

Commission Regulation (EU) No 1302/2014 of 18 November 2014
concerning a technical specification for interoperability relating to the
'rolling stock — locomotives and passenger rolling stock' subsystem of the
rail system in the European Union (Text with EEA relevance) (revoked)

Article 1	The technical specification for interoperability (TSI) relating to the 'rolling...
Article 2	(1) The TSI shall apply to the 'rolling stock' subsystem...
Article 3	(1) Without prejudice to Articles 8 and 9, and point...
Article 4	(1) With regard to the aspects listed as 'open...
Article 5	(1) With regard to specific cases listed in Section 7.3...
Article 6	(1) Without prejudice to the agreements which have already been...
Article 7	In accordance with Article 9(3) of Directive 2008/57/EC, each Member...
Article 8	(1) An 'EC' certificate of verification for a subsystem that...
Article 9	The declaration of verification of a subsystem referred to in...
Article 10	(1) In order to keep pace with technological progress, innovative...
Article 11	(1) Decisions 2008/232/EC and 2011/291/EU are repealed with effect from...
Article 12	This Regulation shall enter into force on the twentieth day...
	Signature

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- (3) A suitable communication system will send the compiled energy billing...
- (4) This system is suitable for billing purposes; the data sets...
- (5) The EMS rated current and voltage shall be matched to...
- (6) Data stored in the EMS shall be protected against loss...
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 - 7.1.1.1. General
 - 7.1.1.2. Transition phase
 - 7.1.1.2.1Application of the TSI during transition phase
 - 7.1.1.2.2Definition of Projects at advanced stage of development
 - 7.1.1.2.3Definition of Contracts in course of performance
 - 7.1.1.2.4Definition of Rolling Stock of an existing design
 - 7.1.1.3. Application to special vehicles, such as on-track machines
 - 7.1.1.4. Application to vehicles designed to be operated solely on the...
 - 7.1.1.4a.Transitional measure for on-board energy measurement system requirement
 - 7.1.1.5. Transitional measure for fire safety requirement
 - 7.1.1.6. Transitional measure for noise requirements specified in the HS RST...
 - 7.1.1.7. Transitional measure for crosswind requirements specified in the HS RST...
 - 7.1.1.8. Transitional measure for passive safety requirement
 - 7.1.2. Changes to an existing rolling stock or rolling stock type...
 - 7.1.2.1. Introduction
 - (1) This clause 7.1.2 defines the principles to be applied by...
 - (2) This clause 7.1.2 applies in case of any change(s) to...
 - 7.1.2.2. Rules to manage changes in both rolling stock and rolling...
 - (1) Parts and basic parameters of the rolling stock that are...
 - (2) Without prejudice to clause 7.1.2.2a, compliance with the requirements of...

- (3) In accordance with Articles 15 and 16 of Commission Implementing...
 - (4) Without prejudice of the general safety judgement mandated in article...
 - (4a) Without prejudice of the general safety judgement mandated in Article...
 - (5) National migration strategies related to the implementation of other TSIs...
 - (6) The basic design characteristics of the rolling stock are defined...
 - (7) Changes not covered by point 7.1.2.2(6) above are deemed not...
 - (8) The safety judgement mandated in Article 21(12)(b) of Directive (EU)...
 - (9) Without prejudice to clause 7.1.2.2a, all changes shall remain compliant...
 - (10) The replacement of one or more vehicle(s) within a fixed...
 - (11) In order to establish the EC type or design examination...
 - (12) In any case, the entity managing the change shall ensure...
 - (13) The updated technical documentation, related to the EC type or...
- 7.1.2.2a Particular rules for existing rolling stock not covered by an...
- (1) The following rules apply, in addition to clause 7.1.2.2, to...
 - (2) The compliance with technical requirements of this TSI is deemed...
 - (3) The particular rule set out in paragraph (2) above is...
- 7.1.2.2b Particular rules for vehicles modified to test performance or reliability...
- (1) The following rules apply, in addition to clause 7.1.2.2, in...
 - (2) The compliance with technical requirements of this TSI is deemed...
- 7.1.3. Rules related to the EC type or design examination certificates...
- 7.1.3.1. Rolling stock subsystem
- (1) This clause concerns a rolling stock type (unit type in...
 - (2) The TSI assessment basis for a ‘ EC type or...
Phase A
 - (3) Phase A starts once a notified body, which is responsible...
 - (4) The TSI assessment basis for a type is defined for...
 - (5) When a revision of this TSI or of the TSI...
Phase B
 - (6) The phase B period defines the period of validity of...
 - (7) The EC type or design examination certificate of EC verification...
- 7.1.3.2. Interoperability constituents

- 7.1.4. Rules for the extension of the area of use for...
- 7.2. Compatibility with other subsystems
- 7.3. Specific cases
 - 7.3.1. General
 - 7.3.2. List of specific cases
 - 7.3.2.1. Mechanical interfaces (4.2.2.2)
 - Specific case Ireland and UK for Northern Ireland ('P')
 - A.1 Buffers
 - A.2 Screw coupling
 - Specific case United Kingdom (Great Britain) ('P')
 - 7.3.2.2. Gauging (4.2.3.1)
 - Specific case Ireland and UK for Northern Ireland ('P')
 - Specific case the United Kingdom (Great Britain) ('P')
 - 7.3.2.3. Rolling stock requirements for compatibility with trackside equipment (4.2.3.3.2.2)
 - Specific case Finland ('P')
 - Specific case Ireland and UK for Northern Ireland ('P')
 - Specific case Portugal ('P')
 - Specific case Spain ('P')
 - Specific case Sweden (' T1 ')
 - Specific case the United Kingdom (Great Britain) ('P')
 - 7.3.2.4. Safety against derailment running on twisted track (4.2.3.4.1)
 - Specific case United Kingdom (Great Britain) (' P ' ...
 - 7.3.2.5. Running dynamic behaviour (4.2.3.4.2, 6.2.3.4)
 - Specific case Finland (' P ')
 - Specific case Ireland and UK for Northern Ireland (' ...
 - Specific case Spain (' P ')
 - Specific case the United Kingdom (Great Britain) (' P ...
 - 7.3.2.6. Mechanical and geometric characteristics of wheelset and wheel (4.2.3.5.2.1 and...
 - Specific case Estonia, Latvia, Lithuania and Poland for 1 520...
 - Specific case Finland ('P')
 - Specific case Ireland ('P')
 - Specific case UK for Northern Ireland ('P')
 - Specific case Spain for 1 668 mm track gauge (...)
 - Specific case United Kingdom (Great Britain) ('P')
 - 7.3.2.6a Minimum curve radius (4.2.3.6)
 - Specific case Ireland (' P ')
 - 7.3.2.7. Emergency braking (4.2.4.5.2)
 - Specific case United Kingdom (Great Britain) ('P')
 - 7.3.2.8. Aerodynamic effects (4.2.6.2)
 - Specific case United Kingdom (Great Britain) ('P')
 - Specific case Italy ('P')
 - 7.3.2.9. Warning horn sound pressure levels (4.2.7.2.2)
 - Specific case United Kingdom (Great Britain) ('P')
 - 7.3.2.10 Power supply — general (4.2.8.2)

- Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.11 Operation within range of voltages and frequencies (4.2.8.2.2)
 - Specific case Estonia (' T1 ')
 - Specific case France (' T2 ')
 - Specific case Latvia (' T1 ')
 - Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.12 Use of regenerative brakes (4.2.8.2.3)
 - Specific case Belgium ('T1')
 - Specific case Czech Republic ('T')
 - Specific case Sweden ('T')
- 7.3.2.13 Height of interaction with contact wires (RST level) (4.2.8.2.9.1.1)
 - Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.14 Pantograph head geometry (4.2.8.2.9.2)
 - Specific case Croatia (' T1 ')
 - Specific case Finland (' T1 ')
 - Specific case France (' T2 ')
 - Specific case Italy (' T0 ')
 - Specific case Portugal (' T0 ')
 - Specific case Slovenia (' T0 ')
 - Specific case Sweden (' T1 ')
 - Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.15 Contact strip material (4.2.8.2.9.4.2)
 - Specific case France ('P')
- 7.3.2.16 Pantograph contact force and dynamic behaviour (4.2.8.2.9.6)
 - Specific case France (' T2 ')
 - Specific case Sweden (' T1 ')
 - Specific case United Kingdom (Great Britain) ('P')
 - Specific case Channel tunnel ('P')
- 7.3.2.17 Driver's cab emergency exit (4.2.9.1.2.2)
 - Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.18 Front visibility (4.2.9.1.3.1)
 - Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.19 Driver's desk — Ergonomics (4.2.9.1.6)
 - Specific case United Kingdom (Great Britain) ('P')
- 7.3.2.20 Fire safety and evacuation (4.2.10)
 - Specific case Italy (' T0 ')
 - Fire detection systems (clauses 4.2.10.3.2 and 6.2.3.23)
 - Fire containment and control systems for passenger rolling stock (clause...)
 - Freight locomotives and freight self-propelling units: fire spreading protection measures...
 - Review clause:
- 7.3.2.21 Running capability (4.2.10.4.4) and fire containment and control system (4.2.10.3.4)...
 - Specific case Channel Tunnel (' P ')
- 7.3.2.22 Interface for toilet discharge (4.2.11.3)
 - Specific case Finland ('P')
- 7.3.2.23 Interface for water refilling (4.2.11.5)
 - Specific case Finland ('P')

- Specific case Ireland and UK for Northern Ireland ('P')
- 7.3.2.24 Special requirements for stabling of trains (4.2.11.6)
 - Specific case Ireland and UK for Northern Ireland ('P')
 - Specific case the United Kingdom (Great Britain) ('P')
- 7.3.2.25 Refuelling equipment (4.2.11.7)
 - Specific case Finland ('P')
 - Specific case Ireland and UK for Northern Ireland ('P')
- 7.3.2.26 Rolling stock originated from third country (general)
 - Specific case Finland
- 7.3.2.27 Rules to manage changes in both rolling stock and rolling...
 - Specific case the United Kingdom (Great Britain) ('P...)
- 7.4. Specific environmental conditions
 - Specific conditions Austria
 - Specific conditions Estonia
 - Specific conditions Finland
 - Specific conditions France
 - Specific conditions Greece
 - Specific conditions Germany
 - Specific conditions Portugal
 - Specific conditions Spain
 - Specific conditions Sweden
- 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. Aerodynamic effects — Cross wind (clause 4.2.6.2.4)
 - 7.5.1.3. Aerodynamic effects on ballasted tracks (clause 4.2.6.2.5)
 - 7.5.2. Aspects not related to a basic parameter in this TSI...
 - 7.5.2.1. Additional requirements for security reasons
 - 7.5.2.2. Conditions for having an authorization for placing on the market...
 - 7.5.2.3. Rules for implementation
 - 7.5.3. Aspects relevant for the EU railway system but out of...
 - 7.5.3.1. Track interaction (clause 4.2.3) — Flange or track lubrication

APPENDICES

Appendix A Intentionally deleted

Appendix B

1 520 mm system gauge ‘T’

Reference profile for the track gauge 1 520‘T’ of the...

Reference profile for the lower parts:

Reference profile for the lower parts:

Appendix C

Special provisions for on track machines (OTM)

- C.1 Strength of vehicle structure
- C.2 Lifting and jacking
- C.3 Running dynamic behaviour

Appendix D

Reference wagon for locomotives fitted with automatic end centre buffer couplers and capable of a traction effort at coupling higher than 300 kN

For collisions between a train unit and a wagon fitted...

The coupler head geometry and height above top of rail...

Appendix E

Anthropometric measurements of the driver

The following data represents the ‘state of the art’ and...

Principal anthropometric measurements of the shortest and tallest driving staff:...

Appendix F

Front visibility

The following data represents the ‘state of the art’ and...

- F.1. General
 - Notes:
- 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

Appendix G

Servicing

Connections for the toilet discharge system on rolling stock:

Figure G1 Evacuation nozzle (Inner part)

General tolerances $\pm 0,1$

Material: stainless steel

Figure G2 Optional flushing connection for the toilet tank

(Inner...

General tolerances $\pm 0,1$

Material: stainless steel

Appendix H

Assessment of the rolling stock subsystem

H.1 Scope

H.2 Characteristics and modules

Appendix I

Aspects (for ~~open points~~) technical specification is not available

Appendix J

Technical specifications referred to in this TSI

J.1 Standards or normative documents

J.2 Technical documents (available on ERA website)

Changes to legislation:

There are currently no known outstanding effects for the Commission Regulation (EU) No 1302/2014.