

Reference document

R0202 1972 Tube Stock Examination Quality Plan (Formerly QP.722.02)

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MAYOR OF LONDON

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1 Purpose

- 1.1 The purpose of this reference document is to define the work content and approximate sequence for 1972 Tube Stock Level 2 maintenance, known as Examination.

WARNING: FOLLOWING THE SAFE ISOLATION OF THE TRAIN FROM THE 630 V SUPPLY, IT IS ESSENTIAL THAT THE CIRCUIT IS CHECKED TO ENSURE THAT ALL ISOLATIONS HAVE BEEN EFFECTIVE AND THAT THERE IS NOT A DEFECT WITH THE TRAIN THAT RESULTS IN ELECTRICAL ENERGY BEING STORED.

2 Scope

2.1 This reference document details:

- the maintenance tasks required for the examination maintenance cycle
- the tests required after maintenance is completed
- the inspection and renewal, if required, of rapidly wearing parts.

3 Information

3.1 Abbreviations

The following abbreviations are created:

Abbreviation	Definition
MA	Motor Alternator
MACS	Minimum Acceptable Condition Schedule
MMO	Maintenance Manager Operation
PM	Preventative Maintenance
TM/ATM	Train Maintainer/Advanced Train Maintainer(s)
WI	Work instruction
WO	Work Order

3.2 Notes

- 3.2.1 Both motor cars on units 3252 - 3256 and 3258 - 3263 are fitted with sleet brushes.
- 3.2.2 Trailer cars 4352-4356 and 4358-4363 are fitted with de-icing tanks and sprays.

3.3 Recording Arrangements

- 3.3.1 Details of work performed, any remedial work, comments and post-maintenance test results, shall be recorded on the relevant Work Order and in form [F1138](#).

- 3.3.2 All completed record sheets to be signed and stapled to the WO. They should all be signed and dated by the Maintainer, entering any faults, items changed and all outstanding work identified. The completed work order and completed form are then passed to the Maintenance Manager for remedial actions and for entering on the Ellipse system.

The Work Order (WO) should be treated as a single cover sheet for the recording arrangements, signed and dated by all TM/ATMs involved in the Exam. There should be no outstanding underframe Level 2 or 3 defects on the unit after this maintenance intervention.

- 3.2.2 After testing is completed, the train is handed back to the MMO fit for service by the Preventative Maintenance (PM) Manager, or with a list of outstanding defects that the PM Team could not rectify due to either time or skill constraints. All these defects are to be raised as deferred work WOs of the correct priority (as specified in the MACS) and the Operational shift is to complete the required work before the train is released. Ideally, this work should be completed by the PM Team, but this may not be possible for the reasons mentioned above.