

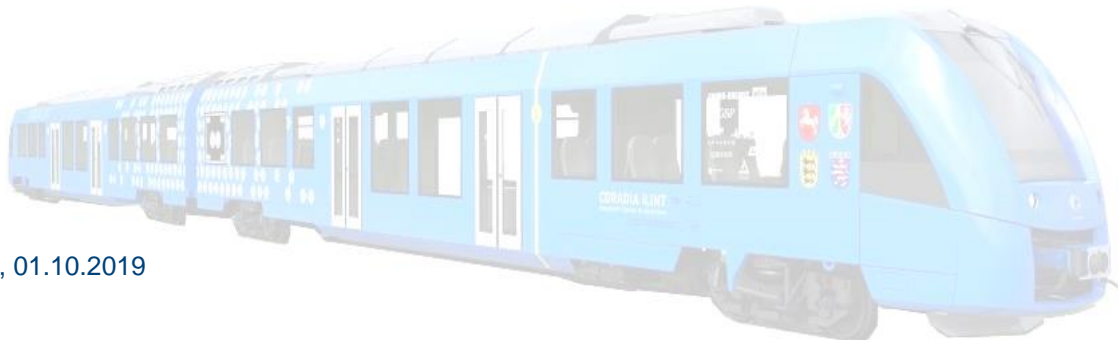


Eisenbahn-Bundesamt

# Authorisation of trainset iLINT: application from Alstom, authorisation by EBA

*7<sup>TH</sup> REGIONAL ERA WORKSHOP*

**02.10.2019 in Budapest**



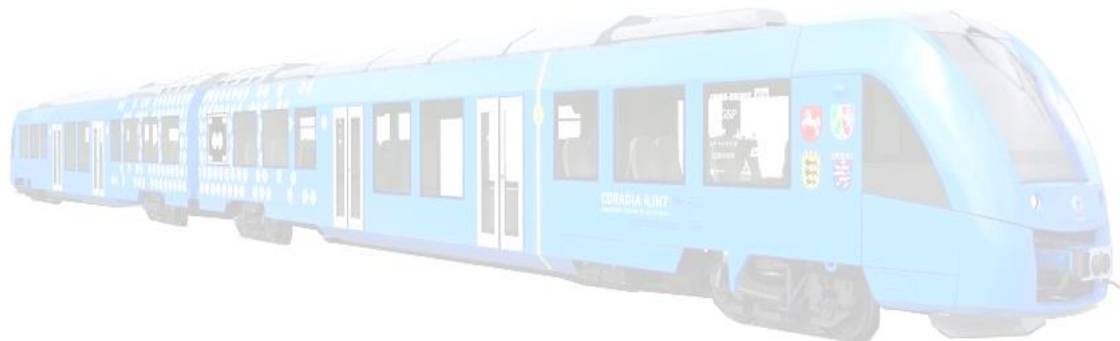
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# 1. applications

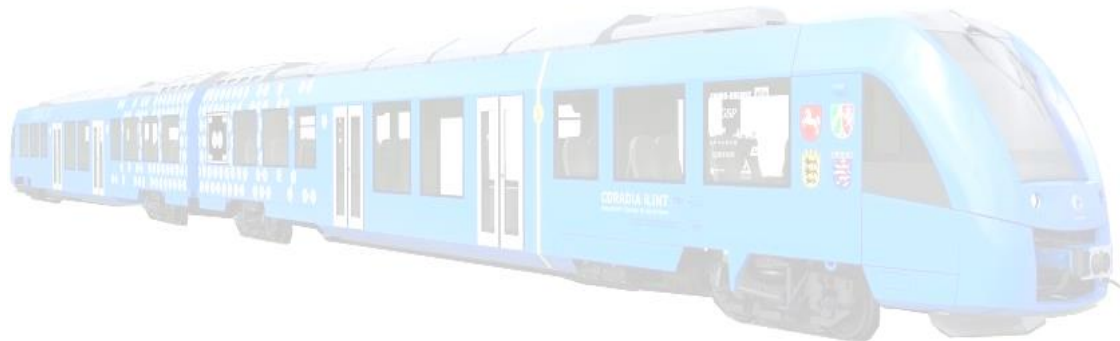
ALSTOM applied for authorisations of iLint trainset:

- ❖ application from 10.04.2015  
for authorisation for placing into service and serial authorisation acc. § 6 und § 7 TEIV
- ❖ application from 15.04.2019  
for type authorisation acc. § 20 Abs. 3 EIGV



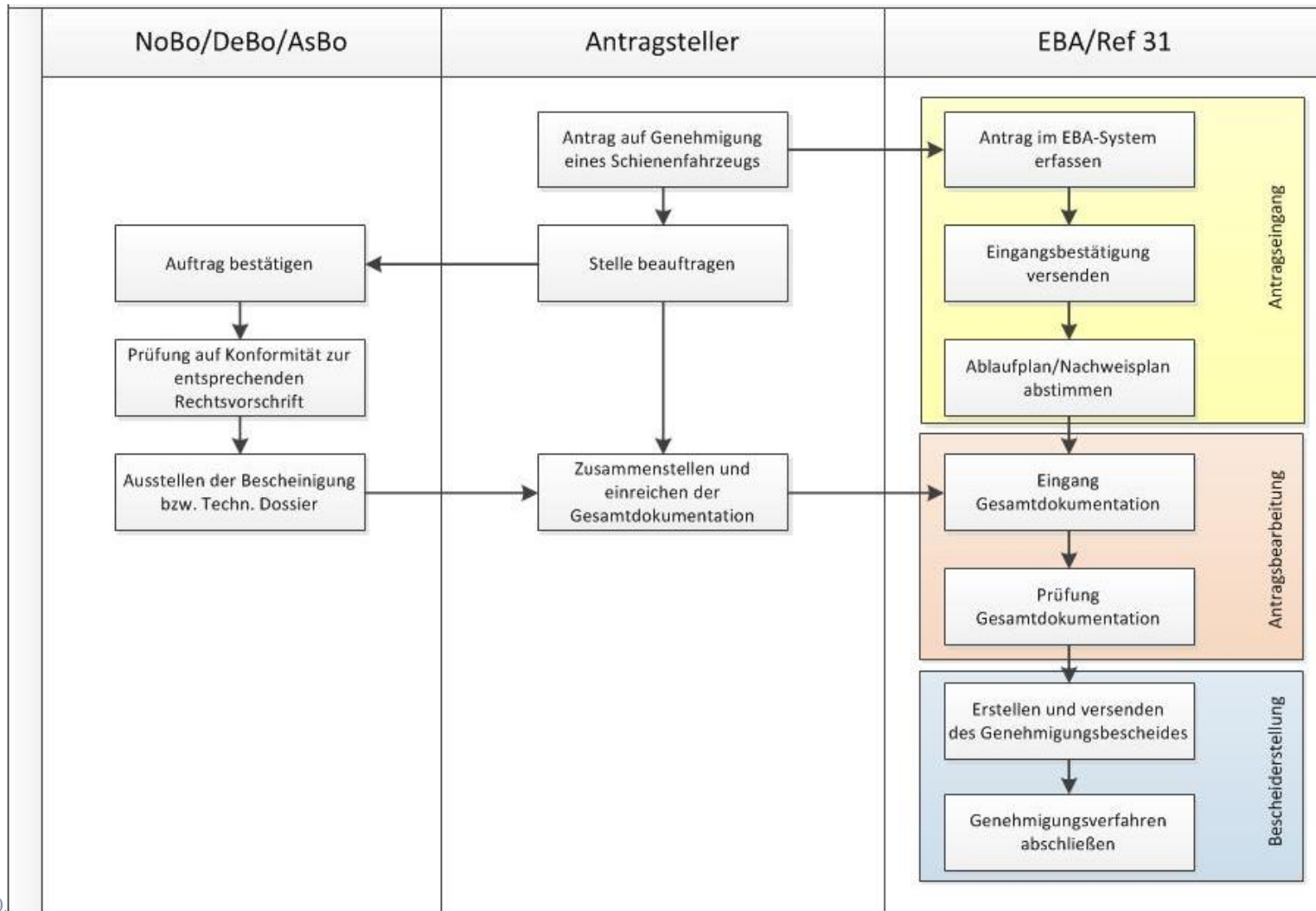
## 2. legal background

- ❖ EBA is responsible for authorisation of structural subsystems (e.g. railway vehicles) acc § 5 Abs. 1e, Nr. 1 „Allgemeinen Eisenbahngesetzes (AEG)“
- ❖ authorisation for placing into service and serial autorisation is processed on basis of § 6 and § 7 „Transeuropäischen-Eisenbahn-Interoperabilitätsverordnung (TEIV)“, this regulation was followed in August 2018 by „Verordnung über die Erteilung von Inbetriebnahmegenehmigungen für das Eisenbahnsystem – Eisenbahn-Inbetriebnahmegenehmigungsverordnung (EIGV)“.
- ❖ both above mentioned regulations are transpositions of EU directive 2008 / 57



# 3. authorisation process

general layout of the autorisation process



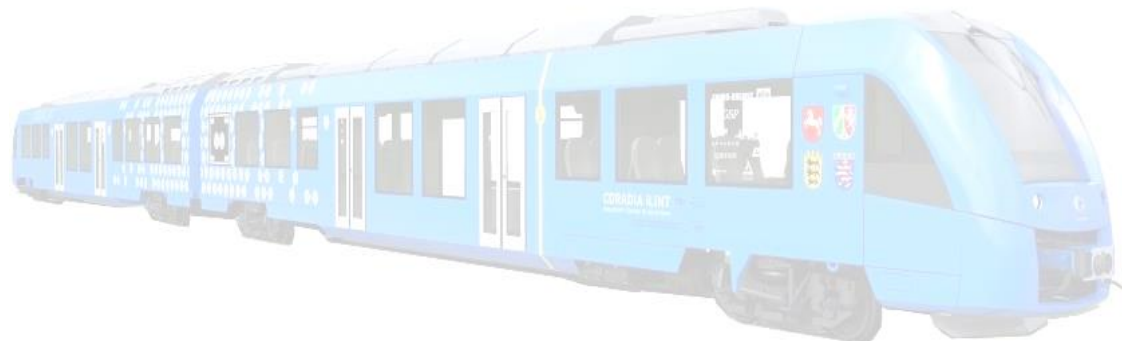
## 4. assessments by the relevant bodies

### 4.1 Notified Body (NoBo) - Eisenbahn-Cert (EBC)

assessment of conformity to

- TSI LOC&PAS 1302/2014
- TSI PRM 1300/2014
- TSI NOI 1304/2014
- TSI SRT 1303/2014

conformity to the above mentioned TSIs was stated by EBC within the EC-certificate from 13.06.2018



## 4. assessments by the relevant bodies

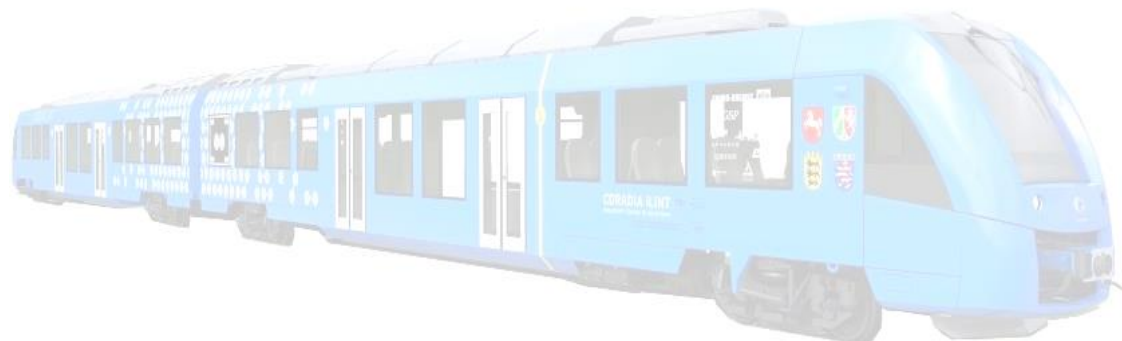
### 4.2 Designated Body (DeBo/IDeBo acc. MoU) - TÜV Süd

assessment of conformity to the notified national requirements.

The assessment was based on the regulations / standards given in

- NNTR-list to TSI LOC&PAS, state: 01.03.2016

conformity to the regulations / standards given in the above mentioned NNTR list was stated by the (I)DeBo TÜV-Süd within the NNTR conformity certificate from 01.06.2018.



## 4. assessments by the relevant bodies

### 4.3 Risk Assessment Body (RAsBo) - TÜV Süd

The manufacturer has made a full risk management procedure acc. CSM RA regulation (EU) Nr. 402/2013 of 30. April 2013 especially including the hazards and risks of the new technologies „fuel cell“ , „storage and distribution of hydrogen“ and „traction batteries Li Ion“, taking into account use and experience of regulations from other transport modes or industrial modes outside railway operations.

The independent risk assessment body TÜV-Süd has assessed the correct use and results of the risk management procedures acc. CSM RA regulation (EU) Nr. 402/2013 of 30. April 2013 especially including the new technologies and taking into account the use and experience of regulations from other transport modes or industrial modes outside railway operations.

TÜV Süd has concluded a safety assessment report dated 15.06.2018.



## 4. assessments by the relevant bodies

### 4.4 accredited and notified conformity assessment body acc. EU directive 2014/ 68 as accredited supervision body for equipments requiring supervision

#### „Zugelassene Überwachungsstelle (ZÜS)“ – TÜV Süd Industrie

The equipments „fuel cell“, „storage and distribution of hydrogen“ and „traction batteries Li Ion“, are equipments requiring supervision acc. „Betriebssicherheitsverordnung (BetrSichV).“

The assessment of these equipments acc. § 15 und § 16 BetrSichV is duty of an accredited and notified conformity assessment body acc. EU directive 2014/68, i.e. „Zugelassene Überwachungsstelle“.

With the assessment of these equipments before setting into service by ZÜS TÜV-Süd Industrie it is shown, that

- all necessary technical documents are existing and plausible,
- the equipment is built according the regulations and in a safe state,
- the safety-relevant provisions are appropriate and active,
- the time limit for the periodical test is determined correctly.

## 5. delivered documents / complete documentation

**following documents / complet documentation were delivered with the final application for authoring the vehicle iLint trainset into service:**

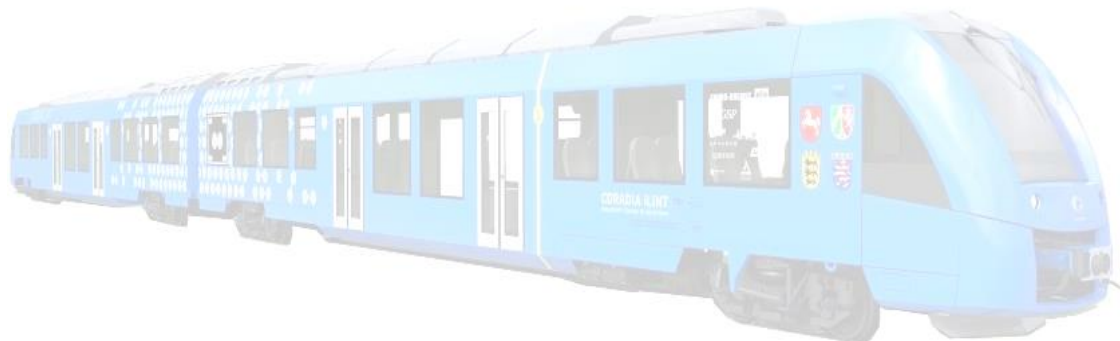
- EC declaration of the applicant including the EC certificate (NoBo), with technical dossier,
- NNTR declaration of the applicant including NNTR certificate InterimDeBo (IDeBo)), without dossier,
- declaration of the applicant in respect of the complete safety assessment report (RAsBo),
- declaration of the applicant to fulfil all relevant necessary legal regulations,
- set of documents for part „wheelset“ (acc. NNTR-List),
- set of documents for part „running dynamics“ (acc. NNTR-List),
- set of documents for part „braking“ (acc. NNTR-List),
- set of documents for part „CCS“ (acc. NNTR-List),
- complete list of documents for the above mentioned parts

## 5. delivered authorisations

### EBA delivered the following authorisations for trainset iLINT:

1. authorisation for placing into service and serial authorisation acc. § 6 und § 7 TEIV with formal letter: EBA 31-31tfa/066-3110#001-025 and date: 10.07.2018
2. authorisation for a vehicle type acc. § 20 EIGV with formal letter: EBA 3191-31tfb/018-3159#001 and date 14.05.2019

vehicle type visible in ERA TV under  
type ID 13-139-0001-9-001 “CORADIA iLINT 54 Prototyp”



Authorisation of trainset iLINT:  
application from Alstom,  
authorisation by EBA

thank you for listening

