

# Certificate of Acceptance

PA05/05124

**Manufacturer:**  
Hima-Sella Limited

**Issue :** 10  
**Valid From :** 04/10/2023

## TRACKLINK III

### Product Description

The Tracklink III system is a robust UHF RFID tag reader which uses RF beam powered passive tags mounted on the rail infrastructure.

Infrastructure mounted Tracklink III Tag containing geographical and application specific data which can be read by a Tracklink III reader fitted on a train or rail mounted vehicle.

### Product Image



### Scope of Acceptance

#### Full Acceptance

This Certificate allows the use of the Tracklink III system in connection with Automatic Selective Door Operation (ASDO). It utilises the Vortok beam and is secured to the sleepers.

Accepted for Non – electrified, 3<sup>rd</sup> and 4<sup>th</sup> Rail DC electrified and 25KV AC electrified areas.

#### Trial Acceptance

Tracklink III is authorised to be deployed for Auto Power Changeover application subject to:

- Demonstration that the product meets the safety and reliability requirements for the application.
- Demonstration of compatibility with applicable rolling stock types.
- Compliance with the Common Safety Method for the application.
- Assurance for correct placement and data of the beacon shall be provided by the project.
- The project shall ensure SMTH documentation is in place for the Tracklink III system.

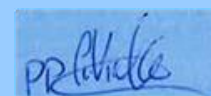
Network Rail Acceptance Panel (NRAP) hereby authorises the product above for use and trial use on railway infrastructure for which Network Rail is the Infrastructure Manager under the ROGS regulations.

Reviewed by:

Authorised by:

PP

Steven Rennolds  
Product Acceptance Specialist



Jerry Morling BEng MSc CEng MIET MIRSE  
Network Technical Head - Signalling

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## Specific Conditions

The following Conditions are specific to the approved product/s contained within this Certificate. These conditions must be adhered to in addition to the Network Rail General Conditions contained within the "General Terms and Conditions" section.

Failure to adhere to these conditions may result in the withdrawal or suspension of Acceptance of some, or all of the items contained within the accepted configuration.

### Manufacturer

- 1) **Hima-Sella** shall:
  - Ensure that the latest relevant standards/ drawings are available and worked to, and that the product is compliant.
  - Provide all documentation in the English (UK) language.
  - Provide installation, operating and maintenance manuals to purchasers/users of the product.
  - Provide training manuals and an appropriate level of training to purchasers/users of the product.
  - Provide any special installation tools to facilitate maintenance and repair activities.
- 2) Hima-Sella and third party suppliers should take note of the requirements under Quality Assurance
- 3) Data on the beacon(s) are to be locked (pre-programmed) unless the beacon is a spare.

### User

- 1) Not to infringe gauge.
- 2) Not to be fitted higher than the rail to avoid contact with vehicles on the track.
- 3) A site survey is required for new fitments, to ensure that the system is fitted clear of other equipment wherever possible.
- 4) Multiple beacons may be used on a single platform however the effect of multiple beacons must be considered by a competent group.
- 5) Class 458 rolling stock only - Standard positioning of the beacon is between 8.7m and 10m into the platform measured from the top of the platform ramp. Top of the ramp means physical apex and not the white line.  
**Note:** If positioning of the beacon according to the details on the beacon label cannot be achieved then it is permissible for the beacon to be installed beyond 10 metres into the platform. Any such location where a beacon has had to be installed beyond 10 metres into the platform must be brought to the attention of the local manager, whereupon that local manager shall advise the Signalling RAM team. The RAM team shall then arrange for the update of the master records.
- 6) Class 458 rolling stock only - On **NO** account must the beacon be positioned **less** than 8.7 metres from the top of the ramp.
- 7) It is essential that the data on the beacon after programming of a spare is **LOCKED**.
- 8) All repairs are performed by the original manufacturer – Hima-Sella. No other company is approved to perform repairs on Hima-Sella equipment.
- 9) Installation in OLE areas not to be between or within 30m of APC magnets in neutral sections.
- 10) Installation in 4<sup>th</sup> Rail areas to be carried out within a 4<sup>th</sup> Rail Gap.

## Product Configuration

### Complete Assembly

Part No.	Description	Catalogue No.
HSD 2300/070	Tracklink III Beacon for E-Clip Sleeper	086/011790
HSD 2300/071	Tracklink III Beacon for Fast Clip Sleeper	086/011791
HSD 2300/072	Tracklink III Beacon for Screw Fixing	086/011792

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Part No.	Description	Catalogue No.
HSD 2300/095	Tracklink III Programmer/Tester	086/011793
HSD 2300/090	Tracklink III Beacon, Short Length for Screw Fixing	086/011794
HSD 2300/KP001	Tracklink III Fast Clip Conversion Kit	086/011795
HSD 2300/092	Tracklink III Beacon for Vossloh Fixings	086/011796

## Assessed Documentation

Reference	Title	Doc. Rev.	Date and Applies to Cert. issue No.	
ISO	LRQA Certificate.pdf	--	July 2010	1
75905477	THC House Certificate – Vibrations and Shock.pdf	--	Feb 2009	1
HSD2300_041	Hima-Sella drawing.pdf	--	30 <sup>th</sup> Nov 2010	1
TB300002	Rail head clearances, Tracklink beacon drawing.pdf	--	02 <sup>nd</sup> June 2011	1
--	SWT SDO acceptance report (reduced)1.doc	1.0	14 <sup>th</sup> Oct 2011	1
--	Tracklink III.jpg	--	--	1
111013	Hazard Log Report.pdf	--	13 <sup>th</sup> Oct 2011	1
--	E-mail from D. Burnside to R. Bonella regarding Isolation	--	14 <sup>th</sup> Oct 2011	1
HSD2300_TFDS	Functional Design Specification.pdf	--	07 <sup>th</sup> Dec 2010	1
I12862R/TII	Tag Installation.pdf	--	29 <sup>th</sup> Sept 2011	1
--	E-mail from I. Wilkinson to R. Bonella regarding Tracklink 3 for report – Hima-Sella responses	--	14 <sup>th</sup> Oct 2011	1
--	SWT ASDO Acceptance Report V1.0.doc	1.0	01 <sup>st</sup> Nov 2011	2
--	E-mail from B. Bamrah to R. Bonella confirming of extending trial period.	--	05 <sup>th</sup> May 2012	3
HSD2300/070	Tracklink III Beam on E-Clip Sleeper Drawing, Rev01.pdf	01	02 <sup>nd</sup> April 2012	4
HSD2300/071	Tracklink III Beam on Fast Clip Sleeper Drawing, Rev01.pdf	01	02 <sup>nd</sup> April 2012	4
HSD2300/072	Tracklink III Beam on Timber Sleeper Drawing, Rev01.pdf	01	02 <sup>nd</sup> April 2012	4
HSD2300/051	Tracklink III Programmer/Tester Drawing, Rev0.pdf	00	03 <sup>rd</sup> June 2010	4
HSD2300/074	Beacon Data Plate Details Drawing, Rev0.pdf	00	16 <sup>th</sup> July 2012	4
--	Beam Stiffness Comparison.pdf	--	08 <sup>th</sup> May 2012	4
Report 4301	Environmental Test Report, Issue01.pdf	01	06 <sup>th</sup> July 2012	4
13174R-FR2	Performance Report SWT trial, Rev0.pdf	00	30 <sup>th</sup> July 2012	4
12862R/BII	Installation Instructions, Issue01.pdf	01	01 <sup>st</sup> May 2012	4
13174R-EMCCR	EMC Compliance Summary Report, RevC.pdf	C	30 <sup>th</sup> April 2012	4
5110758-006	South West Trains, Class 450, Hazard Log, Issue01.pdf	01	07 <sup>th</sup> June 2012	4
5110758-007	South West Trains, Class 444, Hazard Log, Issue01.pdf	01	07 <sup>th</sup> June 2012	4

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5110758-008	South West Trains, Class 458, Hazard Log, Issue01.pdf	01	07 <sup>th</sup> June 2012	4
5105712-001	HAZID Log Final.pdf	--	24 <sup>th</sup> Oct 2010	4
--	ASDO Beacon Platform Data.xls	--	18 <sup>th</sup> Sept 2012	4
5110758-002	HAZID Meeting Actions Complete.pdf	--	11 <sup>th</sup> Sept 2012	4
5110758-003	ASDO Implementation, Rev03.pdf	03	10 <sup>th</sup> July 2012	4
--	SWT Acceptance.pdf	--	24 <sup>th</sup> July 2012	4
--	LUL Acceptance Tracklink 3 Trials.pdf	--	06 <sup>th</sup> June 2012	4
--	SWT Doors Letter reg 5 DfT.doc	--	20 <sup>th</sup> Dec 2011	4
NRBT3	ASDO Destructive Testing Report, Issue 01.pdf	01	15 <sup>th</sup> Aug 2012	4
--	Beacon Testing Report NRBT3.xls	--	18 <sup>th</sup> Sept 2012	4
--	E-mail: Maintenance Confirmation re additional risk.msg	--	24 <sup>th</sup> July 2012	4
--	ASDO Critical Review Report, V2.doc	02	13 <sup>th</sup> July 2012	4
NR/RAM/WSX /2012/010	ASDO Instruction, V1.doc	01	26 <sup>th</sup> Sept 2012	4
ASDO/MNGT /DH01	ASDO Outline Infrastructure Arrangements, V1.pdf	--	22 <sup>nd</sup> Sep 2012	4
--	Email: Ed Rollings to Esther Gershuny – Tags Locked.msg	--	16 <sup>th</sup> July 2012	4
--	E-mail: C. Armstrong to B. Bamrah – EMC.msg	--	25 <sup>th</sup> July 2012	4
--	E-mail: Steve Carthy, Class of trains.msg	--	16 <sup>th</sup> Oct 2012	5
--	E-mail: Iain Wilkinson, Bi-Di working.msg	--	16 <sup>th</sup> Oct 2012	5
HSD2300	Tracklink III beacon on sleeper with check rail drawing	00	21 <sup>st</sup> Apr 2013	6
--	E-mail: New variant of Tracklink III beacon.msg	--	04 <sup>th</sup> Apr 2013	6
--	Email: Beacon Conversion Kit.msg	--	18 <sup>th</sup> Sept 2013	7
HSD2300 092 RA	Tracklink III Beacon on Vossloh Yoke.pdf	A	03 <sup>rd</sup> Dec 2013	7
HSD2300/CM01	Timber to Fast clip conversion.pdf	01	03 <sup>rd</sup> Dec 2013	7
HSD2300/CM02	Eclip to Fast clip conversion.pdf	01	03 <sup>rd</sup> Dec 2013	7
HSD2300R01	Kit of parts.pdf	01	20 <sup>th</sup> July 2013	7
HSD2300R02	Eclip to Fast Clip drawing.pdf	02	03 <sup>rd</sup> Dec 2013	7
--	Tracklink III Beacon Conversion kits and Vossloh beacon.pdf	--	11 <sup>th</sup> Sept 2013	7
104.113	LOCIP NR Product Application Form v1.0.doc	1.0	05 <sup>th</sup> Dec 2013	7
--	Email: LOCIP Trial.msg	--	11 <sup>th</sup> Dec 2013	7
HSD2300/095/OM-SWT	Tracklink III Beacon Programmer and Tester operation manual	01	26 <sup>th</sup> Nov 2014	8
--	Email: Beacon repositioning	--	03 <sup>rd</sup> Mar 2015	8
--	Email: LOCIP Trial	--	10 <sup>th</sup> Mar 2015	8
NR/RAM/WSX/2013/012	Wessex Local Instruction – ASDO	04	25 <sup>th</sup> Feb 2015	8
LC00-ALLW-MPM-REP-VER-00011	LOCIP SDO Trial Report	1.1	10 <sup>th</sup> Mar 2015	8
--	Email: Anglia SRP Approval	--	11 <sup>th</sup> Mar 2015	8
--	Email: B. Bamrah to C.Tuck.msg	--	14 <sup>th</sup> Nov 2018	9
--	Email: G. Kinsey to C. Tuck.msg	--	14 <sup>th</sup> Nov 2018	9

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## Certificate History

Issue	Date	Issue History
1	14 Oct 2011	First accepted for trial use.
2	14 Nov 2011	Updated to permit powered trial.
3	14 May 2012	Extended monitoring period.
4	12 Oct 2012	First accepted for full acceptance.
5	26 Oct 2012	Updated to include the use of bi-directional platforms.
6	16 <sup>th</sup> Apr 2013	Up issued to include Catalogue number 086/011794.
7	13 <sup>th</sup> Dec 2013	Up issued to include Catalogue numbers 086/011795 and 086/011796
8	13 <sup>th</sup> Mar 2015	Up issued to change product description on items 086/011792 and 086/011794. Item 086/011793 has a new manufacturer part number. Also included use in 4 <sup>th</sup> rail and OLE areas after successful LOCIP trial. LOCIP – London Overground Capacity Improvement Program.
9	26 <sup>th</sup> Nov 2018	Rewording of user condition 4
10	05 Oct 2023	Amended to allow trial for Automatic Power Changeover application, as agreed with the Chief Engineer – Technical Authority.

## Contact Details

### Manufacturer

Hima-Sella  
Ian Wilkinson  
[iwilkinson@hima-sella.co.uk](mailto:iwilkinson@hima-sella.co.uk)

### Sponsor

Mark Howard  
Network Rail  
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## General Terms & Conditions

### 1) General

- 1) This certificate can only be amended by Network Rail Product Acceptance team. Any alterations made by a different person will invalidate the entire certificate.
- 2) Failure to abide by the requirements in this Certificate of Acceptance may invalidate the certificate, thereby restricting the right to operate the product and / or limiting the future supply and deployment of the product on the infrastructure.
- 3) Upon the review date this certificate and the product it relates to is invalid and not accepted for use. Manufacturers are to make an application for a review prior to the review date.

### 2) Manufacturer

The Manufacturer shall:

- 1) Ensure that all products supplied comply with the standards defined in the Acceptance Requirements or otherwise documented as part of the assessment, including meeting the reliability requirements included in the Acceptance Requirements and in any deed of warranty for the relevant certificate number.
- 2) Notify Network Rail Product Acceptance team:
  - a. Within 48 hours, of any deficiencies affecting the quality, functionality or safety integrity of the product (including corrective action undertaken or proposed).
  - b. Of any intended change to the accepted product; changes include:
    - i. a change to the product configuration (to the actual product or its application);
    - ii. a variation to or addition of manufacturing locations or processes;
    - iii. a change in the name or ownership of the manufacturing company;

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- iv. any changes to the ability or intention to support with technical services, spares or repairs.
- 3) The Manufacturer shall provide Network Rail Product Acceptance team at least 12 (twelve) months notice of its intention to discontinue supply or to provide such notice as is reasonable if such discontinuance is outside its control and will offer the opportunity of a Last Time Buy to Network Rail together with date for last order placement and supply of the parts affected. The introduction of proposed alternative products shall be communicated to the Network Rail Product Acceptance team.
- 4) Provide further copies of operating and maintenance manuals to purchasers / users of the product as necessary (including certificates of conformance, calibration etc).
- 5) Provide further copies of training manuals and an appropriate level of training to purchasers or users of the product as necessary.
- 6) Where applicable, specialist technical support, repairs and servicing of the product shall be carried out by the Original Equipment Manufacturer (OEM) or authorised agent only.
- 7) Network Rail may request information from the manufacturer to prove product compliance with clauses 1 and 2 above and reserve the right to suspend and/or withdraw any application where information is not forthcoming within a reasonable timeframe.
- 8) In accordance with Network Rail's Quality Assurance Policy Statement 2011, where the specification and/or Product Acceptance Certificates specify quality assurance classifications (QA1 to QA5) for the products, the manufacturer shall comply with the specified level of quality assurance for each product and allow Network Rail access to carry out its quality assurance checks.
- 9) The manufacturer shall give Network Rail's representatives access at all reasonable times to its premises and allow them to inspect its quality systems and production methods and, if requested, to inspect, examine and test the products both during and after their manufacture and the materials being used in their manufacture.

### 3) Conditions of Use

Specifiers, installers, operators, maintainers, etc. using the product shall:

- 1) Comply with the certificate conditions. If a condition is not understood guidance must be sought from Network Rail Product Acceptance team.
- 2) Check that the application of use complies with the relevant certificate's scope of acceptance.
- 3) Report any defect if it is a design or manufacturing fault likely to affect performance and/or the safe operation of the railway in writing to Network Rail Product Acceptance team.
- 4) Inform Network Rail Product Acceptance team in writing of a change to the product configuration (or to the actual product or its application).
- 5) Operate, maintain and service the product in accordance with Network Rail standards and Operation and Maintenance manuals as appropriate.
- 6) Be appropriately trained and authorised for the installation, maintenance and use of the product.
- 7) Only send products for repair or reconditioning to the Original Equipment Manufacturer (OEM) or authorised agent.
- 8) Users are to be aware that Product Acceptance is not a substitute for design approval.

### 4) Compliance

Railways and Other Guided Systems (ROGS) Regulations

- 1) Where the product is to be used in areas where Network Rail is not the Infrastructure Manager (e.g. leased stations), the sponsor shall additionally obtain formal consent from the Infrastructure Manager for the locality where the equipment is to be installed. This may include a requirement for additional safety verification. The decision of that Infrastructure Manager is binding, and cannot be overridden by Network Rail except by the escalation processes established in the ROGS regulations
- 2) As required in Railway Group Standard GE/RT8270, at each use of this product the project or group responsible for installation and commissioning shall be required to demonstrate compatibility with:
  - a. All rail vehicle types that have access rights over the area affected by the change
  - b. Infrastructure managed by others
  - c. Neighbours.

Railway Interoperability Regulations

- 3) For interoperable constituents of systems the project or group responsible for installation and commissioning shall be required to demonstrate compliance with the relevant Technical Specifications for Interoperability (TSI) where appropriate.
- 4) An authorisation from the national safety authority (i.e. the Railway Safety Directorate of the Office of Rail Regulation) is required before the equipment is to be used in revenue earning service.

### 5) Supply Chain Arrangements

- 1) Certificates of acceptance do not imply any particular quantity of supply nor any exclusivity of supply.
- 2) Products may be purchased by Network Rail or its agents, suppliers or contractors.
- 3) Manufacturers should note that it is not necessary to enter into any exclusive supply arrangements with resellers or other suppliers.