List of applicable flexibly accredited test methods (standards) at the Hennigsdorf test centre for rail vehicles						
Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Brake	UIC 540	Brakes: Air brakes for goods - and Passenger trains	2014-03	withdrawn 2016-08	—	15.01.2020
Brake	UIC 540	Brakes: Air brakes for freight and passenger trains	2016-08	—	Change: Reference to new and/or updated European standards -> no influence on test procedure	15.01.2020
Brake	UIC 541-03	Brake: Regulations for the construction of the various Brake parts, driver's brake valve system	1984-01	withdrawn 2015-08	—	15.01.2020
Brake	UIC 541-03	Brake - regulations for the construction of the various brake components (driver's brake valve system)	2015-08	—	Change: New version, with list of limit values to be complied with -> no influence on test procedure	15.01.2020
Brake	UIC 541-04	Brake: Regulations for the construction of the various brake parts, automatic load braking and automatic load change device "EMPTY LOADING"	2006-11	withdrawn 2014-10	—	15.01.2020
Brake	UIC 541-04	Brake - Regulations for the construction of the various brake components - Automatic load braking and automatic load change device "empty-loaded"	2014-10	—	Change: Reference to new and/or updated European standards -> no influence on test procedure	15.01.2020
Brake	UIC 541-05	Brake: Regulations for the construction of the various Brake parts, wheel slide protection system	2005-08	withdrawn 2016-03	—	15.01.2020
Brake	UIC 541-05	Brake - Regulations for the construction of the various brake components - Anti-skid system	2016-03	—	Change: Complete revision; test method unchanged, evaluation method revised -> Test procedure and evaluation are applicable	15.01.2020
Brake	UIC 541-06	Brake: Regulations for the construction of the various Brake parts, magnetic rail brake	2013-03	—	- No change	15.01.2020
Brake	UIC 541-1	Brake: Regulations for the construction of various Brake parts	2013-03	withdrawn 2016-10	—	15.01.2020
Brake	UIC 541-1	Brake: Regulations for the construction of various brake parts	2016-10	—	Change: Reference to new and/or updated European standards -> no influence on test procedure	15.01.2020
Brake	UIC 541-5	Brake: Electropneumatic brake ep brake - Electropneumatic emergency brake override (NBÜ)	2005-12	—	- No change	15.01.2020
Brake	UIC 544-1	Brake: Braking power	2013-06	withdrawn 2014-10	—	15.01.2020
Brake	UIC 544-1	Brake: Braking power	2014-10	—	Change: Complete revision; test and evaluation method unchanged -> Test procedure and evaluation are applicable	15.01.2020
Brake	UIC 544-2	Conditions to be fulfilled by dynamic brakes of locomotives and railcars whose braking force is counted towards the brake weight	1983-01	—	- No change	15.01.2020
Brake	UIC 546	Brake: High-performance brakes for passenger trains	1980-01	withdrawn 2014-10	—	15.01.2020
Brake	UIC 546	Brake - Regulations for the construction of the various brake components - High-performance brakes for passenger trains	2014-10	—	Change: Reference to new and/or updated European standards -> no influence on test procedure	15.01.2020
Brake	UIC 547	Air brakes, normal programme for tests	1989-07	—	- No change	15.01.2020
Brake	DIN EN 13452-1	Railway applications - Brakes - Brake systems for public transport; Part 1: Requirements for the brake system Performance capacity	2005-01	—	- No change	15.01.2020
Brake	DIN EN 13452-2	Railway applications - Brakes - Brake systems of the public transport Part 2: Test procedure	2005-01	—	- No change	15.01.2020
Brake	DIN EN 14535-1	Railway applications - Brake discs for railway vehicles - Part 1: Shaft brake discs, press-fitted or shrink-fitted, dimensions and quality requirements;	2011-07	withdrawn 2019-05	—	15.01.2020
Brake	DIN EN 14535-1	Railway applications - Brake discs for railway vehicles - Part 1: Shaft brake discs, press-fitted or shrink-fitted, dimensions and quality requirements; German version EN 14535- 1:2019	2019-05	—	Can be omitted from the certificate in future, as this standard applies to tests of individual components on the test bench and not to tests on the entire vehicle.	15.01.2020
Brake	DIN EN 15734-2	Railway applications - Brake systems for High-speed trains - Part 2: Test methods;	2013-04	withdrawn 2022-04	—	15.01.2020
Brake	DIN EN 15734-2	Railway applications - Braking systems for high-speed trains - Part 2: Test methods; German version EN 15734-2:2010+A1:2021	2022-04	—	Amendment: editorial changes -> no influence on test procedure	24.08.2022
Brake	DIN EN 15806	Railway applications - Brake - Static brake testing;	2011-01	withdrawn 2018-12	DIN EN 15734-2, DIN EN 16185-2 and DIN EN 17065 can be used for this purpose. be applied	30.01.2024
Brake	DIN EN 15595	Track applications - brake - wheel slide protection;	2011-07	withdrawn 2019-03	—	15.01.2020
Brake	DIN EN 15595	Railway applications - Brake - Wheel slide protection; German version EN 15595:2018	2019-03	withdrawn 2021-07	Change: Requirements for function, design, type testing and other test procedures (sections 4, 5 and 6) have been completely revised and restructured with division into section 5 "Requirements", Section 6 "Scope of testing", Section 7 "Test procedure" and Section 8 "Evaluation of the audit"; -> no influence on the test procedure	24.08.2022
Brake	DIN EN 15595	Railway applications - Brake - Wheel slide protection; German version EN 15595:2018 + AC:2021	2021-07	—	Amendment: Clarification of the evaluation of the minimum slippage criteria -> if testing is to be carried out in accordance with this standard, the evaluation must be carried out accordingly	24.08.2022

Brake	DIN EN 15595 Corrigendum 1	Track applications - brake - wheel slide protection;	2013-05	withdrawn 2019-03	Successor to DIN EN 15595:2019	15.01.2020
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Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Brake	DIN EN 16185-2	Railway applications - Brake systems for multiple units - Part 2: Test method;	2015-03	withdrawn 2020-01	—	15.01.2020
Brake	DIN EN 16185-2	Railway applications - Braking systems for multiple units - Part 2: Test methods; German version EN 16185-2:2014+A1:2019	2020-01	—	- Change: The reference document UIC 544-1 has been replaced by DIN EN 16834 -> no influence on the test procedure, the procedures of UIC544-1 were adopted in DIN EN 16834	18.08.2020
Brake	DIN 25008	Rail vehicles, principles for the determination of vehicle masses - Terms, formula symbols, values	2005-10	withdrawn 2022-02	The author of this document, which has been withdrawn without replacement, draws attention to the possible applicability of DIN EN 13452-1 (2005-01), DIN EN 14198 (2021-07), DIN EN 15663 (2019-03), DIN EN 15734-1 (2013-09), DIN EN 16185-1 (2020-08).	30.01.2024
Brake	DIN EN 50215 (VDE 0115-101)	Railway applications - Railway vehicles - Testing of railway vehicles after completion and before entry into service;	2010-07	withdrawn 2022-12	. Successor document DIN EN IEC 61133 (2022-12)	30.01.2024
Brake	EBA Directive	Regulations for the braking assessment of Rail vehicles within the scope of acceptance according to § 32 EBO	2004-08	—	—	15.01.2020
Brake	EBA regulation	Regulations for the brake assessment of rail vehicles as part of the acceptance procedure in accordance with Section 32 EBO	2017-06	—	- Adjustments to the reference documents except DIN EN 14033-1 DIN EN 15746-2	15.01.2020
Brake	TSI ZZS HS 2006/860/E		2006-11	—	is not subject to flexible accreditation according to category III only: Chapter 4.2.3.4.2.2	15.01.2020
Brake	2012/88/EUB TSI ZZS 2012/88/EUD 2012/88/UED	Commission Decision 2012/88/EU of 25 January 2012 concerning the technical specification for interoperability to the control-command and signalling subsystems	2012-01	withdrawn 2016-07	is not subject to flexible accreditation according to category III only: Chapter 4.2.3.4.2.2	15.01.2020
Brake	EUV 2016/919 TSI ZZS UEREG 2016/919 EUREG 2016/919	Commission Regulation (EU) 2016/919 of 27 May 2016 concerning the technical specification for interoperability to the control-command and signalling subsystems of the rail system in the European Union	2016-05	—	is not subject to flexible accreditation according to category III only: Chapter 4.2.2 and 4.2.6.3	15.01.2020
Brake	EUV 2016/919Ber, EUReg 2016/919Cor, UEReg 2016/919Rect	Corrigendum to Commission Regulation (EU) 2016/919 of 27 May 2016 concerning the technical specification for interoperability to the control-command and signalling subsystems of the rail system in the European Union	2016-10	—	is not subject to flexible accreditation according to category III only: Chapter 4.2.2 and 4.2.6.3	24.08.2022
Brake	EUV 2019/776, EUReg 2019/776, UEReg 2019/776	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05	—	is not subject to flexible accreditation according to category III only: Chapter 4.2.2 and 4.2.6.3	24.08.2022
Brake	EUV 2020/387, EUReg 2020/387, UEReg 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and the transitional periods	2020-03	—	is not subject to Flexible Accreditation according to Category IIInur: Chapter 4.2.2 and 4.2.6.3	24.08.2022
Brake	EUV 2020/420, EUReg 2020/420, UEReg 2020/420	Commission Implementing Regulation (EU) 2020/420 of 16 March 2020 correcting the German version of Regulation (EU) 2016/919 concerning the technical specification for interoperability to the control-command and signalling subsystems of the rail system in the European Union	2020-03	—	is not subject to Flexible Accreditation according to Category IIInur: Chapter 4.2.2 and 4.2.6.3	24.08.2022
Brake	TSI WAG 2006/861/EG	Commission Decision of 28 July 2006 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the trans-European conventional rail system (TSI)	2007-01	—	only: Chapter 4.2.4	15.01.2020
Brake	TSI WAG EUV 321/2013 UEREG 321/2013 EUREG 321/2013	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 Commission Decision 2006/861/EC	2013-03	—	Chapter 4.2.4	15.01.2020

Brake	EUV 1236/2013 EUREG 1236/2013 UEREG 1236/2013	Commission Regulation (EU) No 1236/2013 of 2 December 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union and amending Regulation (EU) No 321/2013 of the Commission	2013-12	—	All changes relating to chapter 4.2.4	15.01.2020

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Brake	EUV 2015/924 UEREG 2015/924 EUREG 2015/924	Commission Regulation (EU) 2015/924 of 8 June 2015 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union	2015-06	—	All changes relating to chapter 4.2.4	15.01.2020
Brake	EUV 2019/776 EUREG 2019/776 UEREG 2019/776	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05	—	—	15.01.2020
Brake	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III	30.01.2024
Brake	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the locomotives and passenger rolling stock subsystem of the rail system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III only: Chapters 4.2.4, 6.2.3.9 and 6.2.3.10	15.01.2020
Brake	EUV 1302/2014BER EUREG 1302/2014COR UEREG 1302/2014RECT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-01	—	is not subject to flexible accreditation according to category III all changes concerning chapters 4.2.4, 6.2.3.9 and 6.2.3.10	15.01.2020
Brake	EUV 1302/2014BER UEREG 1302/2014RECT EUREG 1302/2014COR	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-12	—	is not subject to flexible accreditation according to category III all changes concerning chapters 4.2.4, 6.2.3.9 and 6.2.3.10	15.01.2020
Brake	EUV 1302/2014BER EUREG 1302/2014COR UEREG 1302/2014RECT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2016-04	—	is not subject to flexible accreditation according to category III all changes concerning chapters 4.2.4, 6.2.3.9 and 6.2.3.10	15.01.2020
Brake	VO (EU) 2018/868 L 356	IMPLEMENTING REGULATION (EU) 2018/868 OF THE COMMISSION of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards the provisions on energy metering and energy data collection systems	2018-06	—	—	15.01.2020
Brake	EUV 2019/776 L 139	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05	—	is not subject to flexible accreditation according to category III - No influence on test procedure	15.01.2020
Brake	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III	30.01.2024
Brake	TSI RST HS 2008/232/EG	Commission Decision of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-09	withdrawn 2015-01	is not subject to flexible accreditation according to category III only: Chapters 4.2.3.10, 4.2.4, 4.3.5.9, 4.3.5.11, 4.3.5.15	15.01.2020

Brake	2008/232/EGENTSCHBER * 2008/232/ECDECCOR * 2008/232/CEDECRECT	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-04	withdrawn 2015-01	is not subject to flexible accreditation according to category III Only changes relating to chapters 4.2.3.10, 4.2.4, 4.3.5.9, 4.3.5.11, 4.3.5.15	15.01.2020

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Department	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Brake	2008/232/EGENTSCHBER 2008/232/ECDECCOR 2008/232/CEDECRECT	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2012-08	withdrawn 2015-01	is not subject to flexible accreditation according to category III Only changes relating to chapters 4.2.3.10, 4.2.4, 4.3.5.9, 4.3.5.11, 4.3.5.15	15.01.2020
Brake	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the locomotives and passenger rolling stock subsystem of the rail system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III TSI RST HS cancelled and replaced by EUV 1302/2014	15.01.2020
Brake	DIN EN 14198	Railway applications - Brakes - Requirements for the Braking equipment for locomotive-hauled trains; German version EN 14198:2016+A1:2018	2019-02	withdrawn 2021-07	—	15.01.2020
Brake	DIN EN 14198	Railway applications - Brakes - Requirements for braking equipment of locomotive hauled trains; German version EN 14198:2016+A2:2021	2021-07	—	Compared to DIN EN 14198:2019-02, the following changes have been made: a) 5.4.4.7.1 revised; b) Table A.1 revised; c) new normative Annex F added; d) Annex ZA revised; e) Standard editorially revised. --> if testing is to be carried out in accordance with this standard, the evaluation must be carried out accordingly	24.08.2022
Brake	DIN EN 15663	Railway applications - Vehicle reference masses; German Version EN 15663:2017+A1:2018	2019-03	—	—	15.01.2020
Brake	DIN EN 16834	Railway applications - Brake - Braking capacity; German version EN 16834:2019	2019-07	—	Transfer of the UIC 544-1 to the Euronorm	26.01.2021
Brake	BOSTRAB	Technical rules for the dimensioning and testing of vehicle brakes in accordance with the Ordinance on the Construction and Operation of Trams (BOStrab) - Technical Rules for Brakes (TR Br)	12.2008	—	is not subject to flexible accreditation according to category III	26.01.2021
Brake	STRABBO	Ordinance on the Construction and Operation of Trams (Tram Construction and Operating Regulations - BOStrab)	11.12.1987	—	is not subject to flexible accreditation according to category III	26.01.2021
Brake	STRABBO/ STVOÄNDV	Ordinance amending the Tramway Construction and Operating Regulations and the Road Traffic Regulations	16.12.2016	—	is not subject to flexible accreditation according to category III Change: Amended wording and adaptation to the current legal situation -> no influence on test procedure	26.01.2021
Brake	STRABBOÄNDV	Ordinance amending the tram construction and operating regulations	01.10.2019	—	is not subject to flexible accreditation according to category III Change: Amended wording and adaptation to the current legal situation -> no influence on test procedure	26.01.2021
Brake	DIN EN 17065 (2018-08)	Railway applications - Brakes - Test methods for Passenger coaches; German version EN 17065:2018	2018-08	—	—	30.01.2024
Measurements with strain gauges (DMS)	DIN EN 13749	Railway applications - Wheelsets and bogies - Specification method for strength requirements for bogie frames	2011-06	withdrawn: 2021-05	here only: Chapter 6.2.5	19.12.2019
Measurements with strain gauges (DMS)	DIN EN 13749	Railway applications - Wheelsets and bogies - Specification method for strength requirements for bogie frames; German version EN 13749:2021	2021-05	withdrawn: 2024-02 replaced: 2011-06	here only chapter 6.2.5: the following coatings are not part of the test results: Assessment procedure ff., interpretation ff. and notes The metrological/testing part is provided by the test centre. The service life assessment and an associated interpretation with regard to predictions and hypotheses are not part of the measurement results/measurement programme under the responsibility of the testing body -> no influence on test procedure	01.06.2021
Measurements with strain gauges (DMS)	DIN EN 13749	Railway applications - Wheelsets and bogies - Specification method for strength requirements for bogie frames; German version EN 13749:2021+A1:2023	2024-02	replaced: 2021-05 - editorial changes	here only chapter 6.2.5: the following coatings are not part of the test results: Evaluation procedure ff., interpretation ff. and notes here only chapter 6.2.5: following coatings are not part of the test results: Assessment procedure ff., interpretation ff. and notes	06.06.2024
Measurements with strain gauges (DMS)	DIN EN 12663-1	Railway applications - Strength requirements railway vehicle bodies - Part 1: Locomotives and passenger rolling stock (and alternative method for freight wagons)	2015-03	withdrawn: 2024-02	here only chapter 8.3 c	19.12.2019
Measurements with strain gauges (DMS)	DIN EN 12663-1/A2	Railway applications - Strength requirements railway vehicle bodies - Part 1: Locomotives and passenger rolling stock (and alternative method for freight wagons); German and English version EN 12663- 1:2010+A1:2014/prA2:2021	2021-08	withdrawn: 2024-02	Design standard - Changes not relevant, does not affect section 8.3 c - Test centre can continue to implement the described procedure technically etc.	21.09.2022

Measurements with strain gauges (DMS)	DIN EN 12663-1	Railway applications - Strength requirements railway vehicle bodies - Part 1: Locomotives and passenger rolling stock (and alternative method for freight wagons); German version EN 12663-1:2010+A2:2023	2024-02	—	here only chapter 8.3 c replaced: 2015-03 and 2021-08 - editorial changes -> no influence on test procedure	01.08.2024
Measurements with strain gauges tyres (DMS)	DIN pocket book 491/2	Rail vehicles 2 - Railway applications - Wheelsets and bogies	2013-10	withdrawn: 2021-11	here only: Application guideline for line tests according to DIN EN 13749	19.12.2019

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Measurements with strain gauges (DMS)	DIN pocket book 491/2	Rail vehicles 2 - Railway applications - Wheelsets and bogies	2021-11	—	replaced: 2013-05 - same wording -> no influence on test procedure here only: Application guideline for Line tests according to DIN EN 13749	21.09.2022
Measurements with strain gauges (DMS)	DIN pocket book 491/1	Rail vehicles 1 - Wheelsets	2013-03	withdrawn: 2022-09	here only: Appendix 1 Replaced by VDB publication 003, - same wording, - Practical tips were not always adopted	19.12.2019
Measurements with strain gauges (DMS)	VDB publication 003	Requirements for the verification of wheelset torsional vibrations	2021-11	—	not part of the scope of accreditation, replaced: DIN pocket book 491/1 2013-03 (Table 4) - same wording - Practical instructions for implementing the measurements contained in withdrawn DIN pocket book 491/1	24.10.2023
Safety against derailment	ERRI B55/RP8	Derailment safety of freight wagons in track twists	1983-04	—	—	18.12.2019
Safety against derailment	DIN EN 14363	Railway applications - Testing for the technical approval of rail vehicles, testing of the Driving behaviour and stationary tests	2005-10	withdrawn 2016-10	—	18.12.2019
Safety against derailment	DIN EN 14363	Railway applications - Tests and simulation for the approval of the running characteristics of Railway vehicles - driving behaviour and stationary tests	2016-9	withdrawn 2019-11	The passages of the standard applicable to this test area have not changed in the current edition	18.12.2019
Safety against derailment	DIN EN 14363	Railway applications - Tests and simulation for the approval of the running characteristics of railway vehicles - Running behaviour and stationary tests	2019-11	withdrawn 2022-10	The passages of the standard applicable to this test area have not changed in the current edition	18.12.2019
Safety against derailment	DIN EN 14363	Railway applications - Tests and simulations for the approval of the running characteristics of Railway vehicles - driving behaviour and stationary tests	2022-10	—	The passages of the standard applicable to this test area have not changed in the current edition	26.10.2023
Safety against derailment	TSI WAG 2006/861/EG	Commission Decision of 28 July 2006 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the trans-European conventional rail system (TSI)	2007-01	withdrawn 2013-03	is not subject to flexible accreditation according to category III Withdrawn 2013-03 and replaced by EUV 321/2013 only: Chapter 4.2.3.4.2.2	18.12.2019
Safety against derailment	TSI WAG EUV 321/2013 UEREG 321/2013 EUREG 321/2013	Regulation (EU) No 321/2013 of the Commission of 13 March 2013 on the technical specification for the Interoperability of the subsystem 'rolling stock -- freight wagons' of the rail system in the European Union and repealing Commission Decision 2006/861/EC	2013-03	—	is not subject to flexible accreditation according to category III only: Chapter 6.2.2.2 Safety against derailment on lines with track twists	18.12.2019
Safety against derailment	EUV 1236/2013 EUREG 1236/2013 UEREG 1236/2013	Regulation (EU) No 1236/2013 of the Commission of 2 December 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union and amending Commission Regulation (EU) No 321/2013	2013-12	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 321/2013 No correction in the chapters listed in Table 3, line 2	18.12.2019
Safety against derailment	EUV 2015/924 UEREG 2015/924 EUREG 2015/923	Commission Regulation (EU) 2015/924 of 8 June 2015 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union	2015-05	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 321/2013	18.12.2019

Safety against derailment	EUV 2019/776 UEREG 2015/776 EUREG 2015/776	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	16.05.2019	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 321/2013 The correction in section 6.2.2.2 merely involves updating the current status of standards and therefore has no procedurally relevant changes	18.12.2019
Safety against derailment	EUV 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and the transitional periods	09.03.2020	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 321/2013	10.08.2022

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Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Safety against derailment	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	08.09.2023	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 321/2013 The amendment in section 6.2.2.2 merely involves reducing the text to a reference to Annex D Index 7, which refers to the same standards as in the previous version. In addition, the update of the current status of the standard that was assessed and accordingly has no procedurally relevant changes.	26.10.2023
Safety against derailment	TSI RST HS 2008/232/EG	Commission Decision of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-09	withdrawn 2015-01	is not subject to flexible accreditation according to category III only: Chapter 4.2.3.4.2.2	18.12.2019
Safety against derailment	2008/232/EGENTSCHBER * 2008/232/ECDECCOR * 2008/232/CEDECRECT	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-04	withdrawn 2015-01	is not subject to flexible accreditation according to category III	18.12.2019
Safety against derailment	2008/232/EGENTSCHBER 2008/232/ECDECCOR 2008/232/CEDECRECT	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2012-08	withdrawn 2015-01	is not subject to flexible accreditation according to category III	18.12.2019
Safety against derailment	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No. 1302/2014 of 18 November 2014 establishing a Technical specification for interoperability relating to the locomotives and passenger rolling stock subsystem of the rail system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III only: Chapter 4.2.3.4.1 Safety against derailment in track twists Chapter 6.2.3.3 Safety against derailment in track twists TSI RST HS cancelled and replaced by EUV 1302/2014	18.12.2019
Safety against derailment	EUV 1302/2014BER EUREG 1302/2014COR UEREG 1302/2014RECT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in European Union	2015-01	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 1302/2014	18.12.2019
Safety against derailment	EUV 1302/2014BER UEREG 1302/2014RECT EUREG 1302/2014COR	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 laying down a technical regulation on the Specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-12	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 1302/2014	18.12.2019
Safety against derailment	EUV 1302/2014BER EUREG 1302/2014COR UEREG 1302/2014RECT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in European Union	2016-04	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 1302/2014	18.12.2019

Safety against derailment	EUV 2019/776 UEREG 2015/776 EUREG 2015/776	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	16.05.2019	—	is not subject to flexible accreditation according to category III Amendment to Regulation EUV 1302/2014	10.08.2022
Safety against derailment	EUV 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of application and the Transition periods	09.03.2020		is not subject to flexible accreditation according to category III The amended chapters do not affect the scope of accreditation (no changes in chapters 4.2.8.2.9.5/6/10, 5.3.10, 6.1.3.7 and 6.1.3.20)	10.08.2022

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Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Safety against derailment	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	08.09.2023		is not subject to flexible accreditation according to category III Amendment to Regulation EUV 1302/2014 No procedural correction	26.10.2023
Riding comfort	ISO 2631-1	Mechanical vibrations and shocks - Assessment of the effect of Whole-body vibration to humans - Part 1: General requirements	1997-05	—	—	13.01.2020
Riding comfort	ISO 2631-1 AMD 1	Mechanical vibration and shock - Evaluation of human exposure to whole-body vibration - Part 1: General requirements - Amendment 1	2010-07	—	Editorial changes to the still valid ISO 2631-1: these changes have no influence on the test procedure	13.01.2020
Riding comfort	UIC 513	Guidelines for the evaluation of the Vibration comfort of the passenger in the railway vehicles	1994-07	—	—	13.01.2020
Riding comfort	UIC 518	Driving test and approval of Railway vehicles - driving safety, track loading and driving behaviour	2009-10	—	—	13.01.2020
Riding comfort	DIN EN 12299	Railway applications - travelling comfort for Passengers - measurement and evaluation	2009-08	—	—	13.01.2020
Riding comfort	DIN EN 14253	Mechanical vibrations - Measurement and mathematical determination of the effect of whole-body vibrations on people in the workplace with regard to their health - Practical instructions	2008-02	—	—	13.01.2020
Riding comfort	DIN EN 14363	Railway applications - Approval process with regard to the running characteristics of railway vehicles - Examination of the driving behaviour and stationary tests	2013-07	withdrawn 2016-10	—	13.01.2020
Riding comfort	DIN EN 14363	Railway applications - Tests and simulations for the approval of the running characteristics of Railway vehicles - Running behaviour and stationary tests; German version EN 14363:2016	2016-10	Withdrawn 2019-11	Changes do not affect the evaluation algorithm for ride comfort.	13.01.2020
Riding comfort	DIN EN 14363	Railway applications - Tests and simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German version EN 14363:2016+A1:2018	2019-11	withdrawn 2022-10	Changes do not affect the evaluation algorithm for ride comfort. -> no influence on the test procedure	13.01.2020
Riding comfort	DIN EN 14363/A2	Railway applications - Tests and simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German and English version EN 14363:2016+A1:2018/prA2:2021	2021-11	withdrawn 2022-10	Changes do not affect the evaluation algorithm for ride comfort. -> no influence on the test procedure	12.10.2023
Riding comfort	DIN EN 14363	Railway applications - Tests and simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German and English version EN 14363:2016+A1:2018/prA2:2021	2022-10	—	No influence on the test procedure	12.10.2023

Riding comfort	ERRI B153/RP8	Application of the ISO 2631 standard to railway vehicles; mechanical Vibration; measurement and analysis of vibrations to which passengers and crew are exposed in rail vehicles	1986-09	—	—	13.01.2020
Riding comfort	ERRI B153 RP11	Application of the ISO 2631 standard to railway vehicles - Mechanical vibration - Railway vehicle seats - Laboratory method for the evaluation of vibration transmission	1986-09	—	—	13.01.2020
Riding comfort	ERRI B207/RP2	Influence of vibrations on passengers and drivers. Application of the relevant ISO and CEN standards; comfort assessment by Passengers in vehicles with and without track curve-dependent car body control on winding routes	1997-03	—	—	13.01.2020
Riding comfort	ERRI C116 RP8	Interaction between vehicles and the track; procedure for assessing the comfort of a rail vehicle	1977-04	—	—	13.01.2020
Riding comfort	VDI 2057 Sheet 1	Effect of mechanical vibrations on the People - whole-body vibrations	2017-08	—	has been adapted to ISO 2631-1	13.01.2020

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Riding comfort	VDI 2057 Sheet 1 Corrigendum	Exposure of human beings to mechanical vibration - Whole-body vibration - Corrigendum to Guideline VDI 2057 Sheet 1:2017-08	2017-10	—	The 2017-10 edition has been adapted to ISO 2631-1. It is also analysed under this designation. In order to maintain the possibility for comparative measurements, there is still an evaluation according to the 1997-05 edition.	13.01.2020
Riding comfort	VDI 2057 Sheet 3	Effect of mechanical vibrations on people - whole-body vibrations at workplaces in buildings	2012-02	withdrawn 2017-03	—	13.01.2020
Riding comfort	VDI 2057 Sheet 3	Effects of mechanical vibrations on humans - Whole-body vibrations at workplaces in buildings	2017-03	—	The 2017-03 edition has been adapted to ISO 2631-1. It is also analysed under this designation. In order to maintain the possibility for comparative measurements, there is still an evaluation according to the 1997-05 edition.	13.01.2020
Driving technique	UIC 518	Technical inspection and approval of Railway vehicles - driving safety, driving behaviour and track loading	2009-10	—	—	09.01.2020
Driving technique	UIC 519	Method for determining the equivalent conicity	2004-12	—	—	09.01.2020
Driving technique	DIN EN 14363	Railway applications - Testing for the technical approval of rail vehicles, testing of the Driving behaviour and stationary tests	2005-10	withdrawn 2016-10	—	09.01.2020
Driving technique	DIN EN 14363	Railway applications - Tests and simulation for the approval of the running characteristics of railway vehicles - Running behaviour and stationary tests	2016-10	withdrawn 2019-11	The changes a to bb compared to DIN EN 14363:2005, listed in DIN EN 14363:2016-10 page 2 to 3 are involved in the preparation, implementation and evaluation of roadworthiness tests must also be taken into account. This document replaces EN 14363:2005, EN 15686:2010 and EN 15687:2010 -> no influence on test procedure	09.01.2020
Driving technique	DIN EN 14363	Railway applications - Tests and 2019-11 simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German version EN 14363:2016+A1:2018	2019-11	—	The analysis against DIN EN 14363:2016 must be taken into account and the appropriate measures must be taken. edit. This document replaces EN 14363:2016 ---> the test procedure can still be used	10.08.2020
Driving technique	DIN EN 14363	Railway applications - Tests and 2022-10 simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German version EN 14363:2016+A1:2018+A2:2022	2022-10	—	The analysis against DIN EN 14363:2019 must be taken into account and the corresponding measures taken. edit. This document replaces EN 14363:2016 ---> the test procedure can still be used	13.12.2022
Driving technique	DIN EN 15302	Railway applications - Method for determining the equivalent conicity; German version EN 15302:2008+A1:2010	2011-01	—	Replaced by DIN EN 15302: 2021-12	09.01.2020
Driving technique	DIN EN 15302	Railway applications - Wheel-rail contact geometry parameters - Definitions and calculation methods; German version EN 15302:2021	2021-12	—	Extended application range, newly introduced wheel-rail parameters contact geometry, and additional methods for the assessment of equivalent conicity. This document replaces EN 15102:2011 -> no influence on test procedure	12.07.2022
Driving technique	DIN EN 15686	Railway applications - Running tests for the approval of railway vehicles with cant deficiency compensation and/or for vehicles operating with higher cant deficiencies than specified in EN 14363:2005, Annex G, specified	2010-11	withdrawn 2016-10	Replaced by DIN EN 14363: 2016-10 -> no influence on test procedure	09.01.2020

Driving technique	DIN EN 15687	Railway applications - Technical driving test for the technical approval of freight vehicles with a static axle load greater than 225 kN and up to 250 kN	2010-11	withdrawn 2016-10	Replaced by DIN EN 14363: 2016-10 -> no influence on test procedure	09.01.2020
Driving technique	TSI RST HS 2008/232/EG	Commission Decision of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-09	—	only: Chapter 4.2.3, 4.2.3.4.9, 4.2.3.4.10 and 4.2.3.4.11 is not subject to flexible accreditation according to category III TSI REST HS 2008/232/EU Decision cancelled and replaced by EUV 1302/2014	09.01.2020
Driving technique	2008/232/EC Compensator	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-04	—	is not subject to flexible accreditation according to category III no changes concerning chapters 4.2.3, 4.2.3.4.9, 4.2.3.4.10 and 4.2.3.4.11 TSI REST HS 2008/232/EU Decision cancelled and replaced by EUV 1302/2014	09.01.2020
Driving technique	2008/232/EC DeciSion 2012	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2012-08	—	is not subject to flexible accreditation according to category III no changes concerning chapters 4.2.3, 4.2.3.4.9, 4.2.3.4.10 and 4.2.3.4.11 TSI REST HS 2008/232/EU Decision cancelled and replaced by EUV 1302/2014	09.01.2020

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Driving technique	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the vehicle subsystem "Locomotives and passenger carriages" of the railway system in the European Union	2014-11	—	only: Chapters 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6 is not subject to flexible accreditation according to category III TSI REST HS 2008/232/EU Decision cancelled and replaced by EUV 1302/2014	09.01.2020
Driving technique	TSI WAG 2006/861/EG Compensation	Commission Decision of 28 July 2006 concerning the technical specification for interoperability relating to the subsystem rolling stock - freight wagons of the trans-European conventional rail system (TSI)	2006-07	—	only: Chapter 4.2.3.4.2.1 is not subject to flexible accreditation according to category III 2006/861/EC cancelled and replaced by EUV 321/2013	09.01.2020
Driving technique	TSI WAG 2006/861/EG Compensator	Corrigendum to Commission Decision No 2006/861/EC of 28 July 2006 concerning the technical specification for interoperability relating to the subsystem rolling stock - freight wagons of the trans-European conventional rail system	2009-12	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.4.2.1 TSI WAG 2006/861/EC repealed and replaced by EU Regulation 321/2013	09.01.2020
Driving technique	TSI WAG EUV 321/2013 UEREG 321/2013 EUREG 321/2013	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 Commission Decision 2006/861/EC	2013-03	—	only: Chapter 4.2.3.5.2, 6.2.2.3, Appendix B is not subject to flexible accreditation according to category II	09.01.2020
Driving technique	EUV 1236/2013 EUREG 1236/2013 UEREG 1236/2013	Commission Regulation (EU) No 1236/2013 of 2 December 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock'. - Freight Wagons" of the rail system in the European Union and amending Commission Regulation (EU) No 321/2013	2013-12	—	is not subject to flexible accreditation according to category III Section 4.2.3.5.2 "Dynamic driving behaviour", fourth paragraph is replaced by: "Dynamic driving behaviour can be assessed at interoperability constituent level in accordance with section 6.1.2.1. In this case, no specific tests or simulations at subsystem level are required. necessary." The fourth paragraph of section 6.2.2.3 "Dynamic driving behaviour" is amended as follows: "If a distance test is required according to the normal measuring method, the unit shall be determined on the basis of the Limit values in sections 1.2 and 1.3 of the technical document ERA/TD/2013/01/INT version 1.0 dated 11 February 2013, which is published on the Agency's website (http://www.era.europa.eu)" Annex B "Specific procedures relating to driving behaviour" is replaced by: "Annex B not utilised"	09.01.2020
Driving technique	EUV 2015/924 UEREG 2015/924 EUREG 2015/924	Commission Regulation (EU) 2015/924 of 8 June 2015 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock'. - Freight wagons" of the railway system in the European Union	2015-06	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.5.2, 6.2.2.3	09.01.2020

Driving technique	EUV 2019/776 * EUREG 2019/776 * UEREG 2019/776	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05	—	is not subject to flexible accreditation according to category III In section 4.2.3.5.2, "EN 14363:2005" chapter 5 is replaced by "EN 14363:2016 chapters 4, 5 and 7" replaced Section 6.2.2.3 is replaced by the following: "6.2.2.3 Dynamic driving behaviour track tests The conformity assessment must be carried out in accordance with EN 14363:2016 chapters 4, 5 and 7.	10.08.2020
Driving technique	EUV 2020/387 * EUREG 2020/387 * UEREG 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 with regard to the extension of the area of use and the transitional periods	2020-03	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.5.2, 6.2.2.3	10.08.2020
Driving technique	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III changes: In section 4.2.3.5.2, the first indent of paragraph 2 is replaced by the following: (The verification of the dynamic running behaviour of the unit shall be carried out either) "- in accordance with the procedures for in the specification referenced in Appendix D, index 7, or" Impact: Reference to standard EN 14363:2016+A2:2022 chapters 4,5,7	11.12.2023

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Driving technique	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the vehicle subsystem "Locomotives and passenger carriages" of the railway system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III chapters only: 4.2.3.2 Wheelset load and wheel load 4.2.3.4.2 Dynamic driving behaviour 4.2.3.4.3 Equivalent conicity 6.2.3.4 Dynamic driving behaviour - technical requirements (Section 4.2.3.4.2 a) 6.2.3.6. design values for new wheel profiles (section 4.2.3.4.3.1)	09.01.2020
Driving technique	EUV 1302/2014BE R EUREG 1302/2014CO R UEREG 1302/2014RE CT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-01	—	is not subject to flexible accreditation according to category III No changes concerning chapters 4.2.3.2, 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6	09.01.2020
Driving technique	EUV 1302/2014BE R UEREG 1302/2014RE CT EUREG 1302/2014CO R	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-12	—	is not subject to flexible accreditation according to category III No changes concerning chapters 4.2.3.2, 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6	09.01.2020
Driving technique	EUV 1302/2014BE R EUREG 1302/2014CO R UEREG 1302/2014RE CT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2016-04	—	is not subject to flexible accreditation according to category III No changes concerning chapters 4.2.3.2, 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6	09.01.2020
Driving technique	EUV 2018/868	IMPLEMENTING REGULATION (EU) 2018/868 OF THE COMMISSION of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards the provisions on energy metering and energy data collection systems	2018-06	—	is not subject to flexible accreditation according to category III No changes concerning chapters 4.2.3.2, 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6	09.01.2020
Driving technique	EUV 2019/776* EUREG 2019/776* UEREG 2019/776	IMPLEMENTING REGULATION (EU) 2019/776 OF THE COMMISSION REGULATION of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No. 1302/2014, (EU) No. 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view aligning it Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-06	—	is not subject to flexible accreditation according to category III No changes concerning chapters 4.2.3.2, 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6 the amended version of Chapter 6.2.2.3 of EU Regulation 321/2013 must be taken into account	09.01.2020
Driving technique	EUV 2020/387 * EUREG 2020/387 * UEREG 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of application and the Transition periods	2020-03	—	is not subject to flexible accreditation according to category III No changes concerning chapters 4.2.3.2, 4.2.3.4.2, 4.2.3.4.3, 6.2.3.4 and 6.2.3.6	10.08.2020

Driving technique	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.2 Changes: Section 4.2.3.4.2, 4.2.3.4.3 and 6.2.3.4 uniform reference to Annex J1 Index [9] means throughout Consistent reference to EN 14363:2016+A2:2022 Section 6.2.3.6 Reference Via Annex J1 Index [44] and [45] to current successor standards EN 13674-1:2011+A1:2017 and EN 13715:2020 for superstructure/rail and wheels/wheel profiles --> no influence on the test procedure Effect: Reference to standard EN 14363:2016+A2:2022 chapter 4,5,7	11.12.2023
Driving technique	ERA/TD/2012-17/INT V3.0	European Railway Agency - running dynamics application of EN 14363:2005 - modifications and clarifications	2014-12	—	is not subject to flexible accreditation according to category III	09.01.2020
Driving technique	DIN EN 15654-2	Railway applications - measurement of vertical wheel and wheelset forces Part 2: in the factory for new, rebuilt and reconditioned Vehicles	2019-06	—	—	10.12.2020
Wankpol and inclination coefficient	UIC 505 - 1	Railway vehicles: Vehicle gauge lines	2006-05	—	—	2020-01-09
Wankpol and inclination coefficient	UIC 505 - 5 Appendix C4	Common basic conditions for data sheets 505- 1 to 505-4; commentary on the preparation and provisions of these data sheets	1977-01	Withdrawn standard	replaced by UIC 505-5: 2010-04 contains a detailed description for the experimental determination of the inclination coefficient and the rolling pole height in contrast to the 2010-04 edition	2020-01-09
Wankpol and inclination coefficient	UIC 505 - 5 Chapter 10.4.4.1	History, reasons and comments on the drafting and development of the UIC leaflet series 505 and 506 on the subject of the gauge line	2010-04	—	does not contain the detailed description for the experimental determination of the inclination coefficient and the roll pole height as in the 1977-01 edition	2020-01-09
Wankpol and inclination coefficient	DIN EN 14363	Railway applications - Testing for the technical approval of rail vehicles, testing of the Driving behaviour and stationary tests	2005-10	withdrawn 2016-10	—	2020-01-09

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Wankpol and inclination coefficient	DIN EN 14363	Railway applications - Tests and simulation for the approval of the running characteristics of Railway vehicles - driving behaviour and stationary tests	2016-10	withdrawn 2019-11	The passages of the standard applicable to this test area not changed in the current edition.	2020-01-09
Wankpol and inclination coefficient	DIN EN 14363	Railway applications - Tests and simulations for the approval of the running characteristics of Railway vehicles - Running behaviour and stationary tests; German version EN 14363:2016+A1:2018	2019-11	withdrawn 2022-10	The passages of the standard applicable to this test area not changed in the current edition.	2022-10-05
Wankpol and inclination coefficient	Draft DIN EN 14363/A2	Railway applications - Tests and simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German and English version EN 14363:2016+A1:2018/prA2:2021	2021-11	withdrawn 2022-10	The passages to be applied for this test area of the standard not been changed in the current edition.	2022-10-05
Wankpol and inclination coefficient	DIN EN 14363	Railway applications - Tests and simulations for the certification of running characteristics of railway vehicles - Running behaviour and stationary tests; German version EN 14363:2016+A1:2018	2022-10	—	The passages of the standard applicable to this test area not changed in the current edition. -> no influence on test procedure	2022-10-05
Wankpol and inclination coefficient	TSI WAG 2006/861/Decision	Commission Decision of 28 July 2006 concerning the technical specification for interoperability relating to the subsystem rolling stock - freight wagons of the trans-European conventional rail system (TSI)	2006-07	—	is not subject to flexible accreditation according to category III only: Appendix C.2.2.6 2006/861/EC repealed and replaced by EU Regulation 321/2013	2020-01-09
Wankpol and inclination coefficient	TSI WAG 2006/861/Decision	Corrigendum to decision no. 2006/861/EC of 28 July 2006 concerning the technical specification for interoperability relating to the subsystem rolling stock - freight wagons of the trans-European conventional rail system (TSI)	2009-12	—	is not subject to flexible accreditation according to category III no changes concerning Annex C.2.2.6 2006/861/EC repealed and replaced by EU Regulation 321/2013	2020-01-09
Wankpol and inclination coefficient	EUV 321/2013 TSI WAG	Regulation (EU) No 321/2013 of the Commission 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 Commission Decision 206/861/EC	2013-03	—	is not subject to flexible accreditation according to Category III only Chapter 6.2.2.2 Inclination coefficient is no longer dealt with in the document Document not applicable	2020-01-09
Wankpol and inclination coefficient	EUV 1236/2013	Commission Regulation (EU) No 1236/2013 of 2 December 2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union and amending Regulation (EU) No 321/2013 of the Commission	2013-12	—	is not subject to flexible accreditation according to category III Inclination coefficient is not addressed in amendment to EUV 321/2013 Document not applicable	2020-01-09

Wankpol and inclination coefficient	EUV 2015/924	Commission Regulation (EU) No 2015/924 of 8 June 2015 amending Regulation (EU) No 321/2013 concerning the technical specification for interoperability relating to the subsystem 'rolling stock - freight wagons' of the rail system in the European Union	2015-06	—	is not subject to flexible accreditation according to category III Inclination coefficient is not addressed in amendment to EUV 321/2013 Document not applicable	2020-01-09
Wankpol and inclination coefficient	EUV 2019/776 * EUREG 2019/776 * UEREG 2019/776	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 of the Commission and Commission Implementing Decision 2011/665/EU with a view to aligning them with Directive (EU) 2016/797 of the European Parliament and of the Council and implementation of the Commission Delegated Decision (EU) 2017/1474 specific objectives	2019-05	—	is not subject to flexible accreditation according to category III Inclination coefficient is not addressed in amendment to EUV 321/2013 Document not applicable	2023-10-13
Wankpol and inclination coefficient	EUV 2020/387 * EUREG 2020/387 * UEREG 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and the transitional periods	2020-03	—	is not subject to flexible accreditation according to category III Inclination coefficient is not addressed in amendment to EUV 321/2013 Document not applicable	2023-10-13
Wankpol and inclination coefficient	EUV 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III Inclination coefficient is not addressed in amendment to EUV 321/2013 Document not applicable	2023-10-13
Wankpol and inclination coefficient	TSI RST HS 2008/232/Decision	Commission Decision of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-02	withdrawn	is not subject to flexible accreditation according to category III only: Chapter 4.2.3.9 2008/232/EC repealed and replaced by EU Regulation 1302/2014	2020-01-09

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Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Wankpol and inclination coefficient	2008/232/EEC	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2008-04	—	is not subject to flexible accreditation according to category III No changes concerning chapter 4.2.3.9 2008/232/EC repealed and replaced by EU Regulation 1302/2014	2020-01-09
Wankpol and inclination coefficient	2008/232/EdEcH 2012	Corrigendum to Commission Decision 2008/232/EC of 21 February 2008 concerning the technical specification for interoperability relating to the 'rolling stock' subsystem of the trans-European high-speed rail system	2012-08	—	is not subject to flexible accreditation according to category III No changes concerning chapter 4.2.3.9 2008/232/EC repealed and replaced by EU Regulation 1302/2014	2020-01-09
Wankpol and inclination coefficient	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the locomotives and passenger rolling stock subsystem of the rail system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III only: Chapter 4.2.3.1 Boundary line Inclination coefficient is no longer dealt with in the document. Chapter 4.2.3.1 deals with the boundary line and refers to EN 14363 via EN 15273-2	2020-01-09
Wankpol and inclination coefficient	EUV 1302/2014Ber	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-01	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2020-01-09
Wankpol and inclination coefficient	EUV 1302/2014Ber 2015-12	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-12	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2020-01-09
Wankpol and inclination coefficient	EUV 1302/2014Ber 2016	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2016-04	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2020-01-09
Wankpol and inclination coefficient	EUV 2018/868	IMPLEMENTING REGULATION (EU) 2018/868 OF THE COMMISSION of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards the provisions on energy metering and energy data collection systems	2018-06	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2020-01-09

Wankpol and inclination coefficient	EUV 2019/776* EUREG 2019/776* UEREG 2019/776	IMPLEMENTING REGULATION (EU) 2019/776 OF THE COMMISSION REGULATION of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2022-08-04
Wankpol and inclination coefficient	EUV 2019/776Ber*EUReg 2019/776Cor*UEReg 2019/776Rect	Corrigendum to Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning them with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-06	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2022-08-04
Wankpol and inclination coefficient	EUV 2020/387 * EUREG 2020/387 * UEREG 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of use and the transitional periods	2020-03	—	is not subject to flexible accreditation according to category III no changes concerning chapter 4.2.3.1	2022-08-04
Wankpol and inclination coefficient	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III No changes concerning chapter 4.2.3.1 refers to EN 14363 via EN 15273-2	2023-10-13
Wankpol and inclination coefficient	IRS 50505-1	Railway transport stock - Rolling stock construction gage	2021-01	—	integrates all relevant information UIC 505-1 into the future I(nternational) R(ailway) S(olution) leaflets. UIC 505-1 has not yet been withdrawn.	2023-10-13
Vibration technical Examination	ISO 14837-1	Mechanical vibration - Vibration and secondary airborne noise railway traffic - Part 1: General instructions	2005-07	—	—	2020-01-20

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Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Vibration technical testing	DIN ISO 10816-1	Mechanical vibration - Evaluation of vibration of machinery by measurements on non-rotating parts - Part 1: General guidance (ISO 10816-1)	1997-08	withdrawn 2017-03	Replacement by DIN ISO 20816-1 (2017-03)	2020-01-20
Vibration technical testing	DIN ISO 10816-1/A1	Mechanical vibration - Evaluation of vibration of machinery by measurements on non-rotating parts - Part 1: General guidance - Amendment 1 (ISO 10816-1/Amd 1)	2010-06	withdrawn 2017-03	Replacement by DIN ISO 20816-1 (2017-03)	2020-01-20
Vibration technical testing	DIN ISO 10816-3	Mechanical vibration - Evaluation of vibration of machinery by measurements on non-rotating parts - Part 3: Industrial machines with rated power above 15 kW and rated speeds between 120 min<(high)-1> and 15000 min<(high)-1> when measured at the place of installation (ISO 10816-3)	2009-08	withdrawn 2018-01	—	2020-01-20
Vibration technical testing	DIN ISO 10816-3	Mechanical vibration - Evaluation of vibrations of machines by measurements on non-rotating parts - Part 3: Industrial machines with rated power above 15 kW and rated speeds between 120 min<(high)-1> and 15000 min<(high)-1> when measured at the place of installation (ISO 10816-3:2009+ Amd.1:2017)	2018-01	withdrawn 2023-04	Replacement by DIN ISO 20816-3 (2023-04)	2024-01-30
Vibration Technical inspection	DIN ISO 13373-1	Condition monitoring and diagnostics of machines Vibration condition monitoring - Part 1: General guidance (ISO 13373-1)	2002-07	—	—	2020-01-20
Vibration technical testing	DIN EN 60034-14	Rotating electrical machines - Part 14: Mechanical vibration of certain machines with an axle height of 56 mm and above - Measurement, evaluation and limits of vibration severity (IEC 60034-14 + A1); German version EN 60034-14 + A1	2008-03	withdrawn 2019-04	—	2020-01-20

Vibration technical testing	DIN EN 60034-14 VDE 0530-14	Rotating electrical machines - Part 14: Mechanical vibration of certain machines with an axis height of 56 mm and higher - Measurement, evaluation and limits of vibration severity (IEC 60034-14:2018); German version EN IEC 60034-14:2018	2019-04	—	Change: The following changes have been made to DIN EN 60034-14 (VDE 0530-14):2008-03: a) In 6.3, a further condition of the rigid setup has been added because the first condition in the check field is not always possible. b) In 7.1, improved options for parallel keys have been defined. c) Section 8 is a significant contribution to harmonisation with NEMA MG 1, IEEE 841 and IEEE 541, where the limits are achievable and more in line with best practice. d) In 8.2, the definition of the double mains frequency has been added in accordance with Figure 7. Test centre can continue to implement the described procedure technically etc.	2024-01-30
Vibration technical testing	DIN EN ISO 5349-1	Mechanical vibration - Measurement and evaluation of human exposure to vibration - Part 1: General requirements	2001-12	—	—	2020-01-20
Vibration technical testing	DIN EN ISO 5349-2	Mechanical vibration - Measurement and evaluation of the effects of vibration on the human hand-arm system - Part 2: Practical guidance for measurement at the workplace	2001-12	withdrawn 2015-12	—	2020-01-20
Vibration technical testing	DIN EN ISO 5349-2	Mechanical vibration - Measurement and assessment of human exposure to hand-arm vibration - Part 2: Practical guidance for measurement in the workplace (ISO 5349-2:2001+ Amd 1:2015); German version EN ISO 5349-2:2001 + A1:2015	2015-12	—	The following changes have been to DIN EN ISO 5349-2:2001-12: a) Normative references updated; b) The wording of 6.1.2.2, 6.1.4.1 and 6.1.4.2 has been editorially corrected; c) in 6.1.3 and in Annex A, reference is made to the ISO 22867 standard and the ISO 28927 series of standards; d) For each of the examples listed in Appendix A, a preferred and alternative measuring point has been specified and the measuring directions X, Y and Z have been drawn in, figures have been updated and the examples of machines listed have been expanded; e) Bibliography section updated. - Test centre can continue to implement the described procedure technically etc.	2024-01-30
Vibration technical Examination	DIN 45669-1	Measurement of vibration immissions - Part 1: Vibration meters; requirements and tests	2010-09	withdrawn 2019-03	except: Chapter 6.2	2020-01-20
Vibration technical testing	DIN 45669-1	Measurement of vibration immissions - Part 1: Vibration meters; requirements and tests	2019-03	withdrawn 2020-06	except: Chapter 6.2 Amendment: The following changes have been to DIN 45669-1:2010-09 and DIN 45669-1 Corrigendum 1:2012-12: a) Test procedure for the assessment swing speed; b) Obligation for an analogue output deleted; c) Appendix for estimating the device measurement uncertainty. d) Appendix showing an example programming code for creating and realising the vB filter function. Compared to DIN 45669- 1:2019-03, the following changes have been made Corrections made: a) References have been corrected; b) Unnecessary formula symbols under section 4) have been removed; c) Section numbering from section 6) has been corrected. - Test centre can continue to implement the described procedure technically etc.	2020-08-10

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Specialist area	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Vibration technical testing	DIN 45669-1	Measurement of vibration immissions - Part 1: Vibration meters - Requirements and tests	2020-06	—	except: Chapter 6.2 Amendment: The following corrections have been compared to DIN 45669-1:2019-03: a) References have been corrected. b) Unnecessary formula symbols under section 4 have been removed c) Section numbering from section 6 onwards has been corrected The following corrections have been compared to DIN 45669-1: 2019-09: a) the internal references have been adapted throughout the document b) the normative references have been adapted c) Formula symbols have been added to section 4 d) the section numbering in 5.1, 5.2 and 6.2.3 has been corrected e) in 5.1.1 the missing numbering has been added and incorrect numbers in the image have been corrected f) 5.2.2 "Detection limit" has been added g) in Annex E, Table E.1, in footnote a "f Nyquist > 315 Hz" was changed to "f Nyquist > 3 x 315 Hz" h) the example in Appendix G has been corrected i) the bibliography has been adapted j) editorial changes - Test centre can continue to implement the described procedure technically etc.	2024-01-30
Vibration technical testing	DIN 45669-1 Corrigendum 1	Measurement of vibration immissions - Part 1: Vibration meters - Requirements and tests, Corrigendum to DIN 45669-1:2010-09	2012-12	withdrawn 2019-03	Successor DIN 45669-1:2019-03	2020-01-20
Vibration technical Examination	DIN 45669-2	Measurement of vibration immissions - Part 2: Measurement methods	2005-06	—	—	2020-01-20

Vibration technical Examination	DIN 45669-2 DRAFT	Measurement of vibration immissions - Part 2: Measurement methods	2024-08	—	Test centre can continue to implement the described procedure technically etc.	2024-08-02
Vibration technical Examination	DIN 45672-1	Vibration measurements in the vicinity of railway lines; Measuring method	2009-12	withdrawn 2018-02	—	2020-01-20
Vibration technical testing	DIN 45672-1	Vibration measurement on railway lines - Part 1: Vibration measurement methods	2018-02	—	Change: The following changes have been to DIN 45672-1:2009-12 and DIN 45672-1 Corrigendum 1:2012-08: a) Title specified; b) The new structure of the standard was created and different measurement methods were described depending on the reasons for a measurement; c) The requirements for the measurement report have been relaxed so that it can be designed depending on the measurement task; - Test centre can continue to implement the described procedure technically etc.	2020-01-20
Vibration technical testing	DIN 45672-1 Corrigendum 1	Vibration measurement in the vicinity of railway tracks - Part 1: Measurement methods, Corrigendum to DIN 45672-1	2012-08	withdrawn 2018-02	Successor DIN 45672-1:2018-02	2020-01-20
Vibration technical Examination	DIN 45672-2	Vibration measurements in the vicinity of railway lines; Part 2: Evaluation procedure	1995-07	—	withdrawn 2020-11	2020-01-20
Vibration technical Examination	DIN 45672-2 Draft	Vibration measurement on railway tracks - Part 2: Evaluation procedure	2020-01	withdrawn 2020-11	—	2022-08-18
Vibration technical testing	DIN 45672-2	Vibration measurement on railway tracks - Part 2: Evaluation methods	2020-11	—	Change: The following changes have been to DIN 45672-2:1995-07: a) Title specified; b) New structure of the standard created c) Adapted to the state of the art d) Document editorially revised; - the test centre can continue to implement the described procedure technically etc.	2022-08-18
Vibration Technical inspection	ISO 2631-1	Mechanical vibrations and shocks - Evaluation of the Exposure of human beings to whole-body vibration - Part 1: General requirements	1997-05	—	—	2020-01-20
Vibration technical testing	ISO 2631-1 AMD 1	Mechanical vibration and shock - Evaluation of human exposure to whole-body vibration - Part 1: General requirements; Amendment 1	2010-07	—	—	2020-01-20
Vibration technical testing	DIN ISO 20816-1	Mechanical vibrations - Measurement and evaluation of machine vibrations Part 1: General instructions (ISO 20816-1:2016)	2017-03	—	Its predecessor is DIN ISO 10816-1 Compared to DIN ISO 7919-1:1997-08, DIN ISO 10816-1:1997-08 and DIN ISO 10816-1/A1:2010-06, the following changes have been made: a) Revision and summarisation of DIN ISO 7919-1:1997-08, DIN ISO 10816-1:1997-08 and DIN ISO 10816-1/A1:2010-06; b) typical measuring points on the machine housing revised; c) cited standards updated. - Test centre can continue to implement the described procedure technically etc.	2022-08-18

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Department	Document (standard / norm / test method)	Title of the standard or test method	Issue date	Previous Issue, remarks	Remark / Restriction / Modification	Valid from:
Vibration technical testing	DIN ISO 20816-3	Mechanical vibration - Measurement and evaluation of vibration of machines - Part 3: Industrial machines with power exceeding 15 kW and operating speeds between 120 min-1 and 30000 min-1 (ISO 20816-3:2022)	2023-04	—	Its predecessor is DIN ISO 10816-3 Compared to DIN ISO 7919-3:2018-01 and DIN ISO 10816-3:2018-01, the following changes have been made The following changes have been made: a) The content of the documents has been merged; b) document has been adapted to the other parts of the series of standards; c) Document has been editorially revised. - Test centre can continue to implement the described procedure technically etc.	2024-01-30
Testing of traction current consumers for overhead lines	IEC 60494-1	Railway applications - railway vehicles; pantographs; characteristics and tests Part 1: Pantographs for mainline railway vehicles	2013-09	—	here only: Chapter 6,9, 6.10, 6.11	2019-12-18
Testing of traction current consumers for overhead lines	IEC 60494-2	Railway applications - railway vehicles; pantographs; characteristics and tests Part 2: Pantographs for light rail vehicles and Trams	2013-09	—	here only: Chapter 6.9	2019-12-18
Testing of traction current consumers for overhead lines	DIN EN 50206-1	Railway applications - Railway vehicles - Characteristics and testing of pantographs - Part 1: Pantographs for mainline railway vehicles	2011-02	—	here only: Chapters 6.3.2, 6.9, 6.10, 6.11 and 6.12	2019-12-18
Testing of traction current consumers for overhead lines	DIN EN 50206-2	Railway applications - Railway vehicles - Characteristics and testing of pantographs - Part 2: Roof-mounted pantographs for light rail vehicles and trams	2011-02	—	here only: Chapter 6.9	2019-12-18

Testing of traction current consumers for overhead lines	DIN EN 50317	Current collection systems - Requirements and validation of measurements of the dynamic interaction between pantograph and overhead contact line	2012-05	—	except: Chapter 8 and 9	2019-12-18
Testing of traction current consumers for overhead lines	DIN EN 50317/A1 VDE 0115-503/A1	Railway applications - Current collection systems - Requirements and validation of measurements of dynamic interaction between pantograph and overhead contact line; German version EN 50317:2012/A1:2022	2022-10	—	This amendment EN 50317/A1 to EN 50317:2012 contains changes to sections 2 Normative references 3 Terms and 9.3 Regulation of the measuring distance In addition, Annex ZZ has been replaced The amended chapters do not affect the scope of accreditation or do not change the procedure	2023-06-12
Testing of traction current consumers for overhead lines	IEC 62846	Railway applications - Current collection systems - Requirements for and validation of measurements of the dynamic interaction between pantograph and overhead contact line	2016-10	—	excluded: Chapters 8, 9, Annex A, Annex B	2019-12-18
Testing of traction current consumers for overhead lines	TSI ENE HS 2008/284/EG	Decision of the Commission of 6 March 2008 concerning the technical specification for interoperability relating to the subsystem "Energy" of the conventional trans-European high-speed railway system	2008-10	withdrawn 2015-01	is not subject to flexible accreditation according to Category III only: Chapter 4.2.14, 4.2.15, 4.2.16 Successor EUV 1301/2014	2019-12-18
Testing of traction current consumers for overhead lines	TSI ENE 2011/274/EU	Decision of the Commission of 26 April 2011 on the technical specification for interoperability relating to the subsystem "Energy" of the conventional trans-European railway system	2011-06	withdrawn 2015-01	is not subject to flexible accreditation according to category III successor EUV 1301/2014	2019-12-18
Testing of traction current consumers for overhead lines	EUV 1301/2014 EUREG 1301/2014 UEREG 1301/2014 TSI ENE	Regulation (EU) No 1301/2014 of the Commission of 18 November 2014 concerning the technical specification for interoperability relating to the energy subsystem of the rail system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III Sections only 4.2.11 - Mean contact force 4.2.12 - Dynamic behaviour and current collection quality 6.1.4.1 - Evaluation of the dynamic behaviour and current collection quality 6.2.4.5 - Evaluation of dynamic behaviour and current collection quality (integration into a subsystem)	2019-12-18
Testing of traction current consumers for overhead lines	Corrigendum L 13	Corrigendum to Commission Regulation (EU) No 1301/2014 of 18 November 2014 concerning the technical specification for interoperability relating to the subsystem "Energy" of the rail system in the European Union (OJ L 356, 12.12.2014)	2015-01-20	—	is not subject to flexible accreditation according to category III Only concerns point D.1.4 and therefore not accreditation	2019-12-18
Testing of traction current consumers for overhead lines	Corrigendum L 154	Corrigendum to Commission Regulation (EU) No 1301/2014 of 18 November 2014 concerning the technical specification for interoperability relating to the subsystem "Energy" of the railway system in the European Union	2016-06-11	—	is not subject to flexible accreditation according to category III Only applies to sections 4.3.2 and 6.3.1 and therefore not to accreditation	2019-12-18
Testing of traction current consumers for overhead lines	VO (EU) 2018/868 L 356	IMPLEMENTING REGULATION (EU) 2018/868 OF THE COMMISSION of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards the provisions on energy metering and energy data collection systems	2018-06	—	is not subject to flexible accreditation according to category III The amended sections 2.1, 4.2.5, 4.2.13, 4.2.17, 5.2.1.6, 6.1.4.2, 7.2.4, 7.3.1, 7.3.4, 7.4.2.11 and Annexes D, E, F, G do not affect the scope of accreditation.	2019-12-18
Testing of traction current consumers for overhead lines	VO (EU) 2019/776 L 139	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05-16	—	is not subject to flexible accreditation according to category III The amended chapters do not affect the scope of accreditation (no changes in chapters 4.2.12, 6.1.4.1 and 6.1.4.5; chapter 4.2.11: amendment does not change the procedure)	2019-12-18

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Testing of traction current consumers for overhead lines	EUV 2019/776Ber*EURe g 2019/776Cor*UERe g 2019/776Rect	Corrigendum to Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning them with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2020-02-11	—	is not subject to flexible accreditation according to category III The amended chapters do not affect the scope of accreditation (no changes in chapters 4.2.12, 6.1.4.1 and 6.1.4.5; chapter 4.2.11: amendment does not change the procedure)	2022-09-22
Testing of traction current consumers for overhead lines	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III The amendments in sections 4.2.11, 4.2.12, 6.1.4.1 and 6.1.4.5 include a modified reference to the current standards and new wording that does not change the procedure	2024-02-15

Testing of traction current consumers for overhead lines	TSI Loc & Pas EUV 1302/2014	Commission Regulation (EU) No. 1302/2014 of 18 November 2014 establishing a Technical specification for interoperability relating to the locomotives and passenger rolling stock subsystem of the rail system in the European Union	2014-11	—	is not subject to flexible accreditation according to category III Only sections 4.2.8.2.9.5 - Static contact force of the current collectors 4.2.8.2.9.6 - Contact force and dynamic behaviour of pantographs 4.2.8.2.9.10 - Lowering of pantographs (vehicle level) 5.3.10 - Current collector 6.1.3.7 - Current collectors (section 5.3.10) 6.2.3.20 - Dynamic behaviour of pantographs (clause 4.2.8.2.9.6)	2019-12-18
Testing of traction current consumers for overhead lines	EUV 1302/2014BER EUREG 1302/2014COR UEREG 1302/2014RECT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-01	—	is not subject to flexible accreditation according to category III; only editorial changes were made to the Table of contents of the appendix	2019-12-18
Testing of traction current consumers for overhead lines	EUV 1302/2014BER UEREG 1302/2014RECT EUREG 1302/2014COR	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2015-12	—	is not subject to flexible accreditation according to category III only editorial changes were made ("passenger alarm" instead of "passenger emergency call")	2019-12-18
Testing of traction current consumers for overhead lines	EUV 1302/2014BER EUREG 1302/2014COR UEREG 1302/2014RECT	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2016-04	—	is not subject to flexible accreditation according to category III The amended sections 4.2.3.4.2 and 4.2.5.5.8 do not relate to the intended extension of the scope of accreditation.	2019-12-18
Testing of traction current consumers for overhead lines	VO (EU) 2018/868 L 356	IMPLEMENTING REGULATION (EU) 2018/868 OF THE COMMISSION of 13 June 2018 amending Regulation (EU) No 1301/2014 and Regulation (EU) No 1302/2014 as regards the provisions on energy metering and energy data collection systems	2018-06-14	—	is not subject to flexible accreditation according to category III The amended sections 4.2.8.2.8, 7.1.1.4a and Annexes D, J do not affect the scope of accreditation	2019-12-18
Testing of traction current consumers for overhead lines	EUV 2019/776 L 139	Commission Implementing Regulation (EU) 2019/776 of 16 May 2019 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No 1303/2014 and (EU) 2016/919 and Commission Implementing Decision 2011/665/EU with a view to aligning it with Directive (EU) 2016/797 of the European Parliament and of the Council and implementing the specific objectives set out in Commission Delegated Decision (EU) 2017/1474	2019-05-16	—	is not subject to flexible accreditation according to category III The amended chapters do not affect the scope of accreditation (no changes in chapters 4.2.8.2.9.5/6/10, 5.3.10, 6.1.3.7 and 6.1.3.20)	2019-12-18
Testing of traction current consumers for overhead lines	EUV 2020/387	Commission Implementing Regulation (EU) 2020/387 of 9 March 2020 amending Regulations (EU) No 321/2013, (EU) No 1302/2014 and (EU) 2016/919 as regards the extension of the area of application and the Transition periods	2020-03-09	—	is not subject to flexible accreditation according to category III The amended chapters do not affect the scope of accreditation (no changes in chapters 4.2.8.2.9.5/6/10, 5.3.10, 6.1.3.7 and 6.1.3.20)	2021-11-16
Testing of traction current consumers for overhead lines	EUV 1302/2014Ber 2023*EUReg 1302/2014Cor 2023*UEReg 1302/2014Rect 202	Corrigendum to Commission Regulation (EU) No 1302/2014 of 18 November 2014 concerning a technical specification for interoperability relating to the subsystem 'rolling stock - locomotives and passenger rolling stock' of the rail system in the European Union	2023-04-05	—	is not subject to flexible accreditation according to category III The amended chapters do not affect the scope of accreditation (no changes in chapters 4.2.8.2.9.5/6/10, 5.3.10, 6.1.3.7 and 6.2.3.20)	2023-06-12
Testing of traction current consumers for overhead lines	EU 2023/1694	Commission Implementing Regulation (EU) 2023/1694 of 10 August 2023 amending Regulations (EU) No 321/2013, (EU) No 1299/2014, (EU) No 1300/2014, (EU) No 1301/2014, (EU) No 1302/2014, (EU) No. 1304/2014 and the Implementing Regulation (EU) 2019/777	2023-09	—	is not subject to flexible accreditation according to category III The amendment in chapters 4.2.8.2.9.6, 4.2.8.2.9.10, 5.3.10, 6.1.3.7 and 6.2.3.20 contains a modified reference to the current standards as well as new wording does not change the procedure, chapter 4.2.8.2.9.5 is unchanged	2024-02-15