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Case Ref PRM-IOP-0285

EIN Number: UK/51/2019/0009

10 June 2019

**Contact: Giles Turner**  
**HM Inspector of Railways**

Dear Mr Simmons

**THE RAILWAYS (INTEROPERABILITY) REGULATIONS 2011, AS AMENDED  
 TYPE AUTHORISATION OF CLASS 195/1 DIESEL MULTIPLE UNIT TRAINS IN  
 CONFORMITY WITH EUROPEAN REGISTER OF AUTHORISED TYPES OF  
 VEHICLE REFERENCE 13 104 0001 3 001.**

I refer to your application for type authorisation, completed on 6 June 2019. Following review of your application, I can confirm that ORR grants an authorisation under regulation 9 of the Railways (Interoperability) Regulations 2011, as amended. This authorisation is for the placing in service of three Class 195/1 Diesel Multiple Unit trainsets numbered in accordance with table 1 below, conforming to European Register of Authorised Types of Vehicle (ERATV) type 13-104-0001-3-001.

*table 1*

| CLASS | UNIT   | DMSL<br>GB | DMSL<br>EUROPEAN | MS GB  | MS<br>EUROPEAN | DMS<br>GB | DMS<br>EUROPEAN |
|-------|--------|------------|------------------|--------|----------------|-----------|-----------------|
| 195/1 | 195131 | 101131     | 957001011312     | 102131 | 957001021311   | 103131    | 957001031310    |
| 195/1 | 195132 | 101132     | 957001011320     | 102132 | 957001021329   | 103132    | 957001031328    |
| 195/1 | 195133 | 101133     | 957001011338     | 102133 | 957001021337   | 103133    | 957001031336    |



The restrictions or limitations of use on the structural subsystem are those applicable to the type. They are referenced on the EC Declaration of Verification of subsystems, document C.19.96.091.00 Issue\_, dated 19 November 2018 and contained in your technical file, RTUKR-T37722-006-Issue 4, dated 15 November 2018.

Limitations:

1. Vehicles assessed for operation at a maximum speed of 100mph (160kmh).
2. Operational configuration is a maximum of 12 cars in any combination of 2 car and 3 car sets.
3. Operation limited to 65mph with deflated suspension (LOC & PAS TSI Clause 2.1.5.2).

Conditions:

1. EIRENE SRS 15.4.0, clause 3.2.4, for the GSM-R voice radio:
  - (i) Provides GSM-R Voice Cab radio functionality only,
  - (ii) Shall be combined with ERTMS ETCS data radios in order to provide full ERTMS functionality,
  - (iii) Segmentation of text messages is not included due to the lack of an agreed protocol for the service,
  - (iv) When Voice Cab Radios are considered safety related by a railway operator then that operator shall define any Safety Functionality required as part of their requirements specification,
  - (v) When operating the GSM-R voice radio in shunting mode, only the driver role can be used. It is not possible to change role. This limitation relates to EIRENE SRS 15.4.0 clause 14.4.6.
2. The Operator, Arriva Trains Northern, shall have in place before the trains are put into passenger service, the operational procedures necessary to mitigate transferred and open SRACs from CAF.
3. The Operator, Arriva Trains Northern shall demonstrate to ORR, before the trains are put into passenger service, the arrangements for controlling the PTI risks (stepping distances, train and platform length (ASDO)) are being controlled alarm at all the stations where the Class 195s will operate.

The rolling stock subsystem(s) authorised by this letter must be operated and maintained in accordance with Regulation 20.

You should be aware that any future modifications to the authorised subsystem may constitute a 'renewal' or an 'upgrade' as defined in Regulation 2. If a project entity, in relation to the project, considers that the modification meets either of these definitions they may apply, in accordance with the provisions of Regulation 13, to the Department for Transport (DfT) for a decision on whether a new authorisation will be required.





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