

**Manufacturer:**  
Unipart Dorman

**Issue :** 3  
**Valid From :** 09-09-2014

### LED 'Wig-Wag' Road Traffic Signal

#### Product Description

Red & Amber LED Wig-Wag modules for use with Unipart Rail backboards accepted under certificate PA05/02900. Issue 2 of this acceptance introduced Mod A which increased the luminous intensity (brightness) to provide improved conspicuity. The electrical and mechanical interfaces remain unchanged. Mod A modules will be clearly identified as 'Version No. Mod A' on the module label.

Issue 3 of this acceptance certificate introduces a new fixed type LED module for use with a new backboard supplied with a bracket that has tilt adjustment. All fixed style LED modules are to the higher luminous intensity setting.

#### Product Image



#### Scope of Acceptance

##### Full Acceptance:

For use at Railway Level Crossings in conjunction with Backboards to PA05/02900

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:

Steve Rennolds  
Process & Change Specialist

Jerry Morling BEng MSc CEng MIET MIRSE  
Professional Head Signalling

# Certificate of Acceptance

PA05/02434

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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) Please refer to the general terms and conditions.

### User

- 1) Lamp proving relays to pin code 062 (PADS No. 086/023451) are required;
- 2) These signals shall only be used with flasher type HRP78500 (PADS No. 085/02475);
- 3) These modules shall only be used in conjunction with Level Crossing LED Wig-Wag backboard assemblies (PA05/2900);
- 4) All modules on a backboard shall be to the same modification state.

## Product Configuration

The modules with the original adjustable fitting method are to remain available as Wig-Wag spares for older backboards, Standing Red Man and Another Train Coming modules. The fixed type LED modules should be used for new works.

Part No.	Description	Catalogue No.
<b>Fixed Wig-Wag Modules</b>		
LWFM2/R/2/50/01	LED Wig-Wag Module – Red (Fixed)	086/024181
LWFM2/A/2/50/01	LED Wig-Wag Module – Amber (Fixed)	086/024182
<b>Adjustable Wig-Wag Modules</b>		
LWWM2/R/2/50/01	LED Wig-Wag Module – Red (adjustable)	086/023395
LWWM2/A/2/50/01	LED Wig-Wag Module – Amber (adjustable)	086/023396

## Assessed Documentation

Reference	Title	Date and Applies to Cert. issue No.	
-	Dorman submission containing:-	Sept. 2004	1
DTP WW001/0	Approval documentation listing		1
DTP WW001/1	Compliance document against NRS Requirements Spec. Version 9.0		1
DTP WW001/2	Compliance document against NRS Product Acc. Test Document Issue 7		1
DTP WW001/3	Comp. doc against TR2206A and BS EN 12368:2000		1
-	Bentley Heath Installation Report	08.07.06	1
-	Network Rail Trial Site Review	04.01.07	1
-	Bentley Heath - User Survey	02.04.07	
-	Email from Peter Munthe	29.05.07	1
-	Email from Clive Porter	16.05.07	1

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Reference	Title	Date and Applies to Cert. issue No.	
-	Trial Reports	July 2007	1
-	Product Acceptance Report V2	28/03/14	2
17/2013 v2	RAIB Beech Hill Rail Accident Report	Sept 2013	2
C64.63397 Iss. 8	Label – Wig-Wag Module Amber	12/05/14	2
C64.63398 Iss. 8	Label – Wig-Wag Module Red	12/05/14	2
-	ISA Report Unipart Dorman LED Wig-Wag Fixed Module Design	26/08/14	3
DR/NDS/972c	Wig-Wag Framework Contract, Schedule 4 – Goods / Specification	02/06/14	3

## Certificate History

Issue	Date	Issue History
1	18/07/2007	First accepted for use following successful trials
2	05/06/2014	Second acceptance to capture an update to Mod A to increase the luminous intensity.
3	09/09/2014	Third acceptance that introduces several mechanical changes. The vertical tilt alignment is now part of the bracket assembly rather than part of the LED module.

## Contact Details

### Manufacturer

Clive Porter  
Unipart Dorman

[Clive.porter@unipartdorman.co.uk](mailto:Clive.porter@unipartdorman.co.uk)

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### General Terms & Conditions

#### 1) General

- 1) This certificate can only be amended by Network Rail Technology Introduction Group. 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 Technology Introduction Group:
  - 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;
    - iv. any changes to the ability or intention to support with technical services, spares or repairs.
- 3) The Manufacturer shall provide Network Rail Technology Introduction Group 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 Technology Introduction Group.
- 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 Technology Introduction Group.
- 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 Technology Introduction Group.
- 4) Inform Network Rail Technology Introduction Group 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.

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#### 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