

TSI	Section	Language	Identified by Country	Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input about deficiency was received step 100	Reference nr of Technical Opinion step 410	Reference nr of ERA Recommendation to EC step 500	Date when Technical Opinion was published on ERA website step 700	Date of publication of legal act in Official Journal step 900	Reference nr of legal act published in Official Journal step 1010	Date when deficiency was published on ERA web
HS ENE TSI 2008/284/EC	4.2.20			ERA	Conformity assessment shall be carried out in accordance with EN 50367:2006, clause 6.2	Conformity assessment shall be carried out in accordance with EN 50367:2006, Annex A.4.1		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS ENE TSI 2008/284/EC	4.2.21 Lines of category II and III (second paragraph)			ERA	... the centre section shall be connected to the current return path, the neutral sections (d) may be formed by insulating rods or double section insulators and the dimensions shall be as follows	... the centre section shall be connected to the current return path, the neutral sections (d) may be formed by neutral section insulators and the dimensions shall be as follows		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS ENE TSI 2008/284/EC	4.2.25			ERA	4.2.25 Harmonics and Dynamic Effects The High Speed Energy subsystem shall withstand overvoltages generated by rolling stock harmonics up to the limits stated in EN 50388:2005 clause 10.4.	4.2.25 Harmonics and dynamic effects The High Speed Energy subsystem shall withstand overvoltages generated by rolling stock harmonics up to the limits stated in EN 50388:2005 clause 10.4 for AC supply.		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS ENE TSI 2008/284/EC	table 4.3.1, 4.3.2, 4.3.4			ERA	capital letters in the title and inside table			1. Typographical errors and evident translation mistakes							12/04/2011
HS ENE TSI 2008/284/EC	6.2.2.1			ERA	- the unit verification procedure (module SG) indicated in Annex A.2 to this TSI, or - the full quality management system with design examination procedure (module SH2) indicated in Annex A.2 to this TSI.	- the unit verification procedure (module SG) indicated in Annex A.3 to this TSI, or - the full quality management system with design examination procedure (module SH2) indicated in Annex A.3 to this TSI.		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS ENE TSI 2008/284/EC	Annex A.4			ERA	A.4 Assessment of Maintenance Arrangements: Conformity Assessment Procedure This is an open point.	Delete Annex A.4 Assessment of Maintenance Arrangements: Conformity Assessment Procedure		1. Typographical errors and evident translation mistakes							12/04/2011
HS INF TSI 2008/217/EC	Annex F, Rail profile 60E2			ERA	Annex F (L 77/99-101) containing rail profiles 60E2, 60E2 A1 and 60E2 F1	delete page L 77/99 with rail profile 60E2 (due to new amendment A1:2006 to EN 13674-1:2003)		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.9.2			CEN, ERA	Design values of track gauge, rail head profile and rail inclination for plain line shall be selected to ensure that the equivalent conicity limits set out in Table 1 are not exceeded when the following wheelsets are modelled passing over the designed track conditions (simulated by calculation according to EN 15302:2006)	Design values of track gauge, rail head profile and rail inclination for plain line shall be selected to ensure that the equivalent conicity limits set out in Table 1 are not exceeded when the following wheelsets are modelled passing over the designed track conditions (simulated by calculation according to EN 15302:2007)		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.9.2			CEN, ERA	PR EN 13715	EN 13715:2006		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.9.2 and 4.2.9.3.1			CEN, ERA	'<= 160' '>200 and <= 230' '>250 and <= 280' '>300'	'>160 and <=200' '>230 and <= 250' '>280 and <= 300'	v ≤ 160' '200 ≤ v ≤ 230' '250 ≤ v ≤ 280' 'v ≥ 300'	'160 ≤ v ≤ 200' '230 ≤ v ≤ 250' '280 ≤ v ≤ 300'	1. Typographical errors and evident translation mistakes		ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.14.1			CEN, ERA	0.10 (column 2 of table 1) Annex A2 to EN 1990:2002	0.20 (column 2 of table 1) paragraph A2.4.4.2.3 of Annex A2 of EN 1990:2002 + EN 1990:2002/A1:2005		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.14.1			ERA	• Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2) • Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3) • ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5). • The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2). • Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2) • Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3) • ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3) and 6.3.3 (5). • The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1) and 6.4.5.2 (2).	• Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)P • Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)P • ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P and 6.3.3 (5)P. • The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P. • Load model 71... set out in EN 1991-2:2003 paragraph 6.3.2 (2)P • Load model SW/0 ... in EN 1991-2:2003 paragraph 6.3.3 (3)P • ... factor alpha (α) as set out in EN 1991-2:2003 paragraphs 6.3.2 (3)P and 6.3.3 (5)P. • The load effects ... set out in EN 1991-2:2003 paragraphs 6.4.3 (1)P and 6.4.5.2 (2)P.		1. Typographical errors and evident translation mistakes		ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
HS INF TSI 2008/217/EC	4.2.14.2, paragraph 3			CEN, ERA	The maximum permitted peak design values of bridge deck acceleration calculated along the line of a track shall not exceed the values set out in Annex A2 to EN 1990:2002	The maximum permitted peak design values of bridge deck acceleration calculated along the line of a track shall not exceed the values set out in paragraph A2.4.4.2.1 of Annex A2 of EN 1990:2002 + EN 1990:2002/A1:2005		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.14.4			ERA	The nosing force ... as set out in EN 1991-2:2003 paragraphs 6.5.2 (2) and (3).	The nosing force ... as set out in EN 1991-2:2003 paragraphs 6.5.2 (2)P and (3)P.		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.2.14.5			ERA	Traction and braking forces ... as set out in EN 1991-2:2003 paragraphs 6.5.3 (2), (4), (5) and (6).	Traction and braking forces ... as set out in EN 1991-2:2003 paragraphs 6.5.3 (2)P, (4), (5)P and (6).		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	4.7, paragraph 3			ERA	Staff engaged in the maintenance of the HS INS subsystem, when working on or near the track, shall wear reflective clothes, which bear the EC mark	Staff engaged in the maintenance of the high speed infrastructure subsystem, when working on or near the track, shall wear reflective clothes, which bear the EC mark.		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	5.3.1.1 a) Railhead profile, plain line			CEN	The railhead profile shall be selected from the range set out in EN 13674-1:2003 annex A or shall be the profile 60 E2 defined in Annex F of this TSI.	The railhead profile shall be selected from the range set out in Annex A of EN 13674-1:2003 + EN 13674-1:2003/A1:2006.		3. Technical deficiencies			ERA/OPI/2011-07/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	5.3.1.1 b) Railhead profile, switches and crossings			CEN, ERA	The railhead profile shall be selected from the range set out in EN 13674-1:2003 Annex A or shall be the profile 60E2 defined in Annex F of this TSI.	The railhead profile shall be selected from the range set out in Annex A of EN 13674-1:2003 + EN 13674-1:2003/A1:2006 and Annex A of EN 13674-2:2006 or shall be the profiles 60E2 A1 or 60E2 F1 defined in Annex F to this TSI.		3. Technical deficiencies			ERA/OPI/2011-07/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	5.3.1.3 b) Steel grade, switches and crossings			CEN, ERA	The steel grade of the rail shall comply with EN13674-2:2003 Chapter 5.	The steel grade of the rail shall comply with EN 13674-2:2006 Chapter 5.		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	5.3.2 d) The rail fastening system			CEN, ERA	the minimum electrical resistance required is 5 kΩ, measured in accordance with EN 13146-5.	the minimum electrical resistance required is 5 kΩ, measured in accordance with EN 13146-5:2002.		3. Technical deficiencies			ERA/OPI/2011-12/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	7.3.5 Particular features on the Finnish network			CEN, ERA	"<= 160" ">300"	">160 and <=200" etc.	"v ≤ 160" "v ≥ 300"	"160 ≤ v ≤ 200" etc.	1. Typographical errors and evident translation mistakes		ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	Annex H List of open points			ERA	Fire safety and safety in railway tunnels (see 4.2.2.1)	To be deleted - as any open point is not mentioned in the text of section 4.2.2.1, where is reference to SRT TSI. Probably old version of Annex H - when SRT TSI not existed- was not corrected while HS TSI was updated with inclusion of the already existine SRT TSI.		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011
HS INF TSI 2008/217/EC	Annex C	EN	UK	Industry Standards Coordination Committee (UK)	Module A: Internal Design Control with Production Verification	Module A1: Internal Design Control with Production Verification		3. Technical deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011

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CR OPE TSI 2006/920/EC	4.3.3.3 (Requirements for passenger vehicles)	EN			"passenger stops" is translated as "Verkehrs- und Betriebshalte"	Die Kompatibilität zwischen Reisezugwagen und den Bahnsteigen an den vorgesehenen Haltepunkten für Reisende muss ausreichend sein, um ein sicheres Ein- und Aussteigen zu gewährleisten.	„Compatibility between passenger vehicles and platforms at scheduled passenger stops must be sufficient in order to ensure safe access and egress.“	1. Typographical errors and evident translation mistakes					31/05/2011	2011/314/EU	12/04/2011
CR OPE TSI 2006/920/EC	Annex P.2, Wagons	DE			Die Kennzeichnung ist nach folgenden Vorgaben am Wagen anzubringen: 31 TEN-RIV 80 D-DB 0692 235-2 Tanoos	Die Kennzeichnung ist nach folgenden Vorgaben am Wagen anzubringen: 31 TEN 80 D-DB 0692 235-2 Tanoos	The marking shall be inscribed on the wagon bodywork in the following manner: 31 TEN 80 D-DB 0691 235-2 Tanos	1. Typographical errors and evident translation mistakes					26/10/2010	2010/640/EU	12/04/2011
CR OPE TSI 2006/920/EC	Annex P.1, definition of the Vehicle Keeper Marking (VKM)	DE			Definition der Fahrzeughalterkennzeichnung (VHK)	Definition der Fahrzeughalterkennzeichnung (FHK)	Definition of Vehicle keeper marking (VKM)	1. Typographical errors and evident translation mistakes					26/10/2010	2010/640/EU	12/04/2011
CR OPE TSI 2006/920/EC	Annex P.4, footnote 4	DE			Der Zeitraum für die Aktualisierung wird anschließend von den betroffenen Mitgliedsstaaten gemeinsam festgelegt.	Der Zeitraum für die Aktualisierung wird anschließend gemeinsam mit den betroffenen Mitgliedsstaaten festgelegt.	The period of updating will then be defined together with the concerned Member States.	1. Typographical errors and evident translation mistakes					26/10/2010	2010/640/EU	12/04/2011
CR NOISE TSI 2006/66/EC	4.2	DE	FR	SNCF	Les véhicules de maintenance des infrastructures doivent être considérés comme des locomotives pendant leur déplacement, mais doivent satisfaire aux exigences de la présente STI en fonctionnement		Infrastructure maintenance machines have to be considered as locomotives during transfer travel, but have not to comply with this TSI, when working	2. Substantial linguistic and translation deficiencies							12/04/2011
CR WAG TSI 2006/861/EC	4.2.4.1.2.2	FR		SG Braking	"Caso - freno solo su ruote"	"Caso A - freno solo su ruote"		1. Typographical errors and evident translation mistakes							12/04/2011
CR WAG TSI 2006/861/EC	4.2.4.1.2.2	IT		SG Braking	Table first line "Case B — other cases: S = 380 m"	"390 m" have to be changed into "380 m"		1. Typographical errors and evident translation mistakes							12/04/2011
CR WAG TSI 2006/861/EC	4.2.3.2.1., Note 1:	GE			A force applied to one end of the wagon body shall be reacted at the corresponding position at the opposite end. Eine Kraft, die auf ein Ende des Wagenkastens aufgebracht wird, ist als Reaktionskraft an der entsprechenden Position am anderen Ende zu messen.	Eine Kraft, die an einem Ende des Wagenkastens aufgebracht wird soll an der entsprechenden Position am gegenüberliegenden Ende abgeleitet werden		2. Substantial linguistic and translation deficiencies							12/04/2011
CR WAG TSI 2006/861/EC	6.2.3.3.2	GE		SG Braking		Misleading German translation, replace "Leistung" by "Funktion"		2. Substantial linguistic and translation deficiencies							12/04/2011
CR WAG TSI 2006/861/EC	6.2.3.3.2	GE		SG Braking	Notes on Table above in N1.: Following inshot to approximately 10 % of the final brake cylinder pressure, the increase in pressure shall be progressive.	Misleading German translation, according to UIC 540, 1.18 better replace by: "In Bremsstellung G soll nach dem Anstrung die so erzielte Bremsklotzkraft etwa 10 % der endgültigen Bremsklotzkraft betragen und dann kontinuierlich bis zum endgültigen Wert ansteigen"		2. Substantial linguistic and translation deficiencies							12/04/2011
CR WAG TSI 2006/861/EC	Annex I	GE		SG Braking	Figure I5	The legend is not consistent with the figure : in the legend replace "distributor shall react" by "Distributor shall not react" and "distributor shall not react" by "distributor shall react".		1. Typographical errors and evident translation mistakes		ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	Annex I	EN		SG Braking	French version only (translation error): page 233	Figure I92, en haut à droite, il faut « SS » au lieu de « S »; tableau en bas, à la place de « Régime S », il faut « Régime SS » ; la note (2) doit devenir (3).		1. Typographical errors and evident translation mistakes							12/04/2011
CR WAG TSI 2006/861/EC	Annex I	FR		SG Braking	French version 10-2 replace	"manutention" by "maintenance".		1. Typographical errors and evident translation mistakes							12/04/2011
CR WAG TSI 2006/861/EC	Annex I	FR		SG Braking	French version 10-2 replace	"fonte" by "fonte p10". Adapt in the other TSI version									12/04/2011
CR WAG TSI 2006/861/EC	Annex I	FR		SG Braking	cast	cast P 10									12/04/2011
CR WAG TSI 2006/861/EC	Annex I, I.6, Fig I.12	All		SG Braking	German version translation error: replace	"Hauptluftbehälterleitung" by "Hauptluftleitung" in "Abb. 11"		1. Typographical errors and evident translation mistakes							12/04/2011
CR WAG TSI 2006/861/EC	Annex P 3 row 3	GE		Corrigendum	Passenger Setting Up to 40 seconds Goods Setting Up to 10 seconds	- Passenger Setting Up to 10 seconds - Goods Setting Up to 40 seconds				ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	Annex P 3 row 4	EN		Corrigendum	Passenger Setting Up to 25 seconds - Goods Setting Up to 70 60 seconds	Passenger Setting Up to 25 seconds - Goods Setting Up to 60 seconds				ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	Table Q.1	EN		SG Braking	Brake pad and disk 18 M Brake blocs (1) 18 M	Brake pad and disk 12 M Brake blocs (1) 12 M Note: as it is in French version				ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	Annex FF 2.1. Distributor Valves for new vehicles, upgraded and renewed vehicles	EN		Corrigendum	(g) No standard function up to 14 l attached brake cylinder or pre-control volumes.	(g) Standard functions up to a maximum of 14 litres brake cylinder volume or control volume (dummy volume).		2. Substantial linguistic and translation deficiencies		ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	Annex FF 2.1. Distributor Valves for new vehicles, upgraded and renewed vehicles	EN		Corrigendum	(k) SW 4/3 — with the C3W cut-off valve (filling of control and auxiliary reservoirs almost identical times).	(k) SW 4/3 — with the C3W cut-off valve, filling of control and auxiliary reservoirs has to take almost identical times.		2. Substantial linguistic and translation deficiencies		ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	

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CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed Tabel - Oerlikon brake	EN		Corrigendum	G/P brake with non-universal action where the connected brake cylinder or pre-adjusted volumes are up to 14 l	G/P brake with non-universal action where the connected brake cylinder or pre-adjusted volumes are up to 14 litres		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed Nota b	EN		Corrigendum	(b) SW 4C — controlled filling of Auxiliary Reservoir with protection against over control reservoir overcharge when brake is released.	(b) SW 4C — controlled filling of control reservoir with protection against overcharge when brake is released.		2. Substantial linguistic and translation deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	FF 2.2. Valves for vehicles existing before 2005 which are upgraded or renewed Nota b	EN		Corrigendum	(d) Distributor choke should be adapted in stages to the vehicle's R reservoir volumes.	(d) Distributor choke should be adapted in stages to the vehicle's auxiliary reservoir volumes.		2. Substantial linguistic and translation deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	FF 3. SELF-ADJUSTING LOAD-PROPORTIONAL BRAKING DEVICES APPROVED FOR INTERNATIONAL TRAFFIC	EN		Corrigendum	Load-proportional valve DAKO-DSS SL1 or SL2	Load-proportional valve SL1 or SL2 DAKO-DSS		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	FF 3. SELF-ADJUSTING LOAD-PROPORTIONAL BRAKING DEVICES APPROVED FOR INTERNATIONAL TRAFFIC	EN		Corrigendum	Load-proportional valve DAKO-DS SL1 or SL2	Load-proportional valve SL1 or SL2 DAKO-DS		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	FF 8. TEST BENCHES ASSESSED UP TO JUNE 2004 AS CAPABLE OF CARRYING OUT ACCEPTANCE TESTS ON BRAKE PAD	EN		Corrigendum	PKP Poznan	CNTK Warsaw					ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
PRM TSI 2008/164/EC	4.2.2.2.2 Priority seats	EN	IT	RINA (NoBo IT)	Error is on drawing n°3 : the distance of 1680 mm is not properly drawn : it should be from the floor to the top of the clear headroom	Modify drawing n°3 to indicate the 1680 mm distance from the floor to the top of the clear headroom		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
SRT TSI 2008/163/EC	Title of the annex to the decision	EN		ERA	DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY	TECHNICAL SPECIFICATION FOR INTEROPERABILITY		2. Substantial linguistic and translation deficiencies			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
PRM TSI 2008/164/EC	Annex N.5	EN		EFHOH European Federation of Hard of Hearing	Not a text : the specified pictogram for inductive loop is not the standard one	Modify the pictogram for the ETSI (EN) 301 462 one		3. Technical deficiencies		ERA/OPI/2011-03/INT	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
HS RST TSI 2008/232/EC	Clause 7.1.3	EN		ERA	Rolling stock, whose design is not certified in accordance with the TSIs shall be subject to the conditions described in section 7.1.7	Rolling stock, whose design is not certified in accordance with the TSIs shall be subject to the conditions described in section 7.1.8		1. Typographical errors and evident translation mistakes			ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	12/04/2011	
CR WAG TSI 2006/861/EC	Clause 4.2.4.1.2.8	all	SE	NSA	The parking brake shall be designed such that fully loaded wagons shall be held in a gradient of 4,0 % with maximum adhesion of 0,15 with no wind"	The minimum parking brake performance, considering no wind, shall be determined by calculations as defined in the standard clause 6 of EN 14531-6:2009. The minimum performance of the parking brake shall be marked on the unit. The marking shall comply with EN 15877-1:2010 (clause 4.5.25)		3. Technical deficiencies			ERA/REC/07-2011/INT		14/08/2012	2012/464/EU	12/04/2011	
HS RST TSI 2008/232/EC	Clause 4.2.6.2.2	ES		UNIFE	Condiciones del ensayo: — o bien el solicitante seleccionará la máxima altura del andén por el que vaya a pasar el tren utilizado en la evaluación.	Condiciones del ensayo: — o bien el solicitante seleccionará la minima altura del andén por el que vaya a pasar el tren utilizado en la evaluación.	The english version is : Test conditions... — or the applicant shall select the lowest height of platform passed by the train to be used for the assessment.	1. Typographical errors and evident translation mistakes							29/11/2011	
SRT TSI: 2008/163/EC Duplicates error ID: 87	Annex title			ERA	DRAFT TECHNICAL SPECIFICATION FOR INTEROPERABILITY	TECHNICAL SPECIFICATION FOR INTEROPERABILITY		1. Typographical errors and evident translation mistakes								29/11/2011
HS INF TSI 2008/217/EC Duplicates error ID:55	5.3.2 d) The rail fastening system			ERA	the minimum electrical resistance required is 5 kΩ, measured in accordance with EN 13146-5. It is permissible for the Infrastructure Manager to require a higher resistance where this is required by particular control command and signalling systems	Delete paragraph d)		3. Technical deficiencies		ERA/OPI/2011-12/INT	ERA/REC/07-2011/INT	09/09/2011				29/11/2011

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HS INF TSI 2008/217/EC	6.1.6.2 paragraph 2			ERA	the actual electrical resistance provided by the fastening system (section 5.3.2 requires a minimum electrical resistance of 5kΩ. However, a higher electrical resistance may be required to ensure compatibility with the chosen control command and signalling system).	Delete this paragraph		3. Technical deficiencies		ERA/OPI/2011-12/INT	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	29/11/2011
HS INF TSI 2008/217/EC	4.2.18, paragraph 2			ERA	The track shall deliver insulation required for the signalling currents used by train detection systems. The minimum electrical resistance required is 3 Ωkm. It is permissible for the Infrastructure Manager to require a higher resistance where this is required by particular control command and signalling systems. When insulation is provided by rail fastening system, this requirement is deemed to be met by compliance with section 5.3.2 of the present TSI.	Delete this paragraph		3. Technical deficiencies		ERA/OPI/2011-12/INT	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	29/11/2011
HS RST TSI 2008/232/EC	4.2.7.4.2.1			NSA DE / ERA				3. Technical deficiencies		96/48 DV101	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	29/11/2011
HS RST TSI 2008/232/EC	7.1.3			UNIFE / ERA				3. Technical deficiencies		96/48 DV103	ERA/REC/07-2011/INT	09/09/2011	14/08/2012	2012/464/EU	29/11/2011
HS RST TSI 2008/232/EC	4.3.4.11			ERA	Clauses 4.2.8.3.6.9 and 4.2.8.3.6.10 of this TSI specifies that on board equipment to the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system separations of the energy subsystem.	Clauses 4.2.8.3.6.7 and 4.2.8.3.6.8 of this TSI specify that on board equipment has to receive the requirements transmitted by the control-command and signalling subsystem devices when crossing phase and system separations of the energy subsystem.		1. Typographical errors and evident translation mistakes							29/11/2011
SRT TSI 2008/163/EC	4.2.2.8	DA	DK	NSA	4.2.2.8 Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på en af følgende måder – manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen – ved hjælp af en fjernbetjening, som tunneloperatøren er i besiddelse af	4.2.2.8 Hvis nødbelysningen slukkes under normale driftsforhold, skal det være muligt at tænde for den igen på begge følgende måder – manuelt på kontakter, der er placeret for hver 250 m inde i tunnelen – ved hjælp af en fjernbetjening, som tunneloperatøren er i besiddelse af	chapter 4.2.2.8, last sub section: If the emergency light is switched off under normal operating conditions, it shall be possible to switch it on by both of the following means - manually from inside the tunnel at intervals of 250 m - by the tunnel operator using remote control	2. Substantial linguistic and translation deficiencies							
CR INF TSI 2011/275/EU	4.2.2 'Performance parameters'	EN	DE	MS	4.2.2 Table 3 TSI categories of line IV-F and IV-M train length (m) - 750	4.2.2 Table 3 TSI categories of line IV-F and IV-M train length (m) - 740		3. Technical deficiencies		ERA/OPI/2012-01/INT					
PRM TSI 2008/164/EC	7.3.2.9 Information	All	FR	CER	Compliance with the requirements of Clause 4.2.2.8.2.2 in respect of route information is not mandatory at renewal or upgrade.	Compliance with the requirements of Clause 4.2.2.8.3 in respect of route information is not mandatory at renewal or upgrade.		1. Typographical errors and evident translation mistakes							
HS RST TSI 2008/232/EC	6.1.2 table 22	DE	DE	NoBo	4.2.2.7 Windschutzscheibe und Zugs spitze	4.2.2.7 Windschutzscheibe und Zugs spitze	4.2.2.7 Driver's cab windscreens	1. Typographical errors and evident translation mistakes		ERA/OPI/2012-02/INT					
PRM TSI 2008/164/EC	6.1.2	all		NB Rail	"(*) Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.	"(*) Modules A1 or H1 may be used only in the case of products manufactured according to a design developed and already used to place products on the market before the entry into force of relevant TSIs applicable to those products, provided that the manufacturer demonstrates to the notified body that design review and type examination were performed for previous applications under comparable conditions, and are in conformity with the requirements of this TSI; this demonstration shall be documented, and is considered as providing the same level of proof as module B or design examination according to clause 6.1.3.	"(*) Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.	3. Technical deficiencies	25/07/2012						
PRM TSI 2008/164/EC	6.1.2 table 16	DE		NB Rail	<i>in first row: Modul H2 (*)</i>	Modul H2	Module H2	2. Substantial linguistic and translation deficiencies				27/08/2012			
PRM TSI 2008/164/EC	6.1.2 table 16	DE		NB Rail	<i>in last row: Die Module A1 und H2 sind für bestehende Lösungen nur dann zulässig, wenn die in Abschnitt 6.1.3 genannten Bedingungen erfüllt sind</i>	Die Module A1 und H1 sind für bestehende Lösungen nur dann zulässig, wenn die in Abschnitt 6.1.3 genannten Bedingungen erfüllt sind	Modules A1 and H1 are allowed for existing solutions only under conditions defined in clause 6.1.3.	2. Substantial linguistic and translation deficiencies				27/08/2012			
WAG TSI EU 321/2013	Appendix D - L104/51: Manual coupling system	all		CEN	Reference to standard EN 15551:2009+A1:2010 should read '6.2, 6.2.3.1' instead of '6.2, 6.3.2'.	Modify the reference as '6.2, 6.2.3.1'		3. Technical deficiencies					04/10/2013	ERA-REC-109-2014-REC	17/06/2015 2015/924
CR LOC&PAS (2011/291)	4.2.10.4 Passenger Evacuation	FR	BE	NoBo	Chaque place d'un espace passagers doit se situer à moins de 16 m d'une issue de secours	Chaque place d'un couloir de déplacement doit se situer à moins de 16 m d'une issue de secours	From each place inside a through route, an external door shall be reachable within 16m,	2. Substantial linguistic and translation deficiencies					14/10/2013		
WAG TSI EU 321/2013	6.2.2.3 Running dynamic behaviour	all		ERA	<i>third paragraph:</i> As an alternative to perform on-track tests on two different rail inclinations, as set out in clause 5.4.4.4 in EN 14363:2005, it is permitted to perform tests on only one rail inclination if it is demonstrated that the tests cover the range of contact conditions as defined in Appendix B, Section 1.1.	<i>third paragraph:</i> As an alternative to perform on-track tests on two different rail inclinations, as set out in clause 5.4.4.4 in EN 14363:2005, it is permitted to perform tests on only one rail inclination if it is demonstrated that the tests cover the range of contact conditions as defined in section 1.1 of ERA technical document ERA/TD/2013/01/INT version 1.0 of 11.2.2013 published on the ERA website (http://www.era.europa.eu).		3. Technical deficiencies					ERA-REC-109-2014-REC	17/06/2015 2015/924	
SRT TSI 2008/163/EC	4.2.2.4	NL	BE	Tucrail	<i>last sentence:</i> Niet-dragende panelen moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.	<i>last sentence:</i> Niet-dragende panelen en andere installaties moeten voldoen aan de eisen van klasse B conform EN 13501-1:2002.	<i>last sentence:</i> Non-structural panels and other equipment shall fulfil the requirements of classification B of EN 13501-1:2002.	2. Substantial linguistic and translation deficiencies					14/03/2014		
WAG TSI EU 321/2013	6.2.2.2 Running dynamic behaviour	all		ERA	<i>last sentence:</i> - the method given in Section 4.2 of EN 15839:2012 by using the pre-calculation for standardised solutions.	<i>last sentence:</i> - the method given in Section 6 of EN 15839:2012 by using the pre-calculation for standardised solutions.		3. Technical deficiencies					11/04/2014	ERA-REC-117-2016-REC (Note: The bullet point is proposed to be replaced by reference to EN 14363:2016)	

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HS RST TSI 2008/232/EC	Annex A.3.1 Crashworthiness - Reduce the risk of overriding	FR		ERA / Manufacturer	A.3.1 Réduire le risque de chevauchement Le critère d'admission pour la limitation du risque de chevauchement est la démonstration, dans le cadre d'une simulation additionnelle du scénario 1, que dans le cas du décalage vertical initial de 40 mm, aucun essieu ne se soulève sur aucun bogie, et que les exigences concernant les zones de survie et la décélération sont satisfaites. Le respect de ces critères est impératif pour attester la résistance au chevauchement.	A.3.1 Réduire le risque de chevauchement Le critère d'admission pour la limitation du risque de chevauchement est la démonstration, dans le cadre d'une simulation additionnelle du scénario 1, que, dans le cas du décalage vertical initial de 40 mm, aucun soulèvement de tous les essieux d'un bogie ne se produise, et que les exigences concernant les zones de survie et la décélération sont satisfaites. Le respect de ces critères est impératif pour attester la résistance au chevauchement.	A.3.1 Reduce the risk of overriding The acceptance criterion for the overriding limitation are that an additional simulation of scenario 1 demonstrates that under the initial vertical offset conditions of 40 mm no lifting of all wheel sets of any bogie occurs and that survival space and deceleration limit requirements are maintained. These criteria alone are sufficient for the validation of overriding resistance.	1. Typographical errors and evident translation mistakes	19/11/2014						
WAG TSI EU 321/2013		All		NB Rail	References to ERA Technical Document ERA/TD/2012-04/INT should read 'version 1.3 of 2.12.2014' instead of 'version 1.2 of 18.1.2013'.	Correct references to the right version of the TD		1. Typographical errors and evident translation mistakes	15/12/2014		ERA-REC-117-2016-REC (Note: ERA technical document ERA/TD/2012-04/INT is proposed to be replaced by EN 16116-2:2013)				
PRM TSI EU 1300/2014	Appendix G	DE	DE	NSA	die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Durchmesser von 250 mm gleichmäßig verteilt sind.	die Messanordnung besteht aus acht Mikrofonen, die auf einem Kreis mit einem Radius von 250 mm gleichmäßig verteilt sind.	the array consists of 8 microphones evenly spaced around a circle of radius 250 mm	1. Typographical errors and evident translation mistakes	30/01/2015						
LOC&PAS TSI EU 1302/2014	7.1.3.1. point 7)	EN		NB Rail		The type or design examination certificate of EC verification for the subsystem is valid for a seven year phase B period after its issue date, even if a revision of this TSI comes into force. During this time, new rolling stock of the same type is permitted to be placed in service on the basis of an EC declaration of verification referring to the type or design examination certificate of EC verification.	The type examination certificate of EC verification for the subsystem is valid for a seven year phase B period after its issue date, even if a revision of this TSI comes into force. During this time, new rolling stock of the same type is permitted to be placed in service on the basis of an EC declaration of verification referring to the type or design examination certificate of EC verification.	3. Technical deficiencies	15/12/2014	ERA/OPI/2014-11		17/04/2015		17/04/2015	
LOC&PAS TSI EU 1302/2014	7.1.3.2. point 1)	EN		NB Rail		This clause concerns an interoperability constituent which is subject, when required, to type examination (module CB) followed by suitability for use (CV) or design examination (module CH1) followed by suitability for use (CV)	This clause concerns an interoperability constituent which is subject to type examination (module CB) or to suitability for use (module CV).	3. Technical deficiencies	15/12/2014	ERA/OPI/2014-11		17/04/2015		17/04/2015	
TSI SRT Reg EU 1303/2014	4.2.1,7 point b) 1)	ES	ES	Plataforma Tecnológica Tuneses Pajares	b) Se crearán puntos de lucha contra incendios: 1) fuera de ambas bocas de todos los túneles de menos de 1 km,	b) Se crearán puntos de lucha contra incendios: 1) fuera de ambas bocas de todos los túneles de más de 1 km,	(b) Fire fighting points shall be created (1) Outside both portals of every tunnel of > 1 km	1. Typographical errors and evident translation mistakes	18/05/2015						
WAG TSI EU 321/2013	6.1.2.5	All		ERA	In point 6.1.2.5 there is four times reference to ERA technical document ERA/TD/2013-02/INT version 2.0 of XX.XX.2014. The same editorial mistake appears once in Appendix D.	The reference should in each case read as ERA technical document ERA/TD/2013-02/INT version 2.0 of 15.12.2014.		1. Typographical errors and evident translation mistakes	19/06/2015		ERA-REC-117-2016-REC (Note: The reference is proposed to be 'ERA/TD/2013-02/INT version 3.0 of 27.11.2015' because of further editorial work)				
WAG TSI EU 321/2013	4.2.2.2	All		ERA	The jacking positions shall be marked on the unit. The marking shall comply with point 4.5.13 of EN 15877-1:2012.	The jacking positions shall be marked on the unit. The marking shall comply with point 4.5.14 of EN 15877-1:2012.		1. Typographical errors and evident translation mistakes	23/06/2015		ERA-REC-117-2016-REC				
LOC&PAS TSI EU 1302/2014	4.2.5.3	DE	AT		Passenger alarm is translated into german as "Fahrgastnotruf"	The correct translation is "Fahrgastalarm"	4.2.5.3 Passenger alarm	1. Typographical errors and evident translation mistakes	12/08/2015						
PRM TSI EU 1300/2014	5.3.2.4 (5)	FR	BE	Belgorail	L'espace à l'intérieur du cabinet de toilettes (...) dans une position permettant de transférer son occupant de manière latérale ou en diagonale jusqu'au siège des toilettes.	L'espace à l'intérieur du cabinet de toilettes (...) dans une position permettant de transférer son occupant de manière latérale et en diagonale jusqu'au siège des toilettes.	There shall be sufficient space inside the toilet compartment (...) to a position allowing both a lateral and a diagonal transfer of the wheelchair occupant to the toilet seat.	1. Typographical errors and evident translation mistakes	29/01/2016						
LOC&PAS TSI EU 1302/2014	4.2.5.4, points (3) and (5)	FR		ERA	- Point (3) : « Les exigences relatives à l'emplacement du dispositif de demande d'assistance » sont celles... » - Point (5) : « et un signal visuel et sonore doit indiquer que le système d'alarme a été actionné. »	- Point (3): « Les exigences relatives à l'emplacement du dispositif de communication sont celles... » - Point (5) « et un signal visuel et sonore doit indiquer que le dispositif de communication a été actionné. »	(3)The requirements to the location of the 'communication device' are the ones applicable for the passenger alarm as defined in clause 4.2.5.3 'Passenger alarm: functional requirements'. (5)The 'communication device' interface to passengers shall be indicated by a harmonised sign, shall include visual and tactile symbols and shall emit a visual and audible indication that it has been operated. These elements shall be in accordance with the PRM TSI.	2. Substantial linguistic and translation deficiencies	13/04/2016					31/08/2016	
LOC&PAS TSI EU 1302/2014	4.2.9.1.6, point (1)	FR	BE	NSA	« ... La disposition du pupitre, de ses équipements de commande et de contrôle doit tenir compte des cotes anthropométriques du conducteur indiquées dans l'appendice E de sorte que celui-ci puisse conduire en conditions normales dans une position adaptée et qui n'entrave pas sa liberté de mouvement.... »	NSA BE suggestion for text in red and underlined : « ... La disposition du pupitre, de ses équipements de commande et de contrôle doit tenir compte des cotes anthropométriques du conducteur indiquées dans l'appendice E de sorte que celui-ci puisse conduire - pour la position de conduite la plus fréquente - en conditions normales dans une position adaptée et qui n'entrave pas sa liberté de mouvement. » EC: "puisse conduire - pour la position de conduite la plus fréquente - en conditions normales dans une position adaptée [ou: 'normale' ou un autre terme approprié] et qui n'entrave pas sa liberté de mouvement".	« ... The driver's desk and its operating equipment and controls shall be arranged to enable, in the most commonly used driving position, the driver to keep a normal posture, without hampering his freedom of movement, taking into account the anthropometric measurements of the driver as set out in the Appendix E.... »	2. Substantial linguistic and translation deficiencies	13/04/2016				27/07/2016 OJ L 201 http://eur-lex.europa.eu/legislation/content/fr/TXT/PDF/?uri=CELEX:32014R1302&rid=1		31/08/2016

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LOC&PAS TSI EU 1302/2014	7.3.2.6	EN	ES	NSA	Specific case Spain ("P")	Specific case Spain ("P") for 1668 mm track gauge		3. Technical deficiencies	17/11/2015		ERA-REC-120-2015-REC (point 49)				31/08/2016
LOC&PAS TSI EU 1302/2014	7.3.2.10	EN		ERA	Clause Specific case United Kingdom (Great Britain) ("P") It is permissible for electric units to be designed only for operation on lines equipped with the electrification system operating at 600/750 V DC as set out in the TSI ENE clause 7.4.2.8.1	Specific case United Kingdom (Great Britain) ("P") It is permissible for electric units to be designed only for operation on lines equipped with the electrification system operating at 600/750 V DC as set out in the TSI ENE clause 7.4.2.9.1		3. Technical deficiencies	17/11/2015		ERA-REC-120-2015-REC (point 50)				31/08/2016
LOC&PAS TSI EU 1302/2014	7.3.2.11	EN		ERA	Specific case Latvia ("T") Electric units designed to be operated on DC 3,0 kV lines shall be able to operate within the ranges of voltages and frequencies as set out in the TSI ENE clause 7.4.2.3.1.	Specific case Latvia ("T") Electric units designed to be operated on DC 3,0 kV lines shall be able to operate within the ranges of voltages and frequencies as set out in the TSI ENE clause 7.4.2.4.1.		3. Technical deficiencies	17/11/2015		ERA-REC-120-2015-REC (point 51)				31/08/2016
Appendix C of TSI OPE 2015/995	point 6.2		NL - EnTRAINable		"Een schriftelijke aanwijzing heeft voorrang op vergelijkbare aanwijzingen van baanseinen en/of de bestuurdersinterface (DMI) tenzij in de schriftelijke aanwijzing een snelheid of snelheidsbegrenzing wordt opgelegd die lager ligt dan de maximumsnelheid."		A written order takes precedence over the related indications provided by the trackside signals and/or DMI except when a lower permitted speed or lower release speed than the maximum speed prescribed in the written order is applicable	1. Typographical errors and evident translation mistakes	05/01/2017						10/01/2017
TSI OPE 2015/995	Whole	PL		VDV - Germany	Polish term "nastawniczny" to be replaced.	Polish term "dźworny ruchu" to replace "nastawniczny"	"signaller"	1. Typographical errors and evident translation mistakes	06/02/2017						07/02/2017
Appendix C of TSI OPE 2015/995	point 1.1	DE		VDV - Germany	"dem Zugfahrten zulassenden Personal des Infrastrukturbetreibers".	"Fahrdienstleiter"	"signaller"	1. Typographical errors and evident translation mistakes	06/02/2017						07/02/2017
PRM TSI EU 1300/2014	Whole	DE	NSA AT	PRM TSI WP	Bestandsregister	Bestandsaufnahme	Inventory of Assets	2. Substantial linguistic and translation deficiencies	30/06/2017						30/06/2017
Appendix B of TSI OPE 2015/995	B.2 last indent	DA	DK	NSA	"[...] afgangstidspunktet er inde, medmindre der er givet afgangstilladelse inden planmæssig afgangstid".	"afgangstidspunktet er inde, med mindre det fremgår af tjenestekøreplan e.lign., at der må afgås for planmæssig afgangstid".	"[...] when it is time to depart, except when allowed to start before the scheduled time".	2. Substantial linguistic and translation deficiencies	29/08/2017						31/08/2017
Appendix B of TSI OPE 2015/995	B.8.1	DA	DK	NSA	"Er der svigt i det togmonterede radioudstyr, må toget ikke få kørselstilladelse på strækninger, hvor radio er påkrævet".	The word used in the Danish version "togmonterede radioudstyr" is not equal to the English term "on board radio". Togmonterede radioudstyr means a radio, which is mounted/fixated manually in the train.	"In case of on board radio failure a train shall not be permitted to start a service on lines where a radio is required".	2. Substantial linguistic and translation deficiencies	29/08/2017						31/08/2017
PRM TSI EU 1300/2014	4.2.1 table 3	All		NB Rail	Unprecise references in several rows of the table 3	Clarification of the unprecise references - see Technical Opinion ERA/OPI/2017-1		3. Technical deficiencies	30/08/2017	ERA/OPI/2017-1		20/09/2017			07/11/2017
TSI Noise 2011/229/EC	6.2.4.	FR	DE	Siemens AG	"Véhicules soumis à l'homologation CE dans le cadre de la STI «matériel roulant» pour le réseau conventionnel et de la présente STI"	"Véhicule soumis à la vérification CE dans le cadre de la STI «matériel roulant» Grande Vitesse et de la présente STI".	"Units requiring EC certification against the HS RST TSI and against this TSI"	1. Typographical errors and evident translation mistakes	07/09/2017						07/11/2017
PRM TSI EU 1300/2014	2.3. step-free route, Table 3, 4.2.1.2.2. (3) & (5), 7.2.2., Appendix A, Index 1, Appendix B	CS	CZ	NoBo	"[...], případné nutné změny úrovně jsou řešeny rampami a zdvihacími plošinami." "Typ zdvihací plošiny." "Nejsou-li nainstalovány zdvihací plošiny, [...]" "[...], musí být k dispozici zdvihací plošiny, [...]. Použití zdvihacích plošin [...]" "[...] a to včetně dveří, výtahů [...]" "Rozměry výtahů" "[...] nemusí být tyto stanice vybaveny výtahy [...], aby v budoucnu umožňovaly umístění výtahu [...]"	"[...], případné nutné změny úrovně jsou řešeny rampami a výtahy." "Typ výtahu." "Nejsou-li nainstalovány výtahy, [...]" "[...], musí být k dispozici výtahy, [...]. Použití výtahů [...]" "[...] a to včetně dveří, výtahů [...]" "Rozměry výtahů" "[...] nemusí být tyto stanice vybaveny výtahy [...], aby v budoucnu umožňovaly umístění výtahu [...]"	"[...], they are bridged via ramps or lifts." "Type of lift" "[...] where lifts are not provided." "Lifts shall be provided [...]. Type 1 lifts are allowed [...]" "[...] including doors, lifts [...]" "Dimensions of the lifts" "[...] are not required to have lifts [...] for the future installation of a lift [...]"	1. Typographical errors and evident translation mistakes	30/10/2017					07/11/2017	
TSI SRT Reg EU 1303/2014	4.2.1.5.1 Safe area & 4.2.1.7 Fire fighting points	FR	FR	ERFA	L'agencement (...) doit tenir compte de la nécessité de lutter contre les fumées	L'agencement (...) doit tenir compte de la nécessité de garder la fumée sous contrôle	The layout (...) shall take into account the control of smoke	1. Typographical errors and evident translation mistakes	13/04/2018						21/06/2018
PRM TSI EU 1300/2014	4.2.1.15 (3)	FR	FR	NSA FR	(3) Si les traversées à niveau font partie de cheminements libres d'obstacles et représentent la seule solution pour tous les voyageurs, elles doivent : — (...) — être supervisées ou, conformément à la réglementation nationale, (...)	(3) Si les traversées à niveau font partie de cheminements libres d'obstacles et représentent la seule solution pour tous les voyageurs, elles doivent : — (...) — être sous la surveillance du personnel ou, conformément à la réglementation nationale, (...)	(3) If level track crossings are used as parts of obstacles free routes, unique solution for all passengers, they shall - (...) - be supervised, or, on the basis of national rules, (...)	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018
PRM TSI EU 1300/2014	4.2.2.7.2. (6)	FR	FR	NSA FR	(6) Si une voiture comporte des sièges réservés, le numéro ou la lettre attribué(e) à la voiture (et utilisé(e) dans le système de réservation) doit être affiché(e) à côté de toutes ses portes d'accès.	(6) Si une voiture comporte des sièges réservés, le numéro ou la lettre attribué(e) à la voiture (et utilisé(e) dans le système de réservation) doit être affiché(e) à l' extérieur, sur ou à côté de toutes ses portes d'accès.	(6) If a vehicle provides reserved seats then the number or letter of that vehicle (as used in the reservation system) shall be displayed externally on or adjacent to all its access doors .	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018
PRM TSI EU 1300/2014	4.2.2.11.1 (1)	FR	FR	NSA FR	(1) Le point situé au centre du nez de la marche d'accès de chaque porte d'accès des voyageurs, des deux côtés d'une voiture en état de fonctionnement , équipée de nouvelles roues et placée de manière centrale sur les rails doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 1 ci-dessous.	(1) Le point situé au centre du nez de la marche d'accès de chaque porte d'accès des voyageurs, des deux côtés d'une voiture en ordre de marche , équipée de nouvelles roues et placée de manière centrale sur les rails doit être situé à l'intérieur de la surface désignée comme «emplacement de la marche» dans la figure 1 ci-dessous.	(1) It shall be demonstrated that the point situated in the central position on the nose of the access step of each passenger access door on both sides of a vehicle in working order with new wheels standing centrally on the rails, shall be located inside the surface identified as 'step location' on the figure 1 below.	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018
PRM TSI EU 1300/2014	5.3.1.2. (8)	FR	FR	NSA FR	La rampe doit être équipée d'un mécanisme permettant de fixer le dispositif en toute sécurité afin d'éviter tout déplacement pendant l'embarquement ou le débarquement.	La rampe doit être équipée d'un mécanisme permettant d'installer le dispositif en toute sécurité afin d'éviter tout déplacement pendant l'embarquement ou le débarquement.	The ramp shall be equipped with mechanism to securely locate the ramp so that it is not subject to displacement when in use for boarding or alighting	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018

TSI	Section	Language	Identified by Country	Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input about deficiency was received step 100	Reference nr of Technical Opinion step 410	Reference nr of ERA Recommendation to EC step 500	Date when Technical Opinion was published on ERA website step 700	Date of publication of legal act in Official Journal step 900 date to step 1010 reference in OJ	Reference nr of legal act published in Official Journal step 1010	Date when deficiency was published on ERA web
PRM TSI EU 1300/2014	5.3.1.3. (5)	FR	FR	NSA FR	(5) Au niveau de la surface, la plateforme a une largeur libre minimale de 800 mm et une longueur de 1 200 mm. Conformément à l'appendice M, une longueur supplémentaire de 50 mm doit être disponible quand la distance entre les pieds et la surface de la plateforme est supérieure à une hauteur de 100 mm, en tenant compte d'une orientation aussi bien vers l'avant que vers l'arrière de l'utilisateur de fauteuil roulant.	(5) Au niveau de la surface, la plateforme a une largeur libre minimale de 800 mm et une longueur de 1 200 mm. Conformément à l'appendice M, une longueur supplémentaire de 50 mm doit être disponible pour les pieds, à partir d'une hauteur de 100 mm mesurée à partir de la surface de l'élévateur, en tenant compte d'une orientation aussi bien vers l'avant que vers l'arrière de l'utilisateur de fauteuil roulant.	(5) At surface level, the lift platform shall have a minimum clear width of 800 mm and a length of 1 200 mm. According to appendix M, an additional length of 50 mm shall be available for feet above a height of 100 mm above the lift platform, considering both inboard and outboard orientations of the wheelchair user.	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018
PRM TSI EU 1300/2014	5.3.2.10. (2)	FR	FR	NSA FR	(2) La surface de la plateforme de l'élévateur est antidérapante. Au niveau de la surface, la plateforme a une largeur libre minimale de 760 mm et une longueur de 1 200 mm. Conformément à l'appendice M, une longueur supplémentaire de 50 mm doit être disponible quand la distance entre les pieds et la surface de la plateforme est supérieure à une hauteur de 100 mm, en tenant compte d'une orientation aussi bien vers l'avant que vers l'arrière de l'utilisateur de fauteuil roulant.	(2) La surface de la plateforme de l'élévateur est antidérapante. Au niveau de la surface, la plateforme a une largeur libre minimale de 760 mm et une longueur de 1 200 mm. Conformément à l'appendice M, une longueur supplémentaire de 50 mm doit être disponible pour les pieds, à partir d'une hauteur de 100 mm mesurée à partir de la surface de l'élévateur, en tenant compte d'une orientation aussi bien vers l'avant que vers l'arrière de l'utilisateur de fauteuil roulant.	(2) The lift platform surface shall be slip resistant. At surface level, the lift platform shall have a minimum clear width of 760 mm and a length of 1 200 mm. According to appendix M, an additional length of 50 mm shall be available for feet above a height of 100 mm above the lift platform, considering both inboard and outboard orientations of the wheelchair user.	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018
PRM TSI EU 1300/2014	6.2.5.	FR	FR	NSA FR	Conformément à l'article 18, paragraphe 3, de la directive 2008/57/CE, un organisme notifié doit être responsable du dossier technique, contenant la documentation nécessaire à l'exploitation et à la maintenance.	Conformément à l'article 18, paragraphe 3, de la directive 2008/57/CE, un organisme notifié doit être responsable de la constitution du dossier technique, contenant la documentation nécessaire à l'exploitation et à la maintenance.	According to Article 18(3) of Directive 2008/57/EC, a notified body shall be responsible for compiling the technical file, containing the documentation requested for operation and maintenance.	1. Typographical errors and evident translation mistakes	29/05/2018						21/06/2018
Appendix B of TSI QPE 2015/995	10 (3)	SV	SV	NSA SE	blocksträckan	sträckan	section	1. Typographical errors and evident translation mistakes	04/07/2018						04/07/2018
SRT TSI EU 1303/2014	4.2.2.4	All		EIM	In case of fire, exposed cables shall have the characteristics of low flammability, low fire spread, low toxicity and low smoke density. These requirements are fulfilled when the cables fulfil as a minimum the requirements of classification B2CA, s1a, a1, as per Commission Decision 2006/751/EC.	Exposed cables shall have the characteristics of low flammability, low fire spread, low toxicity and low smoke density.		3. Technical deficiencies	12/04/2018	ERA/OPI/2018-2 https://www.era.europa.eu/sites/default/files/library/docs/opinion-advice/opinion_era-opi-2018-2_en.pdf		09/07/2018			25/10/2018
ENE TSI (EU) 1301/2014	2.1.(3)	All			(...) on-ground energy data collection system,(...)	(...) on-ground energy data collecting system, (...)		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	4.2.5	All			Current capacity, DC systems, trains at standstill	Current at standstill (DC systems only)		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	4.2.13	All			The overhead contact line shall be designed for a minimum of two pantographs operating adjacently, in such a way that minimum spacing centre line to centre line of adjacent pantographs heads is equal or lower than values set out in one column "A", "B", or "C" selected from Table 4.2.13.	The overhead contact line shall be designed for a minimum of two pantographs operating adjacently. The design spacing of the two adjacent pantographs heads, centre line to centre line, shall be equal or lower than values set out in one column "A", "B", or "C" selected from Table 4.2.13.		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	Table 4.2.13	All				Remove the word 'Minimum' in the titles of columns		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	4.2.17	All			(1) Point 4.2.8.2.8 of LOC & PAS TSI contains the requirements for on-board Energy Measuring Systems (EMS) intended to produce and transmit the Compiled Energy Billing Data (CEBD) to an on-ground energy data collecting system. (2) The on-ground energy data collecting system (DCS) shall receive, store and export CEBD without corrupting it. (3) The specification related to interface protocols between EMS and DCS and transferred data format are an open point, which, in any case, shall be closed within 2 years after the entry into force of this Regulation.	(1) Point 4.2.8.2.8 of LOC & PAS TSI contains the requirements for on-board Energy Measuring Systems (EMS) intended to produce and transmit the Compiled Energy Billing Data (CEBD) to an on-ground energy data collecting system. (2) The on-ground energy data collecting system (DCS) shall receive, store and export CEBD without corrupting it, in accordance with the requirements quoted in clause 4.12 of EN 50463-3:2017. (3) The on-ground energy DCS shall support all the data exchange requirements as defined in point 4.2.8.2.8.4 of the LOC&PAS TSI and requirements set out in clauses 4.3.6		3. Technical deficiencies				14/06/2018	Reg (EU) 2018/868	25/10/2018	
ENE TSI (EU) 1301/2014	5.2.1.6	All			Current capacity, DC systems, trains at standstill	Current at standstill (DC systems only)		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	6.1.4.2	All			Assessment of current at standstill	Assessment of current at standstill (DC systems only)		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	6.1.5 (c)	All			nominal current rating	continuous current rating		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	7.2.4	All			Within 2 years after the 'open point' mentioned in point 4.2.17 is closed, Member States shall ensure that an on-ground energy data collecting system capable to exchange compiled energy billing data will be implemented.	By 1 January 2022, Member States shall ensure that an on-ground energy data collecting system capable to exchange compiled energy billing data in accordance with point 4.2.17 of this TSI will be implemented.		3. Technical deficiencies					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	7.3.1 (d)	All			An existing subsystem may allow the circulation of TSI-compliant vehicles whilst meeting the essential requirements of Directive 2008/57/EC. The procedure to be used for the demonstration of the level of compliance with the basic parameters of the TSI shall be in accordance with Commission Recommendation [updated Recommendation 2011/622].	An existing subsystem may allow the circulation of TSI-compliant vehicles whilst meeting the essential requirements of Directive 2008/57/EC. The procedure to be used for the demonstration of the level of compliance with the basic parameters of the TSI shall be in accordance with Commission Recommendation 2014/881/EU.		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	7.3.4	All			The procedure to be used for the demonstration of the level of compliance of existing lines with the basic parameters of this TSI shall be in accordance with Commission Recommendation [updated Recommendation 2011/622].	The procedure to be used for the demonstration of the level of compliance of existing lines with the basic parameters of this TSI shall be in accordance with Recommendation 2014/881/EU.		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	7.4.2.11	All				to be deleted		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	Fig.D.1	All				modification of Fig.D.1		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	Table E.1					to be added row 9 and 10 for EN 50463- 3:2017 and EN 50463-4:2017		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
ENE TSI (EU) 1301/2014	Annex F					to be deleted		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018

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ENE TSI (EU) 1301/2014	Table G.1				Neutral section insulator	to be deleted		1. Typographical errors and evident translation mistakes					14/06/2018	Reg (EU) 2018/868	25/10/2018
LOC&PAS TSI EU 1302/2014	4.2.8.2.9.2	EN	DE	TUV SUD	(2) For electric units designed to be operated solely on the 1 520 mm system, at least one of the pantograph(s) to be installed shall have a head geometry type compliant with one of the three specifications given in the clauses 4.2.8.9.2.1, 2 and 3 below.	(2) For electric units designed to be operated solely on the 1 520 mm system, at least one of the pantograph(s) to be installed shall have a head geometry type compliant with one of the three specifications given in the clauses 4.2.8.2.9.2.1, 2 and 3 below.		1. Typographical errors and evident translation mistakes	2018						25/10/2018
LOC&PAS TSI EU 1302/2014	4.2.8.2.9.2	DE	DE	TUV SUD	(2) Bei elektrischen Einheiten, die für den Betrieb auf anderen Spurweiten als 1 520 mm ausgelegt sind, muss mindestens einer der in eine elektrische Einheit einzubauenden Stromabnehmer über eine Stromabnehmerrippe verfügen, deren Geometrie eine der drei in den nachstehenden Abschnitten 4.2.8.9.2.1, 4.2.8.9.2.2 und 4.2.8.9.2.3 genannten Spezifikationen erfüllt.	(2) Bei elektrischen Einheiten, die ausschließlich für den Betrieb auf 1 520 mm Spurweite ausgelegt sind, muss mindestens einer der in eine elektrische Einheit einzubauenden Stromabnehmer über eine Stromabnehmerrippe verfügen, deren Geometrie eine der drei in den nachstehenden Abschnitten 4.2.8.2.9.2.1, 4.2.8.2.9.2.2 und 4.2.8.2.9.2.3 genannten Spezifikationen erfüllt.	(2) For electric units designed to be operated solely on the 1 520 mm system, at least one of the pantograph(s) to be installed shall have a head geometry type compliant with one of the three specifications given in the clauses 4.2.8.2.9.2.1, 2 and 3 below.	1. Typographical errors and evident translation mistakes	2018						25/10/2018
LOC&PAS TSI EU 1302/2014	4.2.8.2.9.2.2	DE	DE	TUV SUD	(2) Für die Signalehörner können sowohl isolierte als auch nicht isolierte Materialien verwendet werden.	(2) Für die Signalehörner können sowohl isolierte als auch nicht isolierte Materialien verwendet werden.		1. Typographical errors and evident translation mistakes	2018						25/10/2018
LOC&PAS TSI EU 1302/2014	5.3.11	DE	DE	TUV SUD	Stromabnehmer	Schleifleiste	Contact strips	1. Typographical errors and evident translation mistakes	2018						25/10/2018
LOC&PAS TSI EU 1302/2014	6.2.3.18	DE	DE	TUV SUD	(1) Die Konformität der Luftabsperrröhre ist gemäß der in Anlage J-1 Ziffer 98 genannten Spezifikation zu bewerten.	(1) Die Konformität der Luftabsperrröhre ist gemäß der in Anlage J-1 Ziffer 98 genannten Spezifikation zu bewerten.	(1) Conformity assessment shall be carried out in accordance with the specification referenced in Appendix J-1, index 98.	1. Typographical errors and evident translation mistakes	2018						25/10/2018
LOC&PAS TSI EU 1302/2014	7.1.3.1	DE	DE	TUV SUD	Änderungen an Fahrzeugbaumustern oder Fahrzeugkonstruktionen, die bereits über eine EG-Prüferklärung verfügen (1) Bei Änderungen an einem Fahrzeugbaumuster, das bereits über eine Baumuster- oder Konstruktionsprüfbescheinigung verfügt, gelten die folgenden Regeln: — Bei Änderungen ist es zulässig, lediglich die Änderungen neu zu bewerten, die die Eckwerte der letzten, zum betreffenden Zeitpunkt geltenden Fassung dieser TSI beeinflussen. — Zur Ausstellung der EG-Prüferklärung kann die benannte Stelle die folgenden Bescheinigungen verwenden: — die ursprüngliche Baumuster- oder Konstruktionsprüfbescheinigung für unveränderte Teile der Konstruktion, sofern diese noch gültig ist (während der sieben Jahre der Phase B); — weitere Baumuster- oder Konstruktionsprüfbescheinigungen (als Ergänzung der Originalbescheinigung) für geänderte Teile der Konstruktion, die die Eckwerte der zu dem Zeitpunkt geltenden Fassung dieser TSI beeinflussen.	Änderungen an Fahrzeugbaumustern oder Fahrzeugkonstruktionen, die bereits über eine EG-Prüferklärung verfügen (8) Bei Änderungen an einem Fahrzeugbaumuster, das bereits über eine Baumuster- oder Konstruktionsprüfbescheinigung verfügt, gelten die folgenden Regeln: — Bei Änderungen ist es zulässig, lediglich die Änderungen neu zu bewerten, die die Eckwerte der letzten, zum betreffenden Zeitpunkt geltenden Fassung dieser TSI beeinflussen. — Zur Ausstellung der EG-Prüfbescheinigung kann die benannte Stelle die folgenden Bescheinigungen verwenden: — die ursprüngliche Baumuster- oder Konstruktionsprüfbescheinigung für unveränderte Teile der Konstruktion, sofern diese noch gültig ist (während der sieben Jahre der Phase B); — weitere Baumuster- oder Konstruktionsprüfbescheinigungen (als Ergänzung der Originalbescheinigung) für geänderte Teile der Konstruktion, die die Eckwerte der zu dem Zeitpunkt geltenden Fassung dieser TSI beeinflussen.	Modifications to a type or design already bearing an EC certificate of verification (8) For modifications to a rolling stock type already bearing a type or design examination certificate of verification, the following rules apply: — The changes are permitted to be dealt with by only re-assessing those modifications which influence the basic parameters of the latest revision of this TSI in force at that time. — In order to establish the certificate of EC verification, the notified body is permitted to refer to: — The original type or design examination certificate for parts of the design that are unchanged, as far as it is still valid (during 7 years phase B period). — Additional type or design examination certificate (amending the original certificate) for modified parts of the design which influence the basic parameters of the latest revision of this TSI in force at that time.	1. Typographical errors and evident translation mistakes	2018				25/10/2018		
SRT TSI Amendment EU 2019/776	3.1	All		NSA ES	N/A	In the table of section 3.1, the reference to clause 4.2.1.11 is missing. The table should be updated with reference to the Essential Requirements 2.1.1 on Safety	N/A	3. Technical deficiencies	08/05/2020						
SRT TSI Amendment EU 2019/776	Appendix B	All		NB-Rail	N/A	In the table of Appendix B, the reference to clause 4.2.1.11 is missing. The table should be updated with reference to the clause 4.2.1.11 and 'X' in the columns "design review" and "assembly before putting into service"	N/A	3. Technical deficiencies	05/12/2020						
LOC&PAS TSI Regulation (EU) 2019/776	4.2.2.10	All		UNIFE	The following load conditions defined in the specification referenced in Appendix J-1, index 13, clause 4.5 shall be determined	The following load conditions defined in the specification referenced in Appendix J-1, index 13, clause 2.1 shall be determined	The following load conditions defined in the specification referenced in Appendix J-1, index 13, clause 4.5 shall be determined	3. Technical deficiencies	06/04/2020						

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LOC&PAS TSI Regulation (EU) 2019/776	7.1.2.2.a (2)	All		NSA SE	7.1.2.2.a (2) The compliance with technical requirements of this TSI is deemed established when a basic parameter is improved in the direction of the TSI defined performance and the entity managing the change demonstrates that the corresponding essential requirements are met and the safety level is maintained and, where reasonably practicable, improved. The entity managing the change shall in this case justify the reasons for which the TSI defined performance was not met, taking into account paragraph 3 of section 7.1.2.2. This justification shall be included in the technical file, if any, or in the original technical documentation of the vehicle.	7.1.2.2.a (2) The compliance with technical requirements of this TSI is deemed established when a basic parameter is improved in the direction of the TSI defined performance and the entity managing the change demonstrates that the corresponding essential requirements are met and the safety level is maintained and, where reasonably practicable, improved. The entity managing the change shall in this case justify the reasons for which the TSI defined performance was not met, taking into account paragraph 5 of section 7.1.2.2. This justification shall be included in the technical file, if any, or in the original technical documentation of the vehicle.	7.1.2.2.a (2) The compliance with technical requirements of this TSI is deemed established when a basic parameter is improved in the direction of the TSI defined performance and the entity managing the change demonstrates that the corresponding essential requirements are met and the safety level is maintained and, where reasonably practicable, improved. The entity managing the change shall in this case justify the reasons for which the TSI defined performance was not met, taking into account paragraph 3 of section 7.1.2.2. This justification shall be included in the technical file, if any, or in the original technical documentation of the vehicle.	3. Technical deficiencies	01/10/2020						
LOC&PAS TSI Regulation (EU) 2019/776	7.1.2.2.a (1)	SE		NSA SE	7.1.2.2.a Särskilda bestämmelser för befintligt rullande materiel som inte omfattas av EG-kontrollförklaring med ett första godkännande före den 1 januari 2015 (1) Följande regler ska tillämpas, förutom avsnitt 7.1.2.2, i fråga om befintligt rullande materiel med ett första godkännande för ibruktagande före den 1 januari 2015, om ändringens omfattning har en inverkan på grundläggande parametrar som inte omfattas av EG-försäkringen (i förekommande fall).	7.1.2.2.a Särskilda bestämmelser för befintligt rullande materiel som inte omfattas av EG-kontrollförklaring med ett första godkännande före den 1 januari 2015 (1) Följande regler ska tillämpas, förutom avsnitt 7.1.2.2, i fråga om befintligt rullande materiel med ett första godkännande för ibruktagande före den 1 januari 2015, om ändringens omfattning har en inverkan på grundläggande parametrar som inte omfattas av EG-kontrollförklaring (i förekommande fall).	7.1.2.2.a. Particular rules for existing rolling stock not covered by an EC declaration of verification with a first authorisation for placing in service before 1 January 2015 (1) The following rules apply, in addition to clause 7.1.2.2, to existing rolling stock with a first authorisation for placing in service before 1 January 2015, where the scope of the change has an impact on basic parameters not covered by the EC declaration (if any).	2. Substantial linguistic and translation deficiencies	30/11/2020						
LOC&PAS TSI Regulation (EU) 2020/387	7.1.4	All		NSA SE	The applicant shall provide an 'EC declaration of verification' accompanied by technical files giving evidence of compliance with the requirements set out in this TSI, or with provisions having equivalent effect, for each basic parameter referred to in column 1 of Tables 17a and 17b and with the following clauses of this TSI: — 4.2.4.2.2, 4.2.5.5.8, 4.2.5.5.9, 4.2.6.2.3, 4.2.6.2.4, 4.2.6.2.5, 4.2.8.2.7, 4.2.8.2.9.8 (when running through phase or system separation sections is managed automatically), 4.2.9.3.1, 4.2.9.6, 4.2.12 and 4.2.12.6	The applicant shall provide an 'EC declaration of verification' accompanied by technical files giving evidence of compliance with the requirements set out in this TSI, or with provisions having equivalent effect, for each basic parameter referred to in column 1 of Tables 17a and 17b and with the following clauses of this TSI: — 4.2.4.2.2, 4.2.5.5.8, 4.2.5.5.9, 4.2.6.2.3, 4.2.6.2.4, 4.2.6.2.5, 4.2.8.2.7, 4.2.8.2.9.8 (when running through phase or system separation sections is managed automatically), 4.2.9.3.1, 4.2.9.6, 4.2.12 and 4.2.12.6	The applicant shall provide an 'EC declaration of verification' accompanied by technical files giving evidence of compliance with the requirements set out in this TSI, or with provisions having equivalent effect, for each basic parameter referred to in column 1 of Tables 17a and 17b and with the following clauses of this TSI: — 4.2.4.2.2, 4.2.5.5.8, 4.2.5.5.9, 4.2.6.2.3, 4.2.6.2.4, 4.2.6.2.5, 4.2.8.2.7, 4.2.8.2.9.8 (when running through phase or system separation sections is managed automatically), 4.2.9.3.1, 4.2.9.6, 4.2.12 and 4.2.12.6	1. Typographical errors and evident translation mistakes	28/01/2021						
NOI TSI (Regulation (EU) No 1304/2014 amended by Regulation (EU) 2019/774)	4.3	All			Interface with subsystems of points (a), (b), (c) and (e) of chapter 2 (dealt with in Regulation (EU) No 1302/2014) with regard to: — stationary noise, — starting noise (not applicable to coaches), — pass-by noise, — interior noise within the driver's cab, where applicable. Interface with subsystems of point (d) of chapter 2 (dealt with in Regulation (EU) No 321/2013) with regard to: — pass-by noise, — stationary noise.	Not yet decided upon. The problem is that there are no points (d) and (e) in chapter 2.		1. Typographical errors and evident translation mistakes	23/09/2020						
LOC&PAS TSI EU 1302/2014	4.2.3.7 (6)	DE		Manufacturer	Ein Bahnraum muss so ausgelegt sein, dass bei einer bleibenden Verformung das Gleis oder das Fahrwerk nicht verschmutzt wird und der Kontakt mit den Laufflächen, sofern vorhanden, keine Entleisungsefahr darstellt.	Ein Schienenraum muss so ausgelegt sein, dass er während der plastischen Verformung des Gleis oder das Fahrwerk nicht beschädigt und dass ein eventueller Kontakt mit der Radlauffläche keine Gefahr des Entleisens verursacht.	A life guard shall be designed so that, during plastic deformation, it does not foul the track or running gear and that contact with the wheel tread, if it occurs, does not pose a risk of Life guard	1. Typographical errors and evident translation mistakes	12/03/2021						
LOC&PAS TSI EU 1302/2014	4.2.2.5 4.2.3.7 and all concerned sections	DE	DE	NSA DE	4.2.3.7 Bahnraum	Replace DE translation of: - life guard" in to "Schienenraum" and the translation of "obstacle deflector" in to "Bahnraum"	Obstacle deflector	1. Typographical errors and evident translation mistakes	19/03/2021						

TSI	Section	Language	Identified by Country	Identified by Organisation	Original text	Proposed Amendment	Original EN version	Category of deficiency	Date of input about deficiency was received	Reference nr of Technical Opinion step 410	Reference nr of ERA Recommendation to EC step 500	Date when Technical Opinion was published on ERA website step 700	Date of publication of legal act in Official Journal step 900	Reference nr of legal act published in Official Journal step 1010	Date when deficiency was published on ERA web
OPE TSI 2019/773	4.2.3.5.2(4)	DE	DE	NSA DE	Jede Abschaltmöglichkeit oder Außerkraftsetzen von fahrzeugseitigen Zugsteuerungs-/Zugsicherungssystemen bzw. der Führerstandssignalisierung	Jede Isolation oder Abschalten von fahrzeugseitigen Zugsteuerungs-/Zugsicherungssystemen bzw. der Führerstandssignalisierung	any isolation or overriding of the on-board train control (signalling) systems;	1. Typographical errors and evident translation mistakes	09/12/2021						