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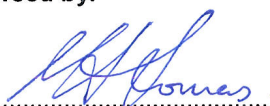
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Level 2

Management of Maintenance for Traction and Rolling Stock, On-Track Machines and On-Track Plant

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Issue record

Issue	Date	Comments
1	December 2010	Original issue
2	September 2011	Re-issued following minor changes to correct errors in the Reference Documentation list and in sections 5.2, 5.2.2, 5.2.5, 5.2.8, 6.6 and 6.9.
3	June 2012	Re-issued to include reference to new form NR/L2/RMVP/0090/F001 for Maintenance Plans and a definition of the role of the Asset Knowledge Team

Compliance

This Network Rail standard is mandatory and shall be complied with by Network Rail and its contractors if applicable from 02/06/2012.

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

Doc. Number	Title
2008/110/EC	The Revised Railway Safety Directive
GE/RT8106	Management of Safety Related Control, Command and Signalling (CCS) System Failures
GM/RT2000	Engineering Acceptance of Rail Vehicles
GM/RT2004	Requirements for Rail Vehicle Maintenance
GM/RT2400	Engineering Acceptance and Design of On-Track Machines
NR/L1/CPR/102	Sourcing and Supplier Governance
NR/L1/CPR/103	Supplier Assurance Framework
NR/L1/RMVP/0001	Plant and T&RS Policy
NR/L2/CTM/205	Competence and Training in Traction, Rolling Stock and On-Track machines
NR/L3/NDS/047/TMR19	Action to be taken in the event of an Accident with a Possession-Only Vehicle
NR/L2/RMVP/1332	Wheelset and Axle Bearing Manual
NR/L2/RVE/01327	Depot Facilities
NR/L2/RMVP/0172	Management of the control and calibration of inspection,

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Doc. Number	Title
	measuring and test equipment
NR/L3/RMVP/0201	Calibration work instruction manual
RIS-1530-PLT	Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment
NDS/AMT/MS/005	Engineering Change

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1 Purpose

This Standard defines the engineering and management control requirements for the maintenance of all Traction and Rolling Stock (T&RS), On-Track Machines (OTM) and On-Track Plant (OTP) and associated equipment owned by Network Rail for use on the Network Rail Managed Infrastructure (NRMI).

This Standard addresses the maintenance management requirements of *NR/L1/RMVP/0001 - Plant and T&RS Policy*, Railway Group Standard *GM/RT2004 - Requirements for Rail Vehicle Maintenance* and Rail Industry Standard *RIS-1530-PLT Engineering Acceptance of On-Track Plant and Associated Equipment* and defines the processes that are required to be in place so that the in-scope Plant and T&RS is effectively maintained and safe to operate.

This will include the responsibilities that Network Rail has as an identified Entity in Charge of Maintenance (ECM) recorded on the National Vehicle Register (NVR).

2 Scope

This Standard applies to the maintenance management of Plant and T&RS assets in the following two categories:-

- Traction and Rolling Stock (T&RS) and On-Track Machines (OTM) where Network Rail is identified as the Entity in Charge of Maintenance (ECM) and / or where Network Rail has the responsibility for defining and then applying the maintenance regime;
- On-Track Plant (OTP) where Network Rail has the responsibility for defining and then applying the maintenance regime.

NOTE The maintenance management of Portable Plant, Depot Plant and Fixed Plant are out of scope for this Standard.

3 Definitions

Asset Knowledge Team

The Asset Knowledge Team is the Network Rail function responsible for the provision of access to asset data for all Network Rail owned T&RS, OTM and associated equipment.

Asset Management Team (AMT)

The Asset Management Team is the Network Rail organisational function specifically responsible for managing Plant and T&RS assets (owned, hired or leased), functions, or projects responsible for the introduction and use of new Plant and T&RS assets and technologies. (AMTs include but are not limited to: NDS, Infrastructure Maintenance, Track and Buildings & Civils.)

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Deferred Maintenance

Scheduled work, or work arising from a scheduled examination, that is not carried out at the planned time but that can be rescheduled to a later time/date. This applies equally to maintenance, and overhaul.

Depot Plant

Machinery, installations and equipment used at depots in support activities for the maintenance of Rail Vehicles and On-Track machines, e.g. wheel lathes, vehicle lifting jacks, carriage washing machines etc.

Engineering Change

A change to Plant or T&RS asset, including software, in the area of design, construction or maintenance that affects conformance to the existing requirements.

Entity in charge of Maintenance (ECM)

The Entity in Charge of Maintenance (ECM) is the entity in charge of maintenance of Traction and Rolling Stock and On-Track Machines as defined in the Revised Railway Safety Directive – 2008/110/EC and registered as such in the National Vehicle Register (NVR).

Note The term "Entity in Charge of Maintenance" has specific meaning in legislation relating to T&RS and OTMs but this term does not currently apply to OTP, P&TP, Depot or Fixed Plant. Network Rail retains overall responsibility for the maintenance of all of their Plant and T&RS assets within the scope of this standard.

Fixed Plant

Non-traction items of mechanical and electrical plant and equipment that are used on the NRMI, in depots and stations. Typically the equipment is used in a wide range of applications for the provision of electrical power distribution, lighting, pumping, condition monitoring, building/station lifts and escalator equipment, point heating and ventilation etc.

Maintenance (also known as Overhaul or General Repair)

The attention given to a Plant or T&RS asset to replace life-expired or enhance/introduce significant equipment or to restore/upgrade the Plant or T&RS asset to a defined technical standard. This attention enables the Plant or T&RS asset to remain in service and to be compliant with mandatory requirements.

Maintenance Plan

Documents that detail the standards and engineering specifications for the maintenance of Network Rail Plant or T&RS assets and associated equipment.

NoBo

Is a Notified Body to the EC Commission by Member States as being competent to undertake verification assessment procedures for rail vehicles running on the operational railway, issue certificates of conformity and prepare the required Technical File.

Overdue maintenance

Scheduled work that has not been, or cannot be, carried out at the planned time.

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On-Track machine (OTM)

Any rail-mounted machine, whose primary function is for the renewal, maintenance, inspection or measurement of the infrastructure, meeting the requirements of *GM/RT2000 - Engineering Acceptance of Rail Vehicles* and permitted by the Rule Book to be moved, either self-propelled or in train formation, outside a possession.

On-Track Plant (OTP)

Vehicles with rail wheels capable of running on railway track, limited by their engineering acceptance to running within a possession only. This type of vehicle is normally considered in three main groups: rail mounted maintenance machines (RMMs), road-rail vehicles (RRVs), attachments and trailers.

Portable and Transportable Plant (P&TP)

Any portable or transportable machinery, appliance, apparatus or tool and any assembly of components which in order to achieve a common end are arranged and controlled so that they function as a whole and are used for or in association with the construction, alteration, renovation, repair, maintenance, measurement or inspection of railway infrastructure, excluding equipment covered by the scope of *RIS-1530-PLT - Rail Industry Standard for Engineering Acceptance of On-Track Plant and Associated Equipment* or *GM/RT2400 - Engineering Acceptance and Design of On-Track Machines*.

Rail Vehicle

Any vehicle described as traction and rolling stock, on-track machine, or on-track plant.

Safety Critical Products or Services (SCPS)

Any engineering product or service which is capable of importing risk to Network Rail controlled infrastructure. Examples include procurement of track, structures, rail vehicles, components, systems, telecommunications, signalling, repairs, modifications, maintenance services and facilities, engineering activities, hire of labour, consultancy activities and technical advice.

Traction and Rolling Stock (T&RS)

Rail vehicles that can operate on the Network Rail Managed Infrastructure or in a possession. Typical examples are Freight wagons, Inspection vehicles, Rail Head Conditioning fleet, Loadbanks (and other specialist vehicles), Snowploughs, Locomotives and Multi-Purpose Vehicles etc..

VAB

Vehicle Acceptance Body – the conformance certification body (CCB) that assesses compliance with Railway Group Standards and with RIS-1530-PLT.

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4 General

All Network Rail owned Rail Vehicles shall conform with this Standard.

Where T&RS and OTM are operated to deliver Network Rail infrastructure manager activities on Network Rail infrastructure and Network Rail are not the Entity in Charge of Maintenance (ECM) then the Asset Management Team is required to assure themselves that the T&RS and OTM have an ECM identified in the NVR.

Where the ECM is not certificated as such by an approved body (this means the Office of Rail Regulator for UK based T&RS or OTM) then the Asset Management Team shall have processes in place to verify that the maintenance management of the T&RS and OTM complies with the requirements of this Standard.

Where OTP is operated to deliver Network Rail infrastructure manager activities on Network Rail infrastructure and maintenance management responsibility is provided through a third party, the Asset Management Team shall have processes in place to verify that the supplier is compliant with the requirements of this Standard.

The requirements of this Standard are set by the Professional Head (Plant and T&RS)

The Asset Management Team is responsible for maintaining each Rail Vehicle asset in accordance with an approved Maintenance Plan. Approval shall mean that:

- the Maintenance Plan has been reviewed and approved by the Professional Head (Plant and T&RS) or the Head of the Asset Management Team (as appropriate and in accordance with the requirements of *NR/L1/RMVP/0001 - Network Rail's Plant and T&RS Policy*);
- the Maintenance Plan has been reviewed and certified by a Conformance Certification Body (CCB) (or Vehicle Acceptance Body (VAB) for OTP) or Notified Body (NoBo) as being compliant with the requirements of Railway Group Standards (RGS) (or Rail Industry Standards (RIS) for OTP) or Technical Standards for Interoperability (TSIs) respectively.

5 Maintenance Planning

5.1 Maintenance Plans

Maintenance Plans will typically include, but not be limited to, the following Rail Vehicle fleet specific documentation:

- Maintenance documents (e.g. Vehicle Maintenance Instructions - VMI)
- Overhaul (also known as heavy maintenance) documents (for example Vehicle Overhaul Instructions – VOI and Component Overhaul Instructions – COI)
- Parts manuals (for example Illustrated Lists of Parts – ILOP)
- Fault Finding Manuals
- Special Tools and Test Equipment Manuals
- Maintenance Bulletins