

TRAIN OPERATIONS MANUAL USE OF On Track Plant (OTP) TRAILERS

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1 Engineering design requirements

- 1.1 All trailers shall comply with the parking brake requirements of RIS1530PLT or the requirements of GM/RT1300 issue 4 and GM/RT2402 issue 2 for trailers with current engineering acceptance certificates issued prior to 1st October 2006.
- 1.2 All attachments with more than two rail wheels shall have either a current engineering acceptance certificate or a letter of compliance issued by the duty holder for attachments with Grandfather rights. All attachments shall comply with GM/RT1310, with endorsement to the RSSB technical note 17. (The parking brake requirements of issue 4 of GM/RT1300, issue 2 of GM/RT2402, or RIS-1530-PLT shall be complied with.)
- 1.3 Attachments that have no carrying capacity (i.e. only have a gross weight) may either be fitted with a braking system where components enter into the ballast immobilising the vehicle, or the direct operation of the braking system can be seen e.g. movement of brake block, brake pad.
- 1.4 Trailers/attachments shall not be fitted with a self-contained hand pump facility for manual release of the rail wheel brakes. Existing trailers/attachments fitted with hand pumps may be left in place, provided they are disabled from manual operation.
- 1.5 For hydraulically braked trailers, there shall be a mechanism for zeroing the hydraulic pressure on the trailer/attachment which shall not release fluid to the environment during, or subsequent to this operation.
- 1.6 The maximum brake system pressure shall be printed adjacent to the male brake coupler on the OTP and the acceptable pressure range printed adjacent to the brake pipework on the trailer headstock/attachment, in letters/figures that are clearly visible from a distance of 2m.
- 1.7 Where hydraulic parking brake systems are used, modified (or new) to RIS 1530 PLT, a 90 degree elbow shall be designed into the system, and fitted to the trailer headstock, that shall cause an immediate loss of hydraulic pressure in the braking system (and hence cause the trailer brakes to apply) should a breakaway occur. Hydraulic self sealing couplings are to be the "Faster VFB" type, with the male part fitted to the OTP and the female part fitted to the flexible hose on the trailer/attachment. The trailer headstock around the modified brake pipe connection shall be colour coded blue (circle/square etc).

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- 1.8 Where air parking brake systems are used, modified (or new) to RIS 1530 PLT, a 90 degree elbow shall be designed into the system, and fitted to the trailer headstock, that shall cause an immediate loss of air pressure in the braking system (and hence cause the trailer brakes to apply) should a breakaway occur.
- 1.9 All rail trailers and attachments shall be clearly marked with the owners' name, contact telephone number and unique owners' identification number which shall be passed to Network Rail as required for inclusion on the rail plant data base.
- 1.10 All rail trailers and attachments shall have the date of the next maintenance brake test displayed in letters/figures that are clearly visible from a distance of 2m.
- 1.11 All rail trailers shall have their Tare Weight, Carrying Capacity and Gross Weight indicated in letters/figures that are clearly visible from a distance of 2m
- 1.12 All attachments shall have the Tare Weight indicated and where applicable the Safe working load.
- 1.13 Trailers built post Dec 2006 in compliance with RIS-1530-PLT (i.e. with service brakes) shall be identified by a notice saying "SERVICE BRAKED" adjacent to the data panel on either side of the vehicle.
- 1.14 If another vehicle is towed as a planned move then the towed vehicle shall be classed as a trailer and meet all the associated requirements.
- 1.15 Dozer blade trolleys should be marked with an identification number (for maintenance purposes). This is permitted to be the number of the dozer it is related to. Best practice if the host dozer number is used is for the dozer blade trolley to be marked with the host vehicle number followed by "/1".

2 Rules for use of trailers and attachments (in addition to Rule Book)

2.1 General rules for trailers and attachments

- 2.1.1 The using duty holder shall validate the contents of this document are briefed to all staff concerned and records retained.

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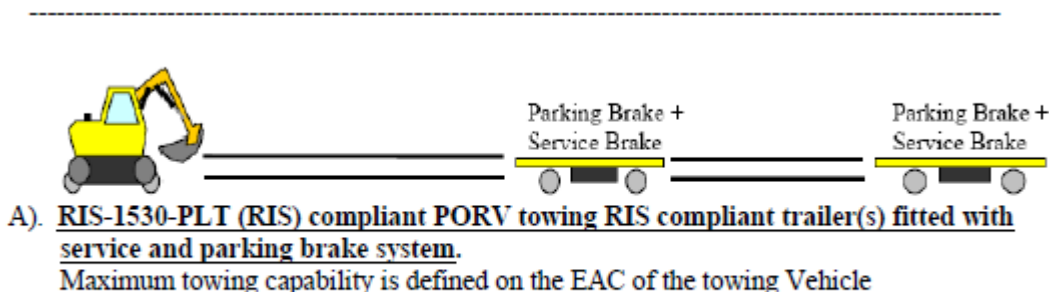
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- 2.1.2 Rail trailers and attachments with 3 or more wheels that have defective parking brakes shall not be used on track.
- 2.1.3 If a trailer/attachment is found to have defective brakes whilst on track it shall be off tracked. This may involve unloading the trailer first, whilst it remains coupled to the towing OTP.
- 2.1.4 In DC electrified line areas (3rd and/or 4th rail) and in addition to the possession, a DC isolation shall be in place at all times whilst the trailer is on the line.
- 2.1.5 Copies of EA certificates are to be available on site to the machine controller, if the EA Certificate is not available then the trailer/attachment shall not be used.
- 2.1.6 When a trailer or attachment is left unattended on track, in compliance with the Rule Book, Module OTP, the machine/crane controller shall validate a functional brake test is carried out as per section 3. of this code of practice.

2.2 Rules for compatibility of trailers and attachments

- 2.2.1 Machines and trailers/attachments shall be compatible. The towing vehicle maximum brake system operating pressure, shall fall within the trailer/attachment brake pressure range or be the same. It shall not be greater than the maximum allowable trailer/attachment brake system pressure.
- 2.2.2 Trailers should be attached in formations shown in the diagrams below



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Parking Brake Only

Parking Brake Only

- B) GM/RT1300 compliant PORV towing GM/RT1300 compliant trailer(s) fitted with parking brakes only.**

Maximum towing capability permitted is 100% of the weight of the towing Vehicle. (This may be limited further by the EAC)



Parking Brake Only

Parking Brake Only

- C) RIS 1530 compliant PORV towing GM/RT1300 compliant trailer(s) fitted with parking brakes only**

Maximum towing capability permitted is 100% of the weight of the towing Vehicle. (This may be limited further by the EAC)



Parking Brake +
Service Brake

Parking Brake Only

- D) Any PORV towing any combination of trailers e.g. service brake/parking brake trailers and parking brake only trailers.**
Maximum towing capability permitted is 100% of the weight of the towing Vehicle. (This may be limited further by the EAC)



Parking Brake +
Service Brake

Parking Brake +
Service Brake

- E) GM/RT 1300 compliant PORV towing RIS compliant trailer(s) fitted with service and parking brake system..**

Maximum towing capability permitted is 100% of the weight of the towing Vehicle. (This may be limited further by the EAC)