

Mk3 Vehicle Power Door TSI-PRM Dispensation Matrix

Report No: PRM0120

ISSUE	DATE	AUTHOR	DETAILS
1	Mar 18	P. Andrews	First issue

This report is copyright of the Chiltern Railway Company Limited and is not to be passed to persons outside

Chiltern Railways without permission of the Engineering Director or their nominated representative.

1 Introduction

In 2012, Chiltern Railways introduced twenty refurbished Mk3 vehicles, with the aim to provide vehicles that, as a minimum, match the passenger experience of the Class 168 fleet, require minimum maintenance and can be operated until 2020 and beyond.

This document summarises the PRM non-compliances of the vehicles and should be read in conjunction with the full PRM compliance report – PRM0118 and compliance summary report – PRM0119

2 Dispensation Requests

Reg. No. / Title	Requirements of Regulation	RVAR Compliant	PRM Compliant	Notes	Dispensation Request
4.2.2.2.1	From the inside of the vehicle the position of external doorways shall clearly be marked by use of contrast on the flooring adjacent to the doorway, as compared with the rest of the flooring of the vehicle.		We do not comply	The flooring in the vestibule areas between the exterior doorways will be finished with Forbo Coral Brush Activ 5830 - Black (LRV 5.5). The adjacent vestibule area leading to the saloon areas will be finished with Forbo Coral Classic 4710 Metal Blue (LRV 33.5). This will provide a 28 point difference.	Chiltern Railways would like to apply for a formal dispensation against this criteria as the Floor covering is the same as used on WSMR Mk3 vehicles and accepted by DfT that the best possible contrast has been achieved for these materials (refer email correspondence between N Bates and J Bengough, DfT Head of Domestic Policy Rail Standards & Safety dated 23/4/2010).
4.2.2.12.3.6	A ramp slope shall have a maximum value of 10.2 degrees (18%). This maximum value may require assistance to the passenger.		We do not comply	For the boarding aid stowed within the DVT vehicle, the ramp slope will be approximately 12.5° (based on a nominal platform height of 915mm and tare vehicle passenger loading).	Chiltern Railways would like to apply for a formal dispensation against this criteria as we have no control over varying platform heights.
4.2.2.2	Handholds or other items that can be used for personal stability shall be positioned at a height of between 800 mm and 1200 mm above the floor, shall not protrude into the clearway and shall contrast with the seat.	N/A	We partially comply	The top of the handholds are 1100 mm above floor level seats within the TSO/L vehicles and 1240 in the GFW vehicle. The handhold colour is metallic silver (RAL 9006, LRV 79.5), this provides a 22.5 point difference to the grey seat back (RAL 7015, LRV 57), and a 48.5 point difference with the seat cushion moquette covering (LRV 31).	Chiltern would like to apply for a dispensation for the 40mm deviation of the top of the handhold height on the GFW seat. These IC70 seats are currently fitted in similar locations in similar compliant vehicles