



DRAFT TANZANIA STANDARD

MEDC 9 (2037) CD2/ SADC SARA HT: 92: 2017 – Railway Safety Management – Technical Requirements for Engineering and Operational Standards – Rolling Stock

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TANZANIA BUREAU OF STANDARDS

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The organization marked with an asterisk (*) in the above list together with the following were directly represented on the Technical Committee entrusted with the preparation of this Tanzania Standard:

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NATIONAL FOREWORD

This Tanzania Standard has been prepared under Automotive Components Technical Committee (MEDC 09), under supervision of Mechanical Engineering Standards Divisional Committee.

It is identical to SADC SARA HT: 92: 2017, Railway Safety Management – Technical Requirements for Engineering and Operational Standards – Rolling Stock, published by SADC Cooperation in Standardization (SADCSTAN).

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SADC SARA HT: 92: 2017

SADC HARMONISED TEXT

**Railway Safety Management – Technical Requirements
for Engineering and Operational Standards – Rolling
Stock**

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Foreword

The SADC Protocol on Trade was established under the SADC Treaty in 1996, to provide for the elimination of tariffs and non-tariff barriers to trade. One of the objectives of the Protocol on Trade under the Technical Barriers to Trade (TBT) Annex (No. 8) is to establish a common technical regulation framework, which is supported by seven (7) regional TBT Cooperation Structures. The TBT Annex places an obligation on Member states to pursue harmonization of standards and this is done through the SADC Cooperation in Standardisation (SADCSTAN) which is one of the 7 regional TBT Cooperation Structures.

Co-operation in standardisation is expected to result into having uniformly harmonised standards. Harmonisation of standards within the region is expected to reduce TBTs that are normally encountered when goods and services are exchanged among SADC Member States due to differences in technical requirements. Harmonized SADC Standards are also expected to result into benefits such as greater industrial productivity and competitiveness, increased agricultural production and food security, a more rational exploitation of natural resources among others.

Harmonized SADC Standards are developed by the SADC experts on standards through SADCSTAN Technical Committees representing the National Standards Bodies and other stakeholders. Further, SADCSTAN in certain instances collaborates with SADC Sector Associations in the harmonization of standards to address sector specific needs. In this regard, SADCSTAN collaborated with Southern African Railway Association (SARA) in the harmonization of this standard.

This SADC Harmonized Standards was prepared by the SADCSTAN Technical Committee on Automobile and Transportation (SADCSTAN TC 2) in collaboration with SARA.

SADC Harmonized Standards are drafted in accordance with the SADCSTAN Harmonization Procedures which are in line with international procedures and practices.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. SADCSTAN shall not be held responsible for identifying any or all such patent rights.

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Railway Safety Management – Technical Requirements for Engineering and Operational Standards – Rolling Stock

1 Scope

This standard covers the asset life cycle components of design, construction/manufacturing and implementation, commissioning, monitoring and maintenance, modification, and decommissioning and disposal of rolling stock.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies. Information on currently valid national and international standards can be obtained from relevant National Standards Body (NSB) or SARA.

SADC SARA HT 89: Railway Safety Management - General.

SADC SARA HT 90: *Railway Safety Management - Technical requirements for engineering and operational standards – General.*

ISO 10007, *Quality management systems – Guidelines for configuration management*

3 Definitions

For the purposes of this document, the definitions given in SADC SARA HT 89 and the following apply.

3.1

validation

confirmation that particular requirements for a specific use are fulfilled

3.2

verification

testing and evaluation of an item of equipment or a system to assure compliance with its specification or other requirements

4 General

4.1 Standards and procedures shall be established, developed or adopted, implemented and maintained for the

- a) design (see clause 6),
- b) operating parameters (see clause 7),
- c) rolling stock items (see clause 8),

- d) manufacturing (see clause 9),
- e) inspection, testing and commissioning (see clause 10),
- f) monitoring, maintenance and in-service inspections (see clause 11),
- g) control of the process of modification or reconstruction (see clause 12), and
- h) decommissioning and disposal (see clause 13),

of rolling stock, including rolling stock systems, sub-systems and components to ensure that the appropriate safety requirements and standards are met.

4.2 Standards and procedures shall be established, developed or adopted, implemented and maintained for the validation and verification of:

- a) the design (see clause 6),
- b) all stages of manufacturing (see clause 9), and
- c) all other life cycle phases

of rolling stock, including rolling stock systems, sub-systems and components.

4.3 Standards and procedures shall be based on the consideration of detailed selection and design recommendations.

4.4 Consideration shall be given to the inclusion of the items listed in this standard in the railway operator's safety management system, as detailed in SADC SARA HT 89, based on the operator's risk assessment and the type of operation being undertaken by the railway operator.

4.5 The railway operator should consider including the relevant items listed in clause 8 and annex A in his/her safety management system in accordance with SADC SARA HT 89.

5 Independent evaluation

The validation and verification processes shall be performed at an appropriate level of independence. The degree and the nature of independence shall be determined by at least the following factors:

- a) the risk of errors, omissions and biases being perpetuated; and
- b) the risk of interference between the new and existing systems.

NOTE Independence does not necessarily imply the usage of an external party.

6 Design

Design and construction of rolling stock should aim not only at eliminating faults which will lead to failures, but also at ensuring that the consequences arising from any failure will be minimized.

7 Operating parameters

Operating parameters shall be determined in accordance with SADC SARA HT 89 and SADC SARA HT 90.

8 Rolling stock items

8.1 Standards and procedures for the selection and design of rolling stock shall include the following items, where relevant:

a) Vehicle body:

- 1) body structure;
- 2) exterior aesthetics;
- 3) exterior doors and steps;
- 4) couplers and draw gear;
- 5) gangways;
- 6) window units;
- 7) body additions;
- 8) visibility.

b) Bogies and running gear:

- 1) bogie structure;
- 2) suspension;
- 3) wheel set;
- 4) traction link;
- 5) bogie additions.

c) Motive power supply:

- 1) line voltage system;
- 2) electric power conditioning;
- 3) electric power conversion;

- 4) engine system;
- 5) mechanical power conversion.
- d) Train system control.
- e) Propulsion:
 - 1) drive system;
 - 2) traction controller;
 - 3) adhesion optimization.
- f) Braking:
 - 1) braking system;
 - 2) braking control;
 - 3) adhesion optimization;
 - 4) braking performance.
- g) Auxiliaries:
 - 1) air system;
 - 2) hydraulic system;
 - 3) battery system;
 - 4) electric supply system.
- h) Communication:
 - 1) fault and diagnostic systems;
 - 2) data communications;
 - 3) information/voice communication.
- i) Coach interior or driver/operator cab interior:
 - 1) interior architecture;
 - 2) heating, ventilating, and air conditioning (HVAC);
 - 3) interior doors;
 - 4) water services;
 - 5) catering;

- 6) ticketing;
 - 7) lighting;
 - 8) ergonomics.
- j) Special:
- 1) tilt system;
 - 2) maintenance vehicles;
 - 3) remote control;
 - 4) fire and vandalism.

NOTE A detailed description of the items above is given in annex A.

9 Manufacturing

9.1 General

The items listed in 9.2, including those in annex A, should be included in the railway operator's safety management system and determined in accordance with SADC SARA HT 90 and this standard.

9.2 Requirements

Standards and procedures for the manufacturing of rolling stock (see clause 8) shall include the following:

- a) process control in accordance with SADC SARA HT 89;
- b) appropriate manufacture and installation practices and specifications;
- c) procedures to ensure the use of approved and current plans; and
- d) preparation of operating and maintenance procedures and instructions.

10 Inspection, testing and commissioning

10.1 General

Inspection, testing and commissioning of rolling stock are essential elements in ensuring safety integrity. Inspection, testing and commissioning should complement and in no way substitute, quality control of the design, production, and installation.

The inspection and testing requirements of rolling stock in 10.2, including those items given in annex A, should be included in the railway operator's safety management system and determined in accordance with SADC SARA HT 90.

10.2 Inspection and testing requirements

Standards and procedures shall include inspection, testing requirements and checking of the following, where applicable:

- a) Independence in the performance of inspection, testing and commissioning.
- b) Compatibility between new or modified rolling stock, rolling stock elements, and systems, and with other functional disciplines and the environment.
- c) Validation and verification of the rolling stock, rolling stock systems, sub-systems, or components, as applicable.
- d) Safe phasing in of any system change.
- e) Procedures for handover and acceptance of rolling stock.
- f) Inclusion of rolling stock in the operational vehicle fleet.
- g) Provision of relevant documentation, including manufacturing drawings, maintenance manuals and operating procedures.

11 Monitoring, maintenance and in-service inspections

11.1 General

The items listed below, including those in annex A, should be included in the railway operator's safety management system and determined in accordance with SADC SARA HT 90.

11.2 Requirements for monitoring

11.2.1 General

11.2.1.1 Monitoring shall include the following, where relevant:

- a) a system to ensure that rolling stock is available for scheduled inspections;
- b) rolling stock inspection and testing in accordance with specified safety requirements;
- c) train integrity checking before departure and en route;
- d) identification of safety critical faults and abnormal deterioration rates; and
- e) notification of reduced serviceability.

11.2.1.2 In-service inspections of rolling stock items as listed in clause 8 shall be considered when required and as specified in the organization's safety management system.

11.2.2 Requirements for maintenance

Maintenance processes necessary for rolling stock, including rolling stock systems, sub-systems and component reliability, availability, maintainability and safety, shall be identified and planned. Processes shall include the following:

- a) Preventive or corrective maintenance plans such as
 - 1) process control in accordance with SADC SARA HT 89, including record-keeping;
 - 2) procedures to ensure restoration to the required standard; and
 - 3) procedures for configuration management in accordance with SADC SARA HT 90 and ISO 10007.
- b) Availability of manuals such as those that cover operating, maintenance and components of rolling stock.

12 Modification

Standards and procedures for the control of the process of modification or reconstruction of rolling stock, including rolling stock systems, sub-systems and components, shall include consideration of the following:

- a) Effects of the proposed modification on the railway system as a whole.
- b) Effects of the environment on the proposed modification.
- c) Design, implementation and commissioning of the modification or re-build in accordance with clause 6 to clause 10 (inclusive).
- d) Effective recording, promulgation, and communication of changes and modifications where especially operational safety is affected.
- e) Configuration management.

13 Decommissioning and disposal

Standards and procedures shall be established, developed or adopted, implemented and maintained for the decommissioning and disposal of rolling stock, including rolling stock systems, sub-systems, components, and means of preventing inappropriate usage before disposal. The following shall be included:

- a) Appropriate marking of each decommissioned item for identification purposes.
- b) Procedures for the movement of decommissioned rolling stock, including rolling stock systems, sub-systems and components, and the identification of persons authorized to allow such movement.
- c) Ensuring safe operations during decommissioning, scrapping, and disposal.
- d) Ensuring that the condition of decommissioned material and equipment is clearly identified.
- e) Prevention of inappropriate reuse of decommissioned material.
- f) Minimization of environmental risks, including health, safety, and pollution hazards associated with the decommissioned items, considering both short-term and long-term impact.

The items listed above shall be included in the railway operator's safety management system in accordance with SADC SARA HT 89.

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Annex A
(informative)

Detailed description of rolling stock items

This annex provides a detailed description of the items listed in clause 8.

Table A.1 — Detailed description of rolling stock items

1	2	3
No.	System	Characteristic hardware, components, parts, etc.

1	Vehicle body:	
	Body structure	Body sides, body ends, roof, including welded items, under-frame, including welded items, floor, integrity of pressure vessels, crashworthiness, structural partitions, articulation joints/structure, skirt, obstacle deflector (cowcatchers), anti-climb units, roof hatches, centre of gravity, static and kinematic rolling stock profile, fixtures for jacking lifting and towing
	Exterior aesthetics	Exterior finish panels, paint, decals, stickers, plates
	Exterior doors and steps	Exterior doors, door gear and control components, steps (folding/sliding), ladders, hatches, bottom discharge, securing mechanisms, accessibility
	Couplers and draw gear	Coupler control components, buffing and draw gear, supporting components, coupler type, coupler heights, strength, energy absorption, coupling and uncoupling operation, recovery of failed trains, horizontal and vertical coupler angles
	Gangways	Doors, gates, vestibule enclosure, safety covers and flooring
	Window units	Safety glass, window unit design (material and size), windscreen, stone guards, glare, emergency exit and demisting
	Body additions	Exterior fittings (grab rails, etc.), skirt, cab module, under-frame equipment, under-slung equipment (e.g. engines, transformers, generators) fixtures (e.g. twist locks, tarpaulin hooks), tanks (fuel, water, air, hydraulic, etc.), mirror, horn, windscreen wash/wipe, identification, signage and antennas
Visibility	Exterior lighting (headlights, tail-lights and step lights) end-of-train markers, reflective material and colour scheme	
2	Bogies and running gear:	
	Bogie structure	Bogie frame and bogie-to-body interface
	Suspension	Dynamic behaviour (running safety, track loading, ride characteristics), slewing bracket, springs (coil, blade, rubber, chevron, airbags), surge reservoir, bump stops, dampers, resilient components and motor nose suspension

Table A.1 (continued)

1	2	3
No.	System	Characteristic hardware, components, parts, etc.
2	Bogies and running gear: Wheel set Traction link Bogie additions	Solid/tyred wheels, resilient/noise reduction wheels, assembly, geometric tolerances, electrical resistance, heat dissipation, balancing, identification, axle bearings (lubrication), axles (material, identification), wheels (wheel profile, material, identification), gear wheels, cannon boxes, u-tube and quill Traction rod, centre pivot and slew bracket Flange lubrication components, sanding components, inter-bogie control, jacking/lifting points, life guards/derailment bars/rail sweepers, earthing and friction liners
3	Motive power supply: Line voltage system Electrical power conditioning Electrical power conversion Engine system Mechanical power conversion	Pantograph and control components (location and number of pantographs, dynamic behaviour, isolation, current collection), high voltage filter, main circuit-breaker, line circuit-breaker, surge/lightning arrester, pantograph switch, earthing switch, measuring transformer, current balance measurement device (return transformer, resistor, current balancing relay), contactors, fuses, axle earthing, high voltage cabling and clearances Line filter, power factor correction and harmonic filter Main transformer, line converter/rectifier, inverter, DC-link filter, switchgear, voltage regulator, discharge and protective resistors, earth fault detector, earth switch, cooling system (including fan and pump), air filters, duct, supporting and control components Engine rating, exhaust emissions, fuel/lubricant/coolant system (filling, tank size, etc.), control/monitoring components and noise suppression (engine and exhaust) Generator/alternator, hydraulic pump, direct drive and torque converters

4	Train system control:	Driver safety device (dead man's feature), vigilance, train continuity, door continuity, automatic train control (ATC), automatic train protection (ATP), automatic train operation (ATO), communication, interlocking and remote control of multiple consists
5	Propulsion:	
	Drive system	Traction motor, fans and pumps, heat exchanger, air inlet, filter, duct, motor supporting components, gear box, final drive, coupling, drive shaft, transmission, speed sensor and wheel
	Traction controller	Traction power controller (inverter, converter, chopper, hydraulic valves, etc), switchgear and cooling system (including fans and pumps)

Table A.1 (continued)

1	2	3
No.	System	Characteristic hardware, components, parts, etc.
5	Propulsion:	
	Adhesion optimization	Wheel slip and slide control (creep control, sanding, flange lubrication, wheel speed differentiation), and wheel/rail profile
6	Braking:	
	Braking system	Wheel brakes, disc brakes, and tread brakes, electric/dynamic brakes, magnetic track brakes, parking brakes, hand brakes, air/vacuum, brake rigging and emergency brakes
	Braking control	Brake controller, emergency brake vent valve, load sensing, electronic control pneumatic braking (ECPB), automatic train protection (ATP), single vehicle manual release/isolation/blow down
	Adhesion optimization	Wheel slip and slide control, sanding, brake system interlocking and blending, and set limit adhesion level
	Braking performance	Stopping distances, brake ratios and holding capability
7	Auxiliaries:	

	Air system	Main compressor, auxiliary compressor, oil separator, air dryer, exhausters, filter, protection components supporting components and control components, main reservoir and components, shore supply connections for air supply system, airbags, sanding, door operating, auto coupler, main circuit-breaker, pantograph, pneumatic cocks, piping/hoses and test points for gauges
	Hydraulic system	Pump, motor, accumulator, cooler, piping/hoses and controls
	Battery system	Battery, ventilation, protection, charger, contactors and controls
	Electric supply system	Auxiliary transformer, motor generator/alternators, converter/inverter, filter, protection, earthing, contactors, control components, shore supply connections and distribution
8	Communication:	
	Fault and diagnostic system	Vehicle testing, fault detection storage, conditioning monitoring, maintenance support system, machine interface and event recorder/accident recorder ("black box")
	Data communications	Train communication network, data link, train and vehicle bus gateway
	Information/voice communication	Passenger and crew information, telecommunications, driver communication, public address system, CCTV, train crew "bell" signals and emergency passenger to driver communication
9	Coach interior:	
	Interior architecture	Flooring, wall panels, ceilings, partitions, seats, beds and bedding, fittings (strength of fixture and fittings), luggage areas/racks, painting, notices/signage, facilities for disabled passengers, passenger emergency communication, grab poles and rails, fire and emergency equipment, fire retardant and non-toxic materials, storage compartments and securing/locking of equipment cupboards

Table A.1 (concluded)

1	2	3
No.	System	Characteristic hardware, components, parts, etc.
9	Coach interior:	
	HVAC	Heating, ventilation, air conditioning, air treatment, ducting and control components

	Interior doors	Internal doors (including safety interlocking), door gear and control components
	Water services	Sanitary equipment, ablution facilities, fresh water supply and effluent tank
	Catering	Refrigerator, freezer, oven, stove, hot plate, microwave ovens, coffee maker, components (work surfaces, storage, etc.)
	Ticketing	Equipment for selling and validating passenger tickets and the necessary communication system
	Lighting	Seat, emergency, entrance, passageways
	Ergonomics	Noise and heat/cold insulation, vibration, ride comfort
10	Driver/operator cab interior:	
	Interior architecture	Flooring, windows (composition, tint and protection), windscreen wipers, demisting, sun visor, side mirrors, safety panels and doors, ceiling, cab back wall/bulkhead, seats, fittings (strength of fixture and fittings), drivers desk, drivers control panel, train assistants/guards desk, notices/signage, safety components (warning devices), fire and emergency equipment, fire retardant and non-toxic materials, storage compartments
	HVAC	Heating, ventilation, air conditioning, air treatment, ducting
	Interior doors	Internal doors (including safety interlocking), control components
	Water services	Sanitary equipment, fresh water supply, effluent tank
	Catering	Hot plate, fridge, microwave
	Ticketing	Equipment for selling and validating passenger tickets and the necessary communication system
	Lighting	General, seat, emergency, entrance, toilet, drivers cab lighting, head and tail lights, drivers control panel lighting
	Ergonomics	Noise and heat/cold insulation, vibration, ride comfort, line of sight, position of controls, percentile person and anthropomorphic considerations
11	Special:	
	Tilting system	Control components
	Maintenance vehicles	Specialized components
	Remote control	Shunting
	Fire and vandalism	

Bibliography

SADC SARA HT 91: *Technical requirements for engineering and operational standards – Track, civil and electrical infrastructure.*