

NOBO FILE

According to RFU-STR-011 version 11 of 02/03/2021

INTEROPERABILITY CONSTITUENT

RUNNING GEAR

Y25LSDI(F)-KC1

Knorr-Bremse CFCB variant

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Project number: EC_6072


Customer: VAKO

LIST OF SUCCESSIVE VERSIONS

Version	Date	Change	Reason for Change
1	28/10/2022	/	First Issue

The most recent version supersedes the previous version(s).

VALIDATION

	Signature
Name: Nick SANTOS Position: Project Manager	PO 

People who have written and checked this report (listed on the cover) approved it using secure electronic authorization, with CERTIFER's EDM software keeping a trace of it.

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0 ATTACHED DOCUMENTS

PJ1.	Assessment Plan: DP_4659_0001_01
PJ2.	Assessment Report : EC_6072_0010_01
PJ3.	Clause-by-clause TSI-WAG-Running-Gear: EC_6072_0011_01

1 ACTORS

1.1 NOTIFIED BODY

NoBo Company	CERTIFER SA
Postal adress	18 Rue Edmond Membreée CS40141 59308 VALENCIENNES CEDEX FRANCE
NoBo ID nr	2593

1.2 APPLICANT

Applicant	VA-KO
Postal adress	Fatih Sultan Mah. 2368 Sok. No:6 Çamlıkpark , Etimesgut / Ankara - TURKEY

1.3 MANUFACTURER(S) AND SIGNIFICANT SUBCONTRACTOR(S)

Manufacturer	VA-KO
Postal adress	Fatih Sultan Mah. 2368 Sok. No:6 Çamlıkpark , Etimesgut / Ankara - TURKEY

2 NOTIFIED BODY CERTIFICATE(S)

EC type Examination Certificate: **2593/2/CH1/2022/RST/EN/6072-0012/V01**

Quality Management System Approval: **2593/4/CH1/2022/RST/EN/9932-0100/V01**

3 CONDITIONS AND LIMITS OF USE

Parameter	Running gear Y25Lsdi(f)-KC1
—Track gauge	1435 mm
— Maximum speed	120 km/h @ 20 t/axle 100 km/h @ 22,5 t/axle
—Maximum cant deficiency	130 mm
— Minimum tare of the unit	16 t
— Maximum axle load	22,5 t
— Range of distances between bogie pivots or range of wheelbase of 'two-axle units'	5,0 m ~ 20,0 m
— Maximum height of center of gravity of empty unit	1500 mm
— Coefficient of height of center of gravity of loaded unit	300
— Minimum torsional stiffness coefficient of car body	$2040 \cdot 10^{10}$ N.mm ² /rad
— Maximum mass distribution coefficient for empty units	0,5
— Minimum nominal wheel diameter	Ø840 mm
— Rail inclination	1:40

4 PROJECT SCOPE

4.1 GENERAL PROJECT DESCRIPTION

The product that was evaluated is Y25LSDI(F)-KC1 designed and manufactured by VA-KO. This bogie is equipped with a Knorr-Bremse CFCB compact brake system.

4.2 LEGAL SCOPE AND PROJECT HISTORY

4.2.1 LEGAL SCOPE

- Directive (EU) 2016/797 of the European parliament and the council of 11 May 2016 on the interoperability of the rail system within the European Union as amended
- COMMISSION REGULATION (EU) No 321/2013 of 13 March 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock — freight wagons' of the rail system in the European Union and repealing Decision 2006/861/EC
Amended by:
 - Commission Regulation (EU) No 1236/2013 of 2 December 2013
 - Commission Regulation (EU) 2015/924 of 8 June 2015
 - Commission Implementing Regulation (EU) 2019/776 of 16 May 2019
 - Commission Implementing Regulation (EU) 2020/387 of 9 March 2020Addressing in particular:
 - 5.3. Interoperability constituent specifications
- Commission decision of 9 November 2010 on modules for the procedures for assessment of conformity, suitability for use and EC verification to be used in the technical specifications for interoperability
- Technical Document of ERA 000MRA1044 version 1.1 of June 2017

4.2.2 PROJECT HISTORY

The assessment was carried out according to the assessment plan referenced DP_4658_0001_01 of 06/09/2022.

4.3 TECHNICAL SCOPE AND INTERFACES

The examined file corresponds to the constituent running gear Y25Lsdi(f)-KC1.

4.4 NON-APPLICATION OF TSIs

NA

4.5 LIST OF SPECIFIC CASES

NA

4.6 LIST OF SPECIFIC ENVIRONMENTAL CONDITIONS

NA

5 PROJECT DOCUMENTATION PROVIDED BY THE APPLICANT

5.1 EVIDENCE DOCUMENTS

The assessed documents are listed in the “Documents” tabs of EC_6072_0011_01.

5.2 INTEROPERABILITY CONSTITUENTS

NA

5.3 SUBSYSTEM CLDs FROM OTHER NOBOS

NA

5.4 DETAILED CONFORMITY ASSESSMENT REQUIREMENTS

The detailed conformity assessment is detailed in clause by clause workbooks EC_6072_0011_01.

6 EC CONFORMITY ASSESSMENT PROCESS INFORMATION AND RESULTS PROVIDED BY THE NOBO

The assessment was carried out according to the CH1 module of the STI.

The CERTIFER assessment report and the results of compliance with the "freight wagon" TSI are recorded in report EC_6072_0010_01.

The assessment is documented in workbooks EC_6072_0011_01.

The assessment process has concluded that:

- the Design Examination is carried out following module CH1
- the running gear Y25Lsdi(f)-KC1 under examination complies with the specification applicable to interoperability constituent running gear of TSI-WAG
- the area of use of this type of running gear is clearly defined

The assessment team is in agreement with the "EC" certification (module CH1) of the running gear Y25Lsdi(f)-KC1 following TSI N°321/2013 of 13 March 2013 amended by Regulation (EU) 1236/2013 of 2 December 2013, Regulation (EU) 2015/924 of 8 June 2015, Regulation (EU) 2019/776 of 16 May 2019 and Regulation (EU) 2020/387 of 9 March 2020.
