

## IMPORTANT INFORMATION – INFORMATIVE SPECIFICATIONS

Dear visitor,

Please consider that some notes apply to this set of specifications that you are downloading as stated in the Application Guide for the technical specification for interoperability relating to the control-command and signalling subsystems of the rail system (TSI CCS AG).

Hereafter, the notes applying to Table in 3.5 of the TSI CCS AG and to the documents that you are downloading:

**Note 1,2,3, 5 and 7:** Intentionally deleted.

- **Index 5 and 37**

**Note 4:** O-2475 version 4.0.0 and SS-093 version 4.0.0 including the KPIs for GSM-R CS and for GSM-R PS, have been published in this CCS TSI Application Guide.

- **Index 25, 27, 28, 29 and 30**

**Note 6:** With regards to the GSM-R DMI, this Index provides additional information to implement the mandatory requirements of the EIRENE SRS.

- **Index 63**

**Note 8:** For the requirements about “Vibrations and Shocks” refer to version 1999. See CSS TSI Application Guide Section 2.8.1.

- **Index 47**

**Note 9:** The latest version of SS-113 will be available in the Agency webpage under the following link.

- **Index 67**

**Note 10:** With regards to the ATO, this index provides additional information to support a common understanding for the safety analysis.

- **Index 68 and 69**

**Note 11:** With regards to the ETCS and ATO, these indexes provide additional voluntary (technical) standards to support the monitoring of the ERTMS system.

11.1 The current version of SUBSET-149 identifies monitoring data generated by ERTMS/ETCS and ERTMS/ATO on-boards. The SUBSET-149 does not cover all monitoring data, so future evolutions can include additional data (i.e. related to RST-functionality) as well as information generated by other devices. For the ETCS application, SUBSET-027 is used as the main set of monitoring data to be used within the OMS. For the ATO application, SUBSET-140 is used as the main set of recording and monitoring data to be used for the OMS.

11.2 As this SUBSET-149 supports trackside maintenance operations, Infrastructure Managers could envisage that this OMS is mandatory installed on all vehicles operating on ETCS and/or ATO equipped lines. As the diagnose of trackside functioning is strictly under

the responsibility of the Infrastructure Manager, it is not considered as a function being mandatory for interoperability.

11.3 The infrastructure manager, entity managing the change, manufacturer or any other entity responsible for rail vehicle or infrastructure can consider contractual agreements with the owner of the vehicles to install such on-line monitoring system into their vehicles if this optimises the trackside maintenance operations and supports the fulfilment of the required level of availability (see CCS TSI - 4.2.1.2).