of applicant:

Manufacturer – Contracting Entity

5. Title of certificate:

Fitment of Train Protection and Warning System (TPWS) to factory train Multi-Purpose Vehicle (MPV) On-Track Machines (OTM) that is in conformance with GE/RT8030 Issue 2.

6a. Details of Railway Group Standard (RGS):

RGS Number:	Issue No:	Issue Date:	Title:
GE/RT8030	Four	December 2011	Requirements for the Train Protection and Warning System (TPWS)

6b. RGS clause(s):

Appendix F

6c. RGS clause requirements:

GE/RT8030 Issue 4 – Appendix F in total.
Please refer to RGS for full text of Appendix.

7. Scope of deviation:

The 10 vehicles affected by this deviation are:

- 99709131001-8
- 99709131005-9
- 99709131006-7
- 99709131010-9
- 99709131011-7
- 99709131013-3
- 99709131014-1

- 99709131021-6
- 99709131022-4
- 99709131023-2.

The deviation applies to the MPVs of the high output Overhead Line Electrification (OLE) Construction System (HOPS) that are designated OTMs. These OTMs will operate in “transit mode” on the UK National Rail Network. During the procurement phase, it has been identified that the various suppliers of TPWS equipment did not produce any systems that are in conformance with GE/RT8030 Issue 3. The reason being that GE/RT8030 Issue 4 has now been released and an Issue 3 system would not be in conformance with Issue 4. Windhoff has investigated the availability of TPWS equipment that is in conformance to GE/RT8030 Issue 4, and there is a risk that a “validated” system will not be available in the timescales required for deployment of the Factory Train.

Windhoff has designed the installation for the Unipart supplied TPWS that is in conformance with GE/RT8030 Issue 4. It is anticipated that the system will have gained product approval and is validated for use on the Network Rail managed infrastructure. However, if the Unipart TPWS Issue 4 is not validated in the timescales declared by the supplier, a deviation to allow fitment of a system that is in compliance to GE/RT8030 Issue 2 is required.

8. Impacts of complying with the current RGS requirement:

The High Output OLE Construction System (HOPS) project timescales require the procurement of in-service systems and equipment with a proven track record of safe and reliable design. The Windhoff MPV design is frozen in many areas, including the design of the TPWS installation which is in accordance to GE/RT8030 Issue 2.

The project risks associated with the delivery of TPWS that is not validated at the point of fitment to the vehicles represents unacceptable risk to the project and has the potential to cause severe delay.

9. Proposed alternative actions:

Windhoff will install the proven in-service TPWS that is in conformance to GE/RT8030 Issue two. The High Output OLE Construction System (HOPS) will be retrofitted with a TPWS system that is in conformance to GE/RT8030 Issue four when the procured system is fully available and a suitable opportunity for retrofit arises.

10. Impacts of the alternative actions:

Windhoff and the Operator are satisfied that the fitment of TPWS System to the MPV that is in conformance to GE/RT8030 Issue 2 but capable of being fitted with a GE/RT8030 Issue 4 system is a pragmatic solution that does not pose significant risk to the Railway Group.

11. What other options have been considered?

The Project has only investigated the options described above.

12. Consultation with affected parties

The application has been sent to Network Rail for consultation and Network Rail has been asked to review in support of a request for endorsement. Any consultation comments will be raised in the relevant Standards Committee meeting.

13. Additional actions/observations:

Upon receipt, the applicant is required to identify affected, interfacing parties and copy this certificate, together with supporting information, to those parties.

14. Method of elimination:

N/A

15. Start and end date:

N/A

16. Signature of applicant:

Railway Vehicle Technologies

Date of application:

27/09/2012

17. Lead Standards Committee details:

Name of Committee:

Control Command and Signalling

Date of meeting

08/11/2012

Minute reference:

12/CCS/11/219

Authorised by:

Signed by Jeff Allan on 27/11/2012

Date of Authorisation:

27/11/2012

Jeff Allan
Head of Delivery, Control Command & Signalling, and Energy