



RECOMMENDATION FOR USE

RFU-RST-074

CO-ORDINATION BETWEEN NOTIFIED BODIES
DIRECTIVE 2008/57/EC AND SUBSEQUENT AMENDMENTS
ON THE INTEROPERABILITY OF THE RAIL SYSTEM WITHIN
THE UNION

Issue01
Date: 30.11.2012
Page 1 of 2

TITLE

ASSESSMENT PROCEDURE IN CASE OF MODIFIED FREIGHT WAGONS - RUNNING DYNAMICS

ORIGINATOR

BELGORAIL

SUBJECT RELATED TO

TSI_WAG (2006/861/EC)

DESCRIPTION AND BACKGROUND EXPLANATION

Introduction

At § 6.2.1 relative to assessments procedures, TSI_WAG states :

"Modified freight wagons changed within the limits given in Annex II shall not require a new conformity assessment."

Annex II of TSI_WAG states :

"Freight wagons, which have changes, as given within the limits of this Annex, in the technical parameters in comparison to the original design of the approved wagon shall not require a new conformity assessment."

Discussion

1. There is a risk that § 6.2.1 is wrongly interpreted and that a modified wagon not respecting the essential requirements is put into service. For example, in case of a brake or structure change, it could be understood that no new conformity assessment is required providing the modifications of the freight wagons remains within the limits of Annex II.
2. UIC leaflet 518 and standards such as EN14363:2005, pr EN16235:2011, define ranges of technical parameter changes (influencing the vehicle track interaction) that allow freight wagons to be exempted from new on-track tests.

The Annex II is related to "VEHICLE TRACK INTERACTION AND GAUGING" and it contains a similar list of ranges of technical parameter changes influencing the vehicle track interaction that can exempt from a new conformity assessment.

RFU PROPOSAL

To be consistent with existing standards and to avoid the risk that a modified wagon not respecting the essential requirements is put into service, it is proposed to restrict the interpretation of the sentence at § 6.2.1 to vehicle track interaction conformity assessment:

Modified freight wagons changed within the limits given in Annex II shall not require a **new vehicle track interaction** conformity assessment.

Remark: If it is the case, then in reference to ERA draft final report ERA/REP/01-2012/INT version 0.09 dated 16 May 2012 on "Authorization of types of vehicles", this kind of changes would be in category 2 ("modification with an impact on the documents of verification of conformity"), but the results of the tests made during previous assessments remaining valid in this case.

Any other aspect - different from vehicle track interaction - must be assessed according to the

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Page 2 of 2

applicable relevant TSI requirements.

The afore mentioned understanding is supported by the last sentence of Annex II of the TSI WAG 2006/861/EC “*The proof of the above mentioned as well as accompanying criteria such as strength, braking performance, kinematic gauge, etc is the manufacturer's or contracting entity's responsibility.*”

DATE OF AGREEMENT AT NB RAIL PLENARY MEETING

06 February 2013