

Certificate of Acceptance

PA05/05982

Manufacturer:
Rail Safety Systems BV

Issue : 1
Valid From : 15 Sept 2015

RSS Temporary Speed Restriction Board

Product Description

Magnetically attached to Rail TSR Board.

This product is a version of the already accepted Worksite Safety Barrier (PA05/05085) and Points Run Through Signs (PA05/05468)

The pivot/hinge at the base of the stanchion and upright gives the sign the ability to fold. The Foldable 'L' shaped stanchion with a carrying handle makes it easier to carry to site.

The various speed indicators (Number Signs) can be pre-fitted to the board prior to carrying to site so the trackside exposure is reduced to those setting up the TSR.

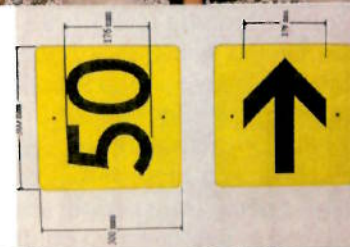
The TSR Board is attachable to the web of the rail with the magnetic foot, with an agreed SSOW in place and from a position of safety.

It has been trialled on Western Route and Staffordshire Alliance.

Product Image



Magnetic TSR Board being attached to Rail



Scope of Acceptance

It shall be used for the stated purpose only.

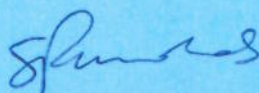
The User shall use this product in accordance with manufactures installation instructions.

The products shall be used in accordance with the applicable GE/RT8000 Rule Book/Handbooks and in accordance with Railway Group Standards GK/RT0075 issue 2 GI/RT7033 issue 2.

Not to be used in Conductor 3rd & 4th Rail Areas,

Network Rail Acceptance Panel (NRAP) hereby authorises the product above for use and trial use on railway infrastructure for which Network Rail is the Infrastructure Manager under the ROGS regulations.

Reviewed by:



Steven Rennolds
Product Acceptance Specialist

Authorised by:



Rupert Lown
Head of Occupational Safety Strategy

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Specific Conditions

The following Conditions are specific to the approved product/s contained within this Certificate. These conditions must be adhered to in addition to the Network Rail General Conditions contained within the "General Terms and Conditions" section. Failure to adhere to these conditions may result in the withdrawal or suspension of Acceptance of some, or all of the items contained within the accepted configuration.

Manufacturer

- 1) Refer to General Terms and Conditions

User

1)	For use on all types of rail (including UIC60)
2)	Temporary Speed Restriction Board may only be erected by trained persons who are suitably protected from risk associated with moving trains and electrification systems via a Safe System of Work.
3)	The Temporary Speed Restriction Board clamp must not encroach within 2.5m of any metalwork, which is not bonded to the rail when it is being used in areas using the 25kV AC overhead line system
4)	When the Temporary Speed Restriction Board is erected and a limited clearance situation is created suitable Limited Clearance Signage must be erected in accordance with Network Rail Group Standard GI/RT7033
5)	Should the Temporary Speed Restriction Board be left in place at the cessation of work when the line is to be reopened to traffic, care must be taken to ensure that the gauge and position of safety is not compromised
6)	All authorised personnel needing to have access to the open line whilst the boards are being placed in situ must be briefed in how to reach a position of safety
7)	Whilst being transported, erected or dismantled in AC electrified line areas, the instructions relating to working in such areas contained in the AC Electrified Lines Instructions must be complied with
8)	The Magnetic System must only be used in compliance with the instructions contained in the Rule Book and Railway Group Standard GK/RT0075 issue 2 GI/RT7033 issue 2 relating to speed restriction boards.
9)	Any incident relating to the use of the Temporary Speed Restriction Board must be reported to Network Technology Introduction Group
10)	The Temporary Speed Restriction Board must be erected in accordance with the manufacturer's instructions.
11)	When fitted in axle counter areas, the head of the magnet must be placed at least 1m away from any trackside or rail mounted signalling equipment (e.g. axle counter heads). This requirement is to avoid any potential magnetic interference or damage to specialised equipment.
12)	All persons who are required to use the equipment shall be trained in its use.
13)	Briefing material will be available for route use.

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Product Configuration

Complete Assembly

Part No.	Description	Catalogue No.
S216	RSS Temporary Speed Restriction Board (TSR)	056/076629

Assessed Documentation

Reference	Title	Doc. Rev.	Date and Applies to Cert. issue No.	
13 08 15 S216	Signs Stanchion Drawing	1	19/07/2013	1
Application no. PA05/05982	Critical Review Report – RSS Temporary speed restriction board			1

Certificate History

Issue	Date	Issue History
T1	15/01/2014	First accepted for trial use.
T2	31/01/2015	Further trial
1	15/09/2015	Full Product Acceptance

Contact Details

Manufacturer

Paul Scapens
Rail Safety System BV
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Sponsor

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General Terms & Conditions

1) General

- 1) This certificate can only be amended by Network Rail Technology Introduction Group. Any alterations made by a different person will invalidate the entire certificate.
- 2) Failure to abide by the requirements in this Certificate of Acceptance may invalidate the certificate, thereby restricting the right to operate the product and / or limiting the future supply and deployment of the product on the infrastructure.
- 3) Upon the review date this certificate and the product it relates to is invalid and not accepted for use. Manufacturers are to make an application for a review prior to the review date.

2) Manufacturer

The Manufacturer shall:

- 1) Ensure that all products supplied comply with the standards defined in the Acceptance Requirements or otherwise documented as part of the assessment, including meeting the reliability requirements included in the Acceptance Requirements and in any deed of warranty for the relevant certificate number.
- 2) Notify Network Rail Technology Introduction Group:
 - a. Within 48 hours, of any deficiencies affecting the quality, functionality or safety integrity of the product (including corrective action undertaken or proposed).
 - b. Of any intended change to the accepted product; changes include:
 - i. a change to the product configuration (to the actual product or its application);
 - ii. a variation to or addition of manufacturing locations or processes;
 - iii. a change in the name or ownership of the manufacturing company;
 - iv. any changes to the ability or intention to support with technical services, spares or repairs.
- 3) The Manufacturer shall provide Network Rail Technology Introduction Group at least 12 (twelve) months notice of its intention to discontinue supply or to provide such notice as is reasonable if such discontinuance is outside its control and will offer the opportunity of a Last Time Buy to Network Rail together with date for last order placement and supply of the parts affected. The introduction of proposed alternative products shall be communicated to the Network Rail Technology Introduction Group.
- 4) Provide further copies of operating and maintenance manuals to purchasers / users of the product as necessary (including certificates of conformance, calibration etc).
- 5) Provide further copies of training manuals and an appropriate level of training to purchasers or users of the product as necessary.
- 6) Where applicable, specialist technical support, repairs and servicing of the product shall be carried out by the Original Equipment Manufacturer (OEM) or authorised agent only.
- 7) Network Rail may request information from the manufacturer to prove product compliance with clauses 1 and 2 above and reserve the right to suspend and/or withdraw any application where information is not forthcoming within a reasonable timeframe.
- 8) In accordance with Network Rail's Quality Assurance Policy Statement 2011, where the specification and/or Product Acceptance Certificates specify quality assurance classifications (QA1 to QA5) for the products, the manufacturer shall comply with the specified level of quality assurance for each product and allow Network Rail access to carry out its quality assurance checks.
- 9) The manufacturer shall give Network Rail's representatives access at all reasonable times to its premises and allow them to inspect its quality systems and production methods and, if requested, to inspect, examine and test the products both during and after their manufacture and the materials being used in their manufacture.

3) Conditions of Use

Specifiers, installers, operators, maintainers, etc. using the product shall:

- 1) Comply with the certificate conditions. If a condition is not understood guidance must be sought from Network Rail Technology Introduction Group.
- 2) Check that the application of use complies with the relevant certificate's scope of acceptance.
- 3) Report any defect if it is a design or manufacturing fault likely to affect performance and/or the safe operation of the railway in writing to Network Rail Technology Introduction Group.
- 4) Inform Network Rail Technology Introduction Group in writing of a change to the product configuration (or to the actual product or its application).
- 5) Operate, maintain and service the product in accordance with Network Rail standards and Operation and Maintenance manuals as appropriate.
- 6) Be appropriately trained and authorised for the installation, maintenance and use of the product.
- 7) Only send products for repair or reconditioning to the Original Equipment Manufacturer (OEM) or authorised agent.
- 8) Users are to be aware that Product Acceptance is not a substitute for design approval.

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4) Compliance

Railways and Other Guided Systems (ROGS) Regulations

1) Where the product is to be used in areas where Network Rail is not the Infrastructure Manager (e.g. leased stations), the sponsor shall additionally obtain formal consent from the Infrastructure Manager for the locality where the equipment is to be installed. This may include a requirement for additional safety verification. The decision of that Infrastructure Manager is binding, and cannot be overridden by Network Rail except by the escalation processes established in the ROGS regulations

2) As required in Railway Group Standard GE/RT8270, at each use of this product the project or group responsible for installation and commissioning shall be required to demonstrate compatibility with:

- a. All rail vehicle types that have access rights over the area affected by the change
- b. Infrastructure managed by others
- c. Neighbours.

Railway Interoperability Regulations

3) For interoperable constituents of systems the project or group responsible for installation and commissioning shall be required to demonstrate compliance with the relevant Technical Specifications for Interoperability (TSI) where appropriate.

4) An authorisation from the national safety authority (i.e. the Railway Safety Directorate of the Office of Rail Regulation) is required before the equipment is to be used in revenue earning service.

5) Supply Chain Arrangements

1) Certificates of acceptance do not imply any particular quantity of supply nor any exclusivity of supply.

2) Products may be purchased by Network Rail or its agents, suppliers or contractors.

3) Manufacturers should note that it is not necessary to enter into any exclusive supply arrangements with resellers or other suppliers

