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NB-Rail Association

RECOMMENDATION FOR USE

NB-RAIL COORDINATION GROUP

Administrative Decision according to Interoperability Directive
(EU) 2016/797 art. 30.6



Co-funded by
the European Union

RFU-ENE-900

Issue 01

Date 09/03/2022

TITLE

DYNAMIC BEHAVIOUR AND QUALITY OF CURRENT COLLECTION MEASUREMENT - VERIFICATION AT SUBSYSTEM LEVEL

ORIGINATOR

VUD

SUBJECT RELATED TO

Reg. (EU) 1301/2014 (ENE TSI)

AMENDMENT RECORD:

DESCRIPTION AND BACKGROUND EXPLANATION

Background:

ENE TSI chapter 4.2.12 Dynamic behaviour and quality of current collection

“Depending on the assessment method, the overhead contact line shall achieve the values of dynamic performance and contact wire uplift (at the design speed) set out in Table 4.2.12.”

6.2.4.5. Assessment of dynamic behaviour and quality of current collection (integration into a subsystem)

“(1) The main goal of this test is to identify allocation design and construction errors but not to assess the basic design in principle.”

Description of the situation:

The design line speed for tilting trains in sections with curves is higher than for conventional trains (without tilting).

The measuring train that measures the OCL (dynamic behaviour and quality of current collection) after completion of construction works is generally not a tilting train. This means that some sections of the upgraded track could be measured at a slightly lower speed than design line speed.

Note: Tilting measuring trains are generally not available in all European Countries. Specific train needs to be equipped time by time.

RFU PROPOSAL

Tilting trains and normal (no-tilting) trains can run at a higher speed than the nominal one under defined operating condition. Nevertheless, the definition of these operating conditions for testing is out of the NoBo's scope of work.



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ENE TSI does not define a specific type of train to be used. It refers only to design speed of the line as test condition.

Therefore, the NoBo is not in charge to define the test methodology to adopt and will not interfere with other actors' decisions on this aspect. The NoBo performs his evaluation on the base of the final results as they are.

In any case, the NoBo can issue a certificate for the tested speed. In case design speed for tilting trains is not achieved during the test-runs, a speed restriction shall be included as conditions and limits for use of the EC Certificate of Verification, according to the maximum tested speed.

THIS RFU WAS AGREED ON

PLENARY MEETING 64 – 02/03/2022

THIS RFU ENTERS INTO FORCE ON

09/03/2022 (DATE OF PUBLICATION)

FROM THIS DATE ON THIS RFU CAN BE APPLIED INSTEAD OF THE PREVIOUS MANDATORY VERSION.

RFU APPLICATION IS MANDATORY STARTING FROM

09/04/2022

AT THIS DATE ANY PREVIOUS VERSIONS (*OR, ALTERNATIVELY, VERSION XX*) OF THIS RFU WILL BE WITHDRAWN.

RFUS SHALL BE APPLIED BY ALL NOBOS. PLEASE REFER TO RFU-STR-702, CHAPTER 3 OF THE SECTION "DESCRIPTION AND BACKGROUND EXPLANATION", FOR THE LEGAL BASIS SUPPORTING THIS OBLIGATION.

ERA COMMENTS

PLE064 – 02/03/2022: No COMMENTS - OR SPECIFY IF ANY

ERA DISCLAIMER WILL BE INCLUDED