

Steve Fletcher Deputy Director of Railway Planning and Performance

Paul Simmons
UK Approvals Manager
CAF – Construcciones y Auxiliar de Ferrocarriles
CAF Rolling Stock UK Ltd
Techno Centre
Puma Way
Coventry
CV1 2TT

Case Ref PRM-IOP-0285

EIN Number: UK/51/2019/0009

10 June 2019

Contact: Giles Turner HM Inspector of Railways

Dear Mr Simmons

THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED TYPE AUTHORISATION OF CLASS 195/1 DIESEL MULTIPLE UNIT TRAINS IN CONFORMITY WITH EUROPEAN REGISTER OF AUTHORISED TYPES OF VEHICLE REFERENCE 13 104 0001 3 001.

I refer to your application for type authorisation, completed on 6 June 2019. Following review of your application, I can confirm that ORR grants an authorisation under regulation 9 of the Railways (Interoperability) Regulations 2011, as amended. This authorisation is for the placing in service of three Class 195/1 Diesel Multiple Unit trainsets numbered in accordance with table 1 below, conforming to European Register of Authorised Types of Vehicle (ERATV) type 13-104-0001-3-001.

table 1

CLASS	UNIT	DMSL	DMSL	MS GB	MS	DMS	DMS
		GB	EUROPEAN		EUROPEAN	GB	EUROPEAN
195/1	195131	101131	957001011312	102131	957001021311	103131	957001031310
195/1	195132	101132	957001011320	102132	957001021329	103132	957001031328
195/1	195133	101133	957001011338	102133	957001021337	103133	957001031336





The restrictions or limitations of use on the structural subsystem are those applicable to the type. They are referenced on the EC Declaration of Verification of subsystems, document C.19.96.091.00 Issue_, dated 19 November 2018 and contained in your technical file, RTUKR-T37722-006-Issue 4, dated 15 November 2018.

Limitations:

- 1. Vehicles assessed for operation at a maximum speed of 100mph (160kmh).
- 2. Operational configuration is a maximum of 12 cars in any combination of 2 car and 3 car sets.
- Operation limited to 65mph with deflated suspension (LOC & PAS TSI Clause 2.1.5.2).

Conditions:

- 1. EIRENE SRS 15.4.0, clause 3.2.4, for the GSM-R voice radio:
 - (i) Provides GSM-R Voice Cab radio functionality only,
 - (ii) Shall be combined with ERTMS ETCS data radios in order to provide full ERTMS functionality,
 - (iii) Segmentation of text messages is not included due to the lack of an agreed protocol for the service,
 - (iv) When Voice Cab Radios are considered safety related by a railway operator then that operator shall define any Safety Functionality required as part of their requirements specification,
 - (v) When operating the GSM-R voice radio in shunting mode, only the driver role can be used. It is not possible to change role. This limitation relates to EIRENE SRS 15.4.0 clause 14.4.6.
- 2. The Operator, Arriva Trains Northern, shall have in place before the trains are put into passenger service, the operational procedures necessary to mitigate transferred and open SRACs from CAF.
- 3. The Operator, Arriva Trains Northern shall demonstrate to ORR, before the trains are put into passenger service, the arrangements for controlling the PTI risks (stepping distances, train and platform length (ASDO)) are being controlled alarp at all the stations where the Class 195s will operate.

The rolling stock subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a 'renewal' or an 'upgrade' as defined in Regulation 2. If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required.



Should DfT decide that an authorisation is not required they must consult with ORR whether authorisation is required on safety grounds.

As the project entity you are responsible for retaining the declaration of conformity to an authorised type of railway vehicle, documentation recording any alterations, and maintenance manuals in relation to the subsystem, keeping them up to date and making them available to ORR in accordance with Regulation 19.

If you are not the owner of the authorised subsystem you shall within 60 days, in accordance with Regulation 19(3), transfer the declaration of conformity to an authorised type of railway vehicle, documentation recording any alterations, and maintenance manuals in relation to the subsystem to the owner of the subsystem and the owner shall then be regarded as the project entity. If the owner, in accordance with Regulation 19(4), disposes of his interest in the authorised subsystem, he shall within 60 days of the disposal transfer the declaration of conformity to an authorised type of railway vehicle, documentation recording any alterations, and maintenance manuals in relation to the subsystem to the person acquiring that interest and that person shall be regarded as the project entity.

Please note that under Regulation 36, the person who applied for the authorisation shall send particulars to the Registration Entity to enable the registration entity to enter the information on the National Vehicle Register. This will include such further information as the registration entity may reasonably require set out in the relevant standard.

If you are the operator, may I remind you of the need to have adequate arrangements within your Safety Management System to control the risks associated with this rolling stock subsystem.

Yours sincerely

Steve Fletcher

Deputy Director of Railway Planning and Performance

CC

Ian Jones

Head of Interoperability, DfT

Ian Hyde

Head of New Trains, Arriva Trains Northern



National Vehicle Register nvr@networkrail.co.uk

Paul Hooper

Interoperability Manager, ORR

David Galloway

Head of Vehicle Compatibility, Network Rail

Nigel Bunce

HM Principal Inspector of Railways, ORR

Sarah Cairns

HM Inspector of Railways, ORR