

Defective On-Train Equipment

Railway Group Standard

GO/RT3437

Issue Eight

Date December 2015

Defective On-Train Equipment

Synopsis

This document mandates the requirements relating to the production of contingency plans, which have to be applied when on-train equipment becomes defective. It applies to all trains being brought into service, and to those in service, on Network Rail managed infrastructure.

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Equipment****Issue record**

Issue	Date	Comments
One	June 1998	Rapid Response, replacement of Group Standard GO/OT0013
Two	February 1999	Amendments following consultation
Three	August 2000	Amendment following further review and consultation
Four	December 2004	Updated to reflect new technology and replaces issue three
Five	April 2008	Revised as part of the Strategy for Standards Management. Replaces issue four.
Six	June 2010	Replaces issue five. Small scale change limited to Appendix A: addition of ERTMS to the list of on-train equipment and also clarification of bullet point a) Train Radio.
Seven	September 2013	Replaces issue six. Updated following 12 month review and as a result of changes to Rule Book Module TW5, transfer of some items of on-train equipment to a new non-mandatory Appendix B, addition of air suspension and driving controls to the list of defective equipment in Appendix A and vehicle couplings to Appendix B, addition of two new sub-headings to align with Guidance Note GO/GN3637 and other minor amendments.
Eight	December 2015	Replaces issue seven. Update following changes to Rule Book module TW5. The list of defective equipment in Appendix A has been aligned to the Rule Book module.

Amended or additional parts and/or sections of revised pages have been marked by a vertical black line in the adjacent margin.

Superseded documents

The following Railway Group documents are superseded, either in whole or in part as indicated:

Superseded documents	Sections superseded	Date when sections are superseded
GO/RT3437 Issue six	All sections	07 December 2013
GO/RT3437 Issue seven	All sections	05 December 2015

GO/RT3437 Issue seven ceases to be in force and is withdrawn as of 05 December 2015.

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Supply

The authoritative version of this document is available at www.rgsonline.co.uk . Enquiries on this document can be forwarded to enquirydesk@rssb.co.uk .

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Part 1 Purpose and Introduction

1.1 Purpose

- 1.1.1 This document mandates requirements for the production of specific contingency plans which have to be applied when on-train equipment becomes defective and, in its defective state, could result in increased risk to safe interworking, the safety of passengers or the railway workforce. It applies to all trains being brought into service, and to those in service, on Network Rail managed infrastructure.

1.2 Introduction

1.2.1 Background

- 1.2.1.1 The requirements of this document are based on the need for railway undertakings to produce and publish defective on-train equipment (DOTE) contingency arrangements for trains affected by specified on-train equipment faults and breakdowns. The DOTE contingency plans are reviewed and monitored by all affected railway undertakings. Infrastructure managers will be required to review DOTE contingency plans submitted to them and given the opportunity to make comments if they have any. Infrastructure managers will need to have reviewed DOTE contingency plans in order for them to inform railway undertakings of any infrastructure changes that might affect the plans.
- 1.2.1.2 Each measure in this Railway Group Standard states what railway undertakings and infrastructure managers are required to do at the interface.
- 1.2.1.3 The term 'infrastructure managers' includes those responsible for the management of stations.
- 1.2.1.4 This is a high-level document that is generally aimed for use by Standards Managers; other interested parties may find it useful for information purposes.
- 1.2.1.5 The detailed requirements for front line staff are located in GE/RT8000 Rule Book.

1.2.2 Principles

- 1.2.2.1 Trains should not operate with defective on-train safety systems, equipment or components unless measures have been taken to enable consequential risks to be controlled.
- 1.2.2.2 On-train safety systems, equipment or components should be identified, and procedures should be in place to control risks if such systems, equipment or components become defective. These procedures should take into account the routes over which trains operate (including station interface arrangements) and should be established following liaison with, and discussions between, the railway undertakings and infrastructure managers concerned.

1.2.3 Related requirements in other documents

- 1.2.3.1 There are related requirements in the following Railway Group documents at the time of publication:
- a) GE/RT8000 Rule Book modules AC, TW1, TW5.
 - b) GM/RT2466 Railway Wheelsets.

1.2.4 Supporting documents

- 1.2.4.1 The following Guidance Note supports this Railway Group Standard: