

Commission Decision of 26 April 2011 concerning a technical specification for interoperability relating to the rolling stock subsystem — ‘Locomotives and passenger rolling stock’ of the trans-European conventional rail system (notified under document C(2011) 2737) (Text with EEA relevance) (2011/291/EU) (repealed)

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DIRECTIVE 2008/57/EC ON THE INTEROPERABILITY
OF THE RAIL SYSTEM WITHIN THE COMMUNITY

TECHNICAL SPECIFICATION FOR INTEROPERABILITY OF THE RAIL SYSTEM FOR CONVENTIONAL RAILWAYS — ‘Locomotives and passenger rolling stock’

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 - Specific case Sweden
 - Specific case Slovenia
- 7.3.2.17 Pantograph contact force and dynamic behaviour (4.2.8.2.9.6)
 - Specific case UK for Great Britain
 - Specific case Sweden
 - Specific case France
- 7.3.2.18 Front visibility (4.2.9.1.3.1)
 - Specific case UK for Great Britain
- 7.3.2.19 Driver’s desk — Ergonomics (4.2.9.1.6)
 - Specific case UK for Great Britain
- 7.3.2.20 Material requirements (4.2.10.2)
 - Specific case Spain
- 7.3.2.21 Interfaces for water refilling (4.2.11.5) and toilet discharge (4.2.11.3)
 - Specific case Republic of Ireland and UK for Northern Ireland...
 - Specific case Finland
- 7.3.2.22 Special requirement for stabling of trains (4.2.11.6)
 - Specific case Republic of Ireland and UK for Northern Ireland...
- 7.3.2.23 Refuelling equipment (4.2.11.7)
 - Specific case UK for Great Britain
 - Specific case Republic of Ireland and UK for Northern Ireland...
 - Specific case Finland
- 7.4. Specific environmental conditions
 - Specific conditions Finland
 - Specific conditions Sweden
 - Specific conditions Austria
 - Specific conditions Spain
 - Specific conditions Portugal
- 7.5. Aspects that have to be considered in the revision process...
 - 7.5.1. Aspects related to a basic parameter in this TSI
 - 7.5.1.1. Axle load parameter (clause 4.2.3.2.1)
 - 7.5.1.2. Track loading limit value (clause 4.2.3.4.2.2)
 - 7.5.1.3. Aerodynamic effects (clause 4.2.6.2)
 - 7.5.2. Aspects not related to a basic parameter in this TSI...
 - 7.5.2.1. Additional requirements for security reasons
 - 7.5.3. Aspects relevant for the EU railway system but out of...

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7.5.3.1. Track interaction (clause 4.2.3) — Flange or rail lubrication

ANNEX A

BUFFERS AND SCREW COUPLING SYSTEM

- A.1. BUFFERS
- A.2. SCREW COUPLING
- A.3. INTERACTION OF DRAW- AND BUFFING-GEAR
 - Structures and mechanical parts
 - Buffers

ANNEX B

LIFTING AND JACKING POINTS

- B.1. DEFINITIONS
 - B.1.1. Re-railing
 - B.1.2. Recovery
 - B.1.3. Jacking and lifting points
- B.2. IMPACT OF RE-RAILING ON THE DESIGN OF ROLLING STOCK
- B.3. LOCATION OF JACKING POINTS ON THE STRUCTURES OF VEHICLES
- B.4. GEOMETRY OF JACKING/LIFTING POINTS
 - B.4.1. Permanent built-in jacking/lifting points
 - B.4.2. Removable jacking/lifting points
- B.5. SECURING RUNNING GEARS ONTO THE UNDERFRAME
- B.6. MARKING OF RESCUE JACKING (RESP. LIFTING) POINTS
- B.7. JACKING AND LIFTING INSTRUCTIONS

ANNEX C

SPECIAL PROVISIONS FOR MOBILE RAILWAY INFRASTRUCTURE CONSTRUCTION AND MAINTENANCE EQUIPMENT...

- C.1. STRENGTH OF VEHICLE STRUCTURE
- C.2. LIFTING AND JACKING
- C.3. RUNNING DYNAMIC BEHAVIOUR

ANNEX D

ENERGY METER

- 1. Introduction
 - 1.1. The onboard energy measuring system (EMS) is the system for...
- 2. Requirements for onboard energy measuring system (EMS)
 - 2.1. Energy measuring function (EMF)
 - 2.1.1.
 - 2.1.2.
 - 2.1.3.

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- 2.1.4. The EMF shall have a total accuracy of 1,5 % for..
- 2.1.5. The elements used to implement the EMF are subject to...
- 2.1.6. The EMF shall have a time reference period of 5...
- 2.1.7.
- 2.2. Data handling system (DHS)
 - 2.2.1.
 - 2.2.2.
 - 2.2.3.
 - 2.2.4.
 - 2.2.5.
 - 2.2.6. The compiled data suitable for energy billing shall be stored...
- 2.3. Location function
 - 2.3.1.
 - 2.3.2.
 - 2.3.3.
 - 2.3.4.
- 2.4. Other requirements
 - 2.4.1.
 - 2.4.2.
- 2.5. Conformity assessment of complete onboard energy measuring system
 - 2.5.1.
 - 2.5.2.

ANNEX E

ANTHROPOMETRIC MEASUREMENTS OF THE DRIVER

1. Principal anthropometric measurements of the shortest and tallest driving staff...
2. Additional anthropometric dimensions of the shortest and tallest driving staff...

ANNEX F

FRONT VISIBILITY

- F.1. General
- F.2. Reference position of vehicle in relation to track
- F.3. Reference position for the eyes of crew members
- F.4. Conditions of visibility

ANNEX G

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ANNEX H

ASSESSMENT OF THE ROLLING STOCK SUBSYSTEM

- H.1. Scope
- H.2. Characteristics and modules

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ANNEX I

ASPECTS FOR WHICH THE TECHNICAL SPECIFICATION IS NOT AVAILABLE
(OPEN...

ANNEX J

Changes to legislation:

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