The conformity requirements are addressed in Clause 7.1.5. The conformity requirements are addressed in Clause 7.1.5.

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1. Typographical errors and

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4.7, paragraph 3  ERA  
• Load model 71… set out in EN 1991-2:2003 paragraph 6.3.2 (2) 

4.3.2, 4.3.4 table 4.3.1, 

4.2.25 ERA 4.2.25 Harmonics and Dynamic Effects  The High Speed Energy Committee (UK) 
Standards CEN, ERA <\textless; 160' >= 160 and <=200' 
160 ≤ v ≤ 200' 
280 ≤ v ≤ 300' '200 
498 v 
≥ 250 and >200 and 

6.4.5.2 (2). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) 

• Load model SW/0 … set out in EN 1991-2:2003 paragraph 6.3.3 (3) 

• Load model 71… set out in EN 1991-2:2003 paragraph 6.3.2 (2) 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.3.3 (3) and 6.3.2 (2). 

• Load model 71… set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• Load model SW/0 … set out in EN 1991-2:2003 paragraphs 6.3.3 (3) and 6.3.2 (2). 

The railhead profile shall be selected from the range set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.4.5.2 (2). 

Design values of track gauge, rail profile and rail inclination for plain track shall not exceed the values set out in EN 1991-2:2003 paragraphs 6.4.3 (1), 6.4.5.2 (2) and 6.3.3 (3). 

• Load model 71… set out in EN 1991-2:2003 paragraphs 6.3.2 (2) 

• Load model V99 – set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.3.2 (2) 

The railhead profile shall be selected from the range set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.3.2 (2). 

• Load model V99 – set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.3.2 (2) 

• Load model 71… set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• Load model 71… set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

The railhead profile shall be selected from the range set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.4.5.2 (2). 

3. Technical deficiencies 

1. Typical errors and evident translation mistakes 

2. Technical deficiencies 

6.4.5.2 (2). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.3.3 (3) and 6.3.2 (2). 

• Load model SW/0 … set out in EN 1991-2:2003 paragraphs 6.3.3 (3) and 6.3.2 (2). 

The railhead profile shall be selected from the range set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.4.5.2 (2). 

3. Technical deficiencies 

4. Technical deficiencies 

Design values of track gauge, rail profile and rail inclination for plain track shall not exceed the values set out in EN 1991-2:2003 paragraphs 6.4.3 (1), 6.4.5.2 (2) and 6.3.3 (3). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). 

• Load model 71… set out in EN 1991-2:2003 paragraphs 6.3.2 (2) 

• Load model V99 – set out in EN 1991-2:2003 paragraphs 6.3.2 (1) and 6.3.2 (2) 

1. Typical errors and evident translation mistakes 

2. Technical deficiencies 

3. Technical deficiencies 

4. Technical deficiencies 

Design values of track gauge, rail profile and rail inclination for plain track shall not exceed the values set out in EN 1991-2:2003 paragraphs 6.4.3 (1), 6.4.5.2 (2) and 6.3.3 (3). 

• The load effects … set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2).
The page contains text in multiple languages, primarily related to technical specifications and translations. The text appears to be a collection of technical notes and corrections, with some sections discussing vehicle specifications, braking systems, and other transportation-related topics. The text includes references to various standards and regulations, such as "2006/861/EC" and "2006/920/EC," indicating a focus on European Union directives. The document contains various entries for different versions of technical specifications, including French (FR), German (DE), and English (EN), with corrections and translations noted throughout. The presence of dates and references suggests that the document is a technical manual or a set of guidelines for maintaining or upgrading transportation vehicles.
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<th>Proposed Amendment</th>
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<td>4.2.2.2.2 Priority 4.2.4.1.2.8 Clause</td>
<td>EN</td>
<td>Corrigendum</td>
<td>(g) Circulation holes should be adapted in stages to the vehicle’s auxiliary reservoir volume.</td>
<td>(g) Circulation holes should be adapted in stages to the vehicle’s auxiliary reservoir volume.</td>
<td>1. Typographical errors and evident translation mistakes</td>
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</table>
the actual electrical resistance provided by the fastening system (section 29/11/2011 paragraph 2).

In first row:
The track shall deliver insulation required for the signalling currents used in last row:

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6.2.2.3 Running Behaviour

6.2.2.8 DA DK NSA 6.2.2.8

6.1.2 table 16 DE NB Rail

6.1.6.2 all ERA

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Die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Radius von 250 mm gleichmäßig verteilt sind. Die Merkmalsextraktion bestätigt aus acht Mikrofonen; die auf einem Kreis von 250 mm gleichmäßig verteilt sind.

Die Anordnung der Mikrofone ist für die Limitierungen der Messung erforderlich. In der Umgebung der Mikrofone wurden Räume mit einer Fläche von 27 m² ausgesucht, in denen keine Laute von außen eindringen konnten, und die Mikrofone wurden in der Nähe von Personen aufgestellt. Die Besetzung der Mikrofone für die Messungen war erforderlich, um die Räume zu zählen und die Mikrofone im Freiraum zu entfernen. Aus der Besetzung der Mikrofone ergeben sich keine Schwierigkeiten bei der Wahl der Mikrofone. Die Mikrofone sind für die Messungen im Freiraum geeignet.

1. Typographische und evidenten Übersetzungsfehler.
2. Typographische und evidenten Übersetzungsfehler.

Die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Radius von 250 mm gleichmäßig verteilt sind. Die Merkmalsextraktion bestätigt aus acht Mikrofonen; die auf einem Kreis von 250 mm gleichmäßig verteilt sind.

Die Anordnung der Mikrofone ist für die Limitierungen der Messung erforderlich. In der Umgebung der Mikrofone wurden Räume mit einer Fläche von 27 m² ausgesucht, in denen keine Laute von außen eindringen konnten, und die Mikrofone wurden in der Nähe von Personen aufgestellt. Die Besetzung der Mikrofone ist für die Messungen erforderlich, um die Räume zu zählen und die Mikrofone im Freiraum zu entfernen. Aus der Besetzung der Mikrofone ergeben sich keine Schwierigkeiten bei der Wahl der Mikrofone. Die Mikrofone sind für die Messungen im Freiraum geeignet.
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nominal continuous

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Appendix B of TSI

Annex F to be deleted

Table E.1 to be added row 9 and 10 for EN 50463-3:2017 and EN 50463-4:2017

7.3.4 All

7.3.1 (d) All

6.1.5 (c ) All

6.1.4.2 All

Assessment of current at standstill Assessment of current at standstill

2.1.(3) All

(…) on-ground energy data collection system,(…) (…) on-ground energy data collecting system (DCS) shall receive, store and export CEBD

transmit the Compiled Energy Billing Data (CEBD) to an on-ground

data collecting system capable to exchange compiled energy billing data

By 1 January 2022, Member States shall ensure that an on-ground energy data collecting system capable to exchange compiled energy billing data is in accordance with point 6.2.17 of this TSI and requirements set out in clauses 4.6.6 and 5.5 of this TSI.

Table 4.2.13: The overhead contact line shall be designed for a minimum of two pantographs operating adjacently. The design spacing of the two adjacent pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.1

The overhead contact line shall be designed for a minimum of two pantographs operating adjacently. The design spacing of the two adjacent pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.12.

For the on-ground energy data collecting system (DCS) shall ensure that theCompiled Energy Billing Data (CEBD) is transmitted to an on-ground Energy Measuring Systems (EMS) intended to produce and transmit compiled energy billing data to an on-ground Energy data collecting system (DCS) in such a way that minimum spacing of two pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.12.

The overhead contact line shall be designed for a minimum of two pantographs operating adjacently. The design spacing of the two adjacent pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.12.

The overhead contact line shall be designed for a minimum of two pantographs operating adjacently. The design spacing of the two adjacent pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.12.

For the on-ground energy data collecting system (DCS) shall ensure that Compiled Energy Billing Data (CEBD) is transmitted to an on-ground Energy Measuring Systems (EMS) intended to produce and transmit compiled energy billing data to an on-ground Energy data collecting system (DCS) in such a way that minimum spacing of two pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.12.

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For the on-ground energy data collecting system (DCS) shall ensure that Compiled Energy Billing Data (CEBD) is transmitted to an on-ground Energy Measuring Systems (EMS) intended to produce and transmit compiled energy billing data to an on-ground Energy data collecting system (DCS) in such a way that minimum spacing of two pantographs operating adjacently is equal or greater than values set out in one column "A", "B", or "C" selected from Table 4.2.12.
Appendix B All NB-Rail N/A

In the table of Appendix B, the reference to clause 4.2.1.11 is missing.

The following load conditions defined in the specification referenced in Appendix 1, Index 10, clause 6.4.9 shall be determined:

- Modifications to Figure 5 in design already bearing an EC certificate of verification:
- The modifications to a rolling stock type already bearing a type or design examination certificate of verification, the following rules apply:
  - The changes are assessed to be dealt with by only re-assessing those modifications which influence the basic parameters of the latest version of this TSI in accordance with the specification referenced in Appendix 1, index 10.
  - In order to establish the certificate of EC verification, the notified body is permitted to refer to the original type or design examination certificate for parts of the design that are exchanged, as far as it is still valid (ie. up to 7 years after publication of the legal act).
  - Additional type or design examination certificate (granting the original certificate for modified parts of the design which influence the basic parameters of the latest version of this TSI).

The table should be updated with reference to the Essential Requirements 2.1.1 on safety.

The table should be updated with reference to the clause 4.2.1.10 in Appendix 1, Index 10.

The following load conditions defined in the specification referenced in Appendix 1, Index 10, clause 6.4.9 shall be determined:

- Modifications to Figure 5 in design already bearing an EC certificate of verification:
- The modifications to a rolling stock type already bearing a type or design examination certificate of verification, the following rules apply:
  - The changes are assessed to be dealt with by only re-assessing those modifications which influence the basic parameters of the latest version of this TSI in accordance with the specification referenced in Appendix 1, index 10.
  - In order to establish the certificate of EC verification, the notified body is permitted to refer to the original type or design examination certificate for parts of the design that are exchanged, as far as it is still valid (ie. up to 7 years after publication of the legal act).
  - Additional type or design examination certificate (granting the original certificate for modified parts of the design which influence the basic parameters of the latest version of this TSI).

The table should be updated with reference to the Essential Requirements 2.1.1 on safety.
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The rail system, to which Directive (EU) 2016/797 applies (...), maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797.

The technical file, as set out in Article XIX and Annex I to Directive (EU) 2016/797 (Section 4.4), shall contain in particular design-related information, such as the information referred to in Appendix B, index 1. The technical file, as set out in Article XIX and Annex I to Directive (EU) 2016/797 (Section 4.4), shall contain in particular design-related information, such as the information referred to in Appendix B, index 1.

The rail system, to which Directive (EU) 2016/797 applies (...), maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797.

The technical file, as set out in Article XIX and Annex I to Directive (EU) 2016/797 (Section 4.4), shall contain in particular design-related information, such as the information referred to in Appendix B, index 1. The rail system, to which Directive (EU) 2016/797 applies (...), maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797.

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4.1.10.1.
KPA
The rail system, to which Directive (EU) 2016/797 applies (...), maintenance rules (Sections 4.4 and 4.5) as requested by Article 15(4) of Directive (EU) 2016/797.

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<table>
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<th>OPE-TR 2019/773 4.2.3.5.2(4) DE</th>
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<td>Jede Abschaltung/Schaltungs- oder Überschaltung von Fahrzeugseitigen Zugsteuerungs- /Zugssicherungssystemen bzw. der Führerstands-Gegensignalisierung</td>
<td>1. Typographical errors and evident translation mistakes</td>
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