



Deviation from a Railway Group Standard

(In accordance with the Railway Group Standards Code, Issue Four, part 7)

Deviation Number: 14/110/DEV

1. Start and End Date:

N/A

2. Details of applicant:

, Technical Services Manager, London & South Eastern Railway Ltd, Slade Green Maintenance Depot, Moat Lane, Slade Green, Erith, Kent DA8 2NJ

3. Your reference number:

N/A

4. Status of applicant:

Railway Undertaking, RSSB Member.

The party who must currently comply, or may reasonably be expected to have to comply in future, with the RGS.

5. Title of certificate:

Class 375/6 Automatic Power Control (APC) Receiver Gauging.

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

RGS Number:	Issue No:	Issue Date:	Title:
GM/RT2149	Three	February 2003	Requirements for Defining and Maintaining the Size of Railway Vehicles

6b. RGS clause(s):

B10.3

6c. RGS clause requirements:

“B10.3 Automatic Power Control receivers

Automatic Power Control (APC) receivers, provided to interrupt and re-establish the supply of AC current from pantographs before and after neutral sections respectively, shall be contained within the swept gauge prescribed in Appendix C of this document, with due regard to lateral curve overthrow and vertical static displacements.”

7. Scope of deviation:

Class 375/6 rolling stock.

8. Duration of the deviation:

For the remaining lifetime of the asset.

9. Method of elimination:

N/A

10. Impacts of complying with the current RGS requirement:

If the replacement APC receiver were to be set up within the gauge specified in GM/RT2149, it will be outside the specifications that the manufacturer will guarantee operation, and therefore subject to failing to operate correctly.

11. Proposed alternative provisions:

It is proposed that we shall install the replacement APC receiver, which will operate at a revised gauge specification.

12. Impacts of the alternative provisions:

The attached reference document (3EER400018-6880) compares the Class 375 fleet with other Electrostar fleets which have had the same deviation accepted, as well as other typical British Rail vehicles (Classes 313 and 365). This comparison demonstrates that the gauging risk for the new APC receiver is no greater than those fleets for which derogations have been made or the existing British Rail fleets. It is considered that the risk of the APC not operating when required, due to being outside the manufacturer design limits is greater than the gauging risk considered above. It is therefore considered appropriate to progress with this deviation.

13. What other options have been considered?

Raise the APC receiver to the required minimum height. The APC manufacturer will not guarantee the functionality of the APC receiver with a raised set-up height. It was therefore decided to set the new APC receiver as per existing APC receivers.

14. Consultation with affected parties

Network Rail have previously approved the gauging of the Class 375 fleet when they were introduced. As the gauge has not changed, this acceptance is considered to be valid.

15. 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.

The holder of the certificate is responsible for checking that the original assumptions and conclusions contained in the deviation certificate remain valid whenever any material changes occur. If the conditions of the deviation certificate change, the deviation will no longer be valid. In these circumstances, the holder of the deviation certificate may consider applying for a new deviation.

Please let us know if you no longer require your non-time limited deviation certificate so that we may close it.

This application is the same as previously accepted deviations:

- Class 377/2, /6 and /7 - 13/067/DGN;
- Class 379 - 10/008/DGN;
- Class 377/5 - 08/106/NC;
- Class 378 - 08/077/DGN.

Attachments:

- Bombardier's technical report Ref. 3EER400018-6880 dated 26/06/2014: APC Receiver Derogation – Supporting Information, Electrostar Fleets.

16. Signature of applicant:

, Technical Services Manager

Date of application:

13/08/2014

17. Lead Standards Committee details:

Name of Committee:

Rolling Stock

Date of meeting

N/A

Minute reference:

Agreed by the Principal Rolling Stock Engineer outside of Standards Committee, to be noted at the next Standards Committee meeting.

Authorised by:

Signed by Cliff Cork on 19/08/2014

Date of Authorisation:

19/08/2014

Cliff Cork

Head of Delivery, Infrastructure and Rolling Stock