

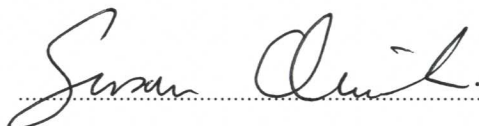
Ref:	NR/L2/RVE/1350
Issue:	1.0
Date:	01 December 2008
Compliance date:	01 March 2009

Level 2

Control of Rail Vehicle Testing

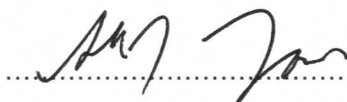
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Published and Issued by Network Rail, Kings Place, 90 York Way, London N1 9AG .



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Issue record

Issue	Date	Comments
1	1st December 2008	First Issue

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 01 March 2009.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 4 to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Stage 4 was reached and not to comply with requirements contained herein, unless the designated Standard Owner has stipulated otherwise in the accompanying Briefing Note.

Reference documentation

GE/RT8000 Series	Rule Book
GM/RT2000	Engineering Acceptance of Rail Vehicles
GE/RT8270	Assessment of Compatibility of Rolling Stock and Infrastructure
GM/RC2559	Safe Testing of Rail Vehicles on Railtrack Controlled Infrastructure
RT/CES/3/01314	Engineering Change and Non-Compliances
RT/CES/3/01320	Client Scrutiny of New and Modified Rail Vehicles
RT/CES/3/01335	Experiments and Trials
RT/CES/3/01346	Production of Safety, Maintenance and Technical Bulletins
NR/GN/OPS/005	(under development) Control and Testing with Rolling Stock using Special Operating Instructions
NR/L1/RVE/0001	Design, Acquisition and Engineering Change of Rail Vehicles
NR/L1/RVE/0002	Maintenance, Operation and Use of Rail Vehicles
NR/L1/RVE/0003	Assurance, Performance and Monitoring of Rail Vehicles

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1 Purpose

This Company Standard defines the requirement for the planning and control of risks during on-track testing involving any vehicle from Network Rail fleet of rail vehicles, or any rail vehicle on behalf of other Railway Undertakings excluding routine testing which does not require a physical change to the vehicle, or is deemed part of the normal operational or maintenance regime of the vehicle.

Application of this Company Standard is in addition to compliance with statutory regulations, Railway Group Standards, and other relevant Network Rail Company and Engineering Standards, other Network Rail adopted Industry Standards, and non-Network Rail Standards (e.g. for non-Network Rail Managed Infrastructure sites, or for train operations) which might be applicable during commissioning and testing.

By application of this Company Standard the testing of Network Rail vehicles on Network Rail Managed Infrastructure, sidings and other non-Network Rail Managed Infrastructure shall not present unacceptable risk to parties involved in testing and others who may be affected by the testing.

2 Scope

This Company Standard covers on-track commissioning and testing of any rail vehicle that Network Rail owns outright, or has a management or engineering responsibility for, under various finance lease or hire agreements.

3 Roles and responsibilities

The following roles have additional responsibilities defined by this standard over and above those described in level one company standards [NR/L1/RVE/0001](#), [NR/L1/RVE/0002](#) and [NR/L1/RVE/0003](#):

Principal Rail Plant Engineer

Principal Rail Vehicle Technology Engineer

Rail Vehicle Fleet Manager

Technical Officer

4 Definitions

Finalised test plan

Test plan prepared in support of testing of rail vehicles, and agreed by Principal T&RS Engineer or Principal Rail Plant Engineer and other stakeholders as meeting the requirements of the scope, objectives and critical success factors relating to the testing.

Location controller

Party responsible for authorising usage, and advising Technical, Safety and Compatibility of rail vehicles along with related local risk controls, for a non- Network Rail location which is not subject to UK railway safety legislation.

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Rail Vehicle Fleet Manager

Delivery Unit Rail Vehicle Fleet Manager or Rail Vehicle Project Manager/ Project Engineer responsible for the rail vehicles to be tested, or similar role holding engineering responsibility for other Railway Undertakings, where their rail vehicles are to be tested.

RVE Technology Team

Rail Vehicle Engineering Technology Team is that team to which the Head of Rail Vehicle Engineering has delegated authority in respect of arranging and conducting testing of rail vehicles within the scope of this standard.

Technical Officer

The nominated engineer with responsibility for the arrangements during vehicle testing, as described in this Company Standard.

Testing

Includes commissioning, acceptance testing and mileage accumulation, re-commissioning, trials and any unusual operations or engineering activities which might require special control.

NOTE All other terms used within this document have their meaning as described in related legislation (e.g. for Railway Safety Management Systems) the relevant Railway Group Standards, the Network Rail standard NR/L1/RVE/0001, or other applicable Network Rail documents.

5 Testing process

5.1 Generic requirements for testing

The stages of the testing process shall be followed in accordance with Appendix A Flow chart.

The guidance provided by other documents such as [GM/RC2559](#) and [NR/GN/OPS/005](#) is embodied in this process.

Rail Vehicle Fleet Managers shall consult with the Principal Rail Vehicle Technology Engineer for approval in advance for the testing of rail vehicles. Whenever testing of rail vehicles is to take place, there shall be a pre-agreed scope, objectives and critical success factors documented for the tests and submitted for pre-approval by the responsible Rail Vehicle Fleet Manager.

The processes for submissions for pre-approval are defined in the suite of RVE Company Standards and specifications as follows:

- For those vehicles undergoing a permanent or temporary physical change during testing, then the relevant Engineering Change ([RT/CES/3/01314](#)) specification, or Experiments and Trial ([RT/CES/3/01335](#)) specification.
- Where testing forms part of a project or contract that is subject to the Network Rail Railway Investment Project procedures, in accordance with the requirements of [NR/L1/RVE/0001](#), [NR/L1/RVE/0002](#) and [NR/L1/RVE/0003](#) and client scrutiny procedures described in related specifications (reference [RT/CES/3/01320](#)). In this instance it should be noted that new systems and vehicles that are not fully