

Information for users

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Ref:	NR/L2/ELP/27238
Issue:	07
Date:	04 July 2014
Compliance date:	1 November 2014

Level 2

Maintenance specification for fixed plant equipment

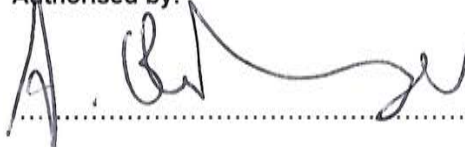
Endorsement and Authorisation

Endorsed by:



Robert Wilkins, Reliability Improvement Specialist

Authorised by:



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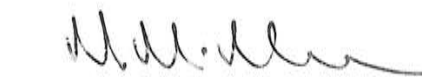
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User information

This Network Rail standard contains colour-coding according to the following Red–Amber–Green classification.

Red requirements – No variations, could stop the railway

- **Red requirements shall** always be complied with and achieved.
- Red requirements shall be presented in a red box **with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of red requirements lies with the Professional Head/Standard Owner.
- Red requirements are monitored for compliance.
- Corrective actions shall be enforced if variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Amber requirements – Controlled variations, approved risk analysis and mitigation

- **Amber requirements shall** be complied with unless variation has been approved in advance.
- Amber requirements shall be presented with an amber sidebar **and with the word “shall” or expressed as a direct instruction**.
- Accountability for the efficacy of these requirements lies with the Professional Head/Standard Owner, or their nominated Delegated Authority.
- Amber requirements are monitored for compliance.
- Variations **may** be permitted. Variations are approved by the Standard Owner or through existing Delegated Authority arrangements.
- Corrective actions shall be enforced if **non-approved** variations are discovered through functional checks (e.g. engineering verification visits, audit or Operations Self-Assurance).

Green – Guidance

- Guidance is based on good practice. Guidance represents supporting information to help achieve **Red** and **Amber** requirements.
- Guidance shall be presented with a dotted green sidebar **and with the word “should” (usually in notes) or as a direct instruction**.
- Guidance is **not mandatory** and is not monitored for compliance.
- Alternative solutions may be used. Alternative solutions do not need to be formally approved.
- Decisions made by a competent person to use alternative solutions should be backed up by appropriate evidence or documentation.

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Issue record

Issue	Date	Comments
1	October 2005	Original Issue
2	August 2006	Revised points heating requirements and additional Appendix O that covers the requirements for high voltage non-traction maintenance
3	June 2007	Main body updated, Appendix B, E and O Revised Appendix P, Q Included
4	December 2007	Revised Points Heating and Generator Requirements. New appendix on moving bridges.
5	August 2008	Amended with specified roles changed in line with Phase 2a reorganisation disposition
6	September 2011	The appendices have been split into separate modules. The previous clause numbering has been retained. Appendix Q has been revised to include portable insulation monitoring device. A new Appendix N module has been included.
7	July 2014	Amendment to Module B - Electric Point Heating. New Issue 07

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 3 December 2011.

When this standard is implemented, it is permissible for all projects that have formally completed GRIP Stage 3 (Option Selection) to continue to comply with the issue of any relevant Network Rail standards current when GRIP Stage 3 was completed and not to comply with requirements contained herein, unless stipulated otherwise in the scope of this standard.

Reference documentation

NR/L2/ELP/27320, *Fixed Plant Reporting*

NR/L3/ELP/27241, *Work Instructions for Fixed Plant Equipment Work Instructions*

NR/SP/CTM/016, *Competence & Training In Fixed Plant Engineering*

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