FIRST CLASS ENGINEERING
Approval - Supervision by appraisers
Team with more than 110 employees at the locations **Basel**, **Bautzen**, **Chemnitz**, **Essen** and **Leipzig**

More than **25 years** of market presence and specialisation in the rail vehicle sector

Ensuring highest expertise in the redevelopment, modernisation or conversion of rail vehicles
Company

Brief summary

1992
ESTABLISHMENT
IKB Ingenieur- und
Konstruktionsbüro
GmbH

2001
ACCREDITION
Surveyors &
Welding Company

2008
OPENING
Basel branch

1990
1995
ISO 9001
CERTIFICATION

2002
RENAMING
to CIDEON Engineering
GmbH

2003
OPENING of
branch
Chemnitz

2008
OPENING of
Leipzig branch

2013
INTEGRATION
in Friedhelm
Loh Group

2016
INTEGRATION
in CRCCE
Recognition as an Interim Designated Body by EBA(DE)
- Testing in accordance with NNTR and issuance of certificate

Recognition as a Designated Body (BBS) by BAV(CH)
- Testing of vehicles in accordance with TSI Loc & Pas
- Verification of compliance by NNTV outside the TSI
- Issuing evaluation reports

Support in the preparation of registration documents and / or supervision during the entire certification process

Coordination with Notified Body (NoBo) for the European certification process
Authorisation support

- Agreeing on verification plans
- Generating authorisation documentation
- Test monitoring
- Review and evaluation of authorisation documents
- Coordination with experts
- Coordination with authorisation agencies
  (NoBo, Interim Designated Body, AsBo, EBA, BAV, BMVIT, TAB)
- **Authorisation TSI Loc & Pas** (technical specification for interoperability of locomotives and passenger cars)

- **Examination of the functional safety of the train control systems** (e.g. brake functions)
Experts' evaluations on safety according to CSM

- For example, analysis of safety, weaknesses, strengths
- Coordination with EVU/TU to obtain the certificate and declaration of verification
Requirements

- Support of customer for the EBA authorisation of the HKX vehicles
- Conversion support for existing vehicles

Customer benefits

- Vehicles are allowed to run in Germany and Austria
- Unfortunately no utilisation of the vehicles

Implementation

- First-time application of the "Memorandum of Understanding on the amendment of authorisation procedure for railway vehicles"
- Generation of the required NNTR documents
- Extension of the EBA authorisation to Austria
**References**  
Project: CD-Railjet | Customer: Siemens AG

### Requirements
- Authorisation of a vehicle variant of ÖBB-Railjet in Germany

### Customer benefits **SIEMENS**
- Vehicles are in use in the Czech Railways (CD)
- Vehicles are allowed to run in Germany and Austria

### Implementation
- Application of the "Memorandum of Understanding on the amendment of authorisation procedure for railway vehicles"
- Generation of the required NNTR documents
- Extension of the EBA authorisation to Austria
References
Project: LIMEZ III | Customer: DB Systemtechnik

Requirements
- Conversion of a VT614 to a clearance diagram measuring train
- Authorisation from EBA as ancillary vehicle

Customer benefits
- Vehicle is in use with the customer since 2006
- Cost saving through the use of existing vehicles

Implementation
- Conversion design to adopt the necessary technology
- Calculations of statics and restriction
- Generation of authorisation documentation
- Submission to EBA
**Requirements**

- Redevelopment of 2x2-axis, double-deck vehicles for the closed transportation of vehicles
- Integration into existing logistics concept of the customer (for example, loading terminal)

**Customer benefits**

- Unrestricted use possible on almost all routes thanks to the compliance with the G1-profiles
- TSI authorisation allows international deployments
- G2-variant in the national transport offers higher capacity

**Implementation**

- Design / Specifications
- Analysis of various loading options
- Design and calculation
- TSI authorisation support
References
Project: Carrier vehicles DB emergency technology | Customer: Tatravagonka Poprad a.s.

Requirements

- Design and calculation of carrier vehicles for DB emergency technology
- Modular construction for various applications
- Broad size range of the vehicle
- Deadlines
- Authorisation from EBA as ancillary vehicle

Implementation

- Design / Specifications
- Design, calculation and test monitoring
- Authorisation support (verification plans, documents)

Customer benefits

- Use of the know-how of CE as well as access to specialist areas of calculation, design and authorisation
- Authorisation from EBA as ancillary vehicle
References
Project: MTR100 | Customer: Badische Gleisbaumaschinen GmbH

Requirements

- Material transport vehicle with 100 t load capacity
- Possibility of reversible bulk freight transport
- Design for various requirements using a modular principle
- Authorisation for G2-profile
- Authorisation from EBA as ancillary vehicle

Customer benefits

- Authorisation support with EBA as ancillary vehicle according to EBO §32
- Authorisation procedure in accordance with the "Memorandum of Understanding on the amendment of authorisation procedure for railway vehicles"
- Preparation of authorisation from BAV

Implementation

- Generation of authorisation documentation
- Submission to EBA
Thank you for your attention!

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