

ENGINEERING ACCEPTANCE - TECHNICAL NOTE

Subject: Vehicle gauging in relation to Design Conformance

Advice to: CCBs and VABs

Reference: Standard: [GM/RT2149](#) Issue: 2 & 3 Clause:

Applies when: Design Conformance of a vehicle's swept envelope is scrutinised.

Note's Purpose: To underline the changed emphasis of the acceptance process.

Background: Railway Group Standard [GM/RT2149](#) issue 1 included a number of vehicle gauges, which were not included in issue 2.

It was recognised that the function of Railway Group Standards was to mandate those clearances between vehicle and infrastructure that were necessary for safe operation of trains.

The emphasis of [GM/RT2149](#) issue 2 was therefore changed to mainly consider **HOW** the size of the vehicle should be determined, not **what** the size of the vehicle should be. The determination of acceptability of a particular vehicle size is the function of gauging authority, as introduced in the new standard GE/RT8029 issue 1.

Requirements: The responsibility of the design CCB and EA signatory is to:

1. verify the methodology and correctness of the swept envelope derivation rather than to determine the acceptability of the swept envelope itself;
2. ensure that any excursion of the vehicle envelope outside the limits defined in the Standard, or the gauge used, is identified for specific consideration during the gauging authority exercise;
3. not reject an excursion, merely highlight it;
4. endorse the design conformance certification with the special limitation: "only to operate over routes for which the vehicle's identified excursions outside the gauge limits have been authorised".

A derogation is inappropriate where there is an excursion outside the defined limits, because the issue is one of route acceptance not engineering acceptance.

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