

## Information for users

To access individual modules referenced within this standard, blue active links are provided from the relevant index pages where these are listed. Clicking on a specific reference will lead to the corresponding document. Please ensure to open **bookmarks** for easier navigation within the document and to access **index of modules**.

Alternatively, you may use the search facility to search for a specific document by using the complete document reference number – such as NR/L3/SIG/30082/002 – in the search field.

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# ROSE

NR/SIG/10665

## Reliability Centred Maintenance of Signalling Equipment

ISSUE

13

Publication Date: 5 September 2015

## 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 deviations 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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## 1 Job roles

This manual applies to:

- Signalling Technicians
- Section Managers (Signals)
- Signal & Telecoms Maintenance Engineers
- Route Asset Managers (Signals)

## 2 Risk mitigation

This manual provides controls to mitigate the high level risk on 'breakdown of safe separation of trains.'

## 3 Roles and Responsibilities

A full breakdown of roles and responsibilities are given in [NR/L2/SIG/10662](#).

## 4 Definitions

For the purposes of this standard, the following terms and definitions apply.

**Default Maintenance Regime** The maintenance regime to be used on all signalling assets on Network Rail infrastructure apart from alternative regimes on certain equipment types that have been authorised following the process detailed in [NR/L2/SIG/10662](#)

**Alternative Maintenance Regime** This can be any maintenance regime authorised by [NR/L2/SIG/10662](#), example being Reliability Centred Maintenance (RCM)

## 5 NR/ROSE Queries or Comments

If you have any queries or comments about any of the NR/ROSE suite, contact in the first instance should be made to your SM(S) or line manager. If the query or comment cannot be answered at this level, the SM(S) or line manager should contact the HQ ROSE team.

## 6 NR/ROSE Implementations

Reliability Centred Maintenance of Signalling Equipment regimes can be implemented on a full or pilot basis with the agreement of the Route Asset Manager (Signals)

Implementation guidance is provided in [NR/GN/SIG/10670](#).

## 7 Missing and Late Maintenance

No scheduled maintenance interval may exceed the stated interval.