

Amendments and Clarifications to Current Documents

The following document has been published containing minor errors or ambiguities. These are listed below with the amended text.

The changes will be incorporated into the document during the next revision of the document.

Document number	GM/RT2149	Document issue	Three	Document issue date	February 2003
Title:	Requirements for Defining and Maintaining the Size of Railway Vehicles				
Section:	B	Clause number	B7.4 and B13.1.2.b		
Amendment text	<p>Aggregation of tolerances and allowances in gauging</p> <p>GM/RT2149, issue 3 states (B13.1.2.b) that the data to be provided for the purposes of defining the swept envelope shall include 'an indication and justification of the worst cases considered in determining the swept envelopes, supported by a probability analysis of the cases considered in selecting the significant worst case(s)'.</p> <p>GM/RT2149 further states (B7.4) that 'in determining the swept envelopes, the full range of all relevant clearances, deflections and movements shall be determined. The worst case scenarios and probability of occurrence shall then be identified, taking account of normal and failure conditions of operation, and those having a statistically significant probability of occurrence shall be included in the appropriate swept envelope'.</p> <p>GM/RT2149 makes no specific references to tolerances and allowances, nor the means of aggregation. Uncertainty analysis provides a suitable probability analysis.</p> <p>Uncertainty analysis considers both the range of tolerances and allowances, and their probability of occurrence to determine the values that should be used to provide a given level of statistically certainty, and hence risk.</p> <p>For information on the application of uncertainty analysis to rolling stock refer to RSSB project T670 (Vehicle tolerances in gauging), reports 1 and 3 published on the RSSB web site. http://www.rssb.co.uk/Proj_popup.asp?TNumber=670</p>				