

SAFE Notice *2019* 1020

Telegram

SYDNEY

08 MAY

1200 HOURS

TO:

SYDNEY TRAINS

Deputy Executive Director Network
Operations
Head of Service Delivery
Area Operations Managers Signal Box
Operations
RMC Sydney
Signal Box Operations
Deputy Executive Directors Train Crew
Crew Managers Train Crew
Shift Managers Train Crew
Deputy Executive Directors Train Crew
Associate Director Compliance & Assurance
Train Crewing
Senior Project Manager Operational
Mobilisation Readiness
Professional Head Fleet Engineering Sydney
Trains
Rolling Stock Engineering Manager TfNSW
Crew Managers Train Crew
Shift Managers Train Crew
TTU test Train Crew

Minimum operating standards for TTU-upgraded Tangara trains during dynamic testing

Effective from 1200 hours, Wednesday, 08 May 2019, this SAFE Notice Telegram introduces Minimum Operating Standards for upgraded TTU II Tangara Trains during Dynamic testing.

These instructions must be read in conjunction with OMET 200 Minimum Standards for electric trains.

Minimum Standards for Tangara Technology Upgrade II dynamic testing

Introduction

This document contains the minimum standards required for Tangara Technology Upgrade (TTU) II upgraded Tangara trains to enter the Network or remain in the Network for dynamic testing.

This document contains only the items that have standards differing from *OMET 200 Minimum Operating Standards for electric trains*.

General standards

Standards applying to items removed during TTU do not apply.

The standard relating to an item added during TTU does not need to be applied if:

- the item does not relate to the safety of rail operations or the testing personnel, and
- the scheduled testing does not involve the item.

General

As soon as practicable, give information on any condition not meeting these standards to:

- the Running Supervisor when in Maintenance Centres
- Mechanical Control when in Out-Depots or in service.



Minimum Standards for Tangara Technology Upgrade II dynamic testing



NOTE

At Out-Depots and in service, compile and submit a train status report.

Advise Mechanical Control means: Mechanical Control will arrange to have the problem rectified.

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Minimum Standards for Tangara Technology Upgrade II dynamic testing

Air conditioning



NOTE

Each car has two units. The No.2 end unit in driving trailer cars serves the crew compartment and customer areas, other units serve customer areas only.

If temperatures are not uncomfortable for Train Crew and testing personnel, the train might not need to be worked out of service.

Crew cab windows and fresh air vents can be opened for fresh air.

Location	Standard	If standard is not met
Into service from Maintenance Centre	At least one unit must be operational in each car that will contain testing personnel	Do not enter service
Into service from out depot or in service	At least one unit must be operational in each car that will contain testing personnel	Work the train out of service as directed



Minimum Standards for Tangara Technology Upgrade II dynamic testing

Destination indicators

The following standards apply to both internal and external destination indicators.

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service

Digital voice announcement (DVA) system

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service

Emergency door releases (EDRs)

External emergency door releases (EDRs)

This standard is assessed by maintenance staff. Unless directed, Train Crews are not required to inspect EDRs.

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service



Minimum Standards for Tangara Technology Upgrade II dynamic testing

Internal emergency door releases (IEDRs)

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service. <i>Pre-departure brief to highlight individual unit that is out of service and tagged. Car must not be locked out to allow test personnel to traverse.</i>
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service <i>Pre-departure brief to highlight individual unit that is out of service and tagged. Car must not be locked out to allow test personnel to traverse.</i>

Crew Cab Interface Unit (CCIU)

Location	Standard	If standard is not met
Into service from Maintenance Centre	Must be operational.	If the fault cannot be fixed, the train may enter service. Pre-departure brief to highlight that IEDR control unit is out of service.
Into service from out depot or in service	Must be operational.	If the fault cannot be fixed, the train may enter or continue in service



Minimum Standards for Tangara Technology Upgrade II dynamic testing

Passenger emergency intercom (PEI)

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service

Surveillance system

Internal CCTV surveillance System

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service

CCTV image recorders

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service



Minimum Standards for Tangara Technology Upgrade II dynamic testing

CCTV monitors

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	If the fault cannot be fixed, the train may enter service.
Into service from out depot or in service	All must be operational.	If the fault cannot be fixed, the train may enter or continue in service

Train Operating System (TOS)

TOS display screen

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	Do not enter service
Into service from out depot or in service	All must be operational.	Work the train out of service as directed

TOS

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	Do not enter service
Into service from out depot or in service	All must be operational.	Work the train out of service as directed



Minimum Standards for Tangara Technology Upgrade II dynamic testing

TOS printer

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be operational.	Use the TOS printer in another cab. <i>If both are defective, use the TOS TRAIN CERTIFICATE screens.</i>
Into service from out depot or in service	All must be operational.	Use the TOS printer in another cab. <i>If both are defective, use the TOS TRAIN CERTIFICATE screens.</i>

Internal fittings

Electrical wiring

Location	Standard	If standard is not met
Into service from Maintenance Centre	Must not be exposed	Do not enter service if the affected area is in a crew compartment. <i>If the affected area is not in a crew compartment, the affected area must be delineated with a safety barrier tape or locked off from access.</i>
Into service from out depot or in service	Must not be exposed	<i>If the affected area is in a crew compartment, work the train out of service.</i> <i>If the affected area is not in a crew compartment, the affected area must be delineated with a safety barrier tape, or locked off from access.</i>



Minimum Standards for Tangara Technology Upgrade II dynamic testing

Lights

Passenger car

Location	Standard	If standard is not met
Into service from Maintenance Centre	50% in each area <i>per car</i> must be working in the passenger areas used by testing personnel	Do not enter service if testing personnel consider that the lighting is not sufficient to perform their work. Decision to be made by Train Captain and Test crew.
Into service from out depot or in service	50% in each area <i>per car</i> must be working in the passenger areas used by testing personnel	Work the train out of service as directed if testing personnel consider that the lighting is not sufficient to perform their work. Decision to be made by Train Captain and Test crew.

Passenger doors

Location	Standard	If standard is not met
Into service from Maintenance Centre	All must be able to be secured in the closed position	Do not enter service
Into service from out depot or in service	All must be able to be secured in the closed position	Work the train out of service as directed



Minimum Standards for Tangara Technology Upgrade II dynamic testing

Public address (PA) system

Location	Standard	If standard is not met
Into service from Maintenance Centre	Must be fully operational	Testing personnel to determine if testing can continue safely with use of 2 way radio's as alternative communication method
Into service from out depot or in service	Announcements must be able to be made from all crew compartments and be heard in all cars used by testing personnel	Testing personnel to determine if testing can continue safely with use of 2 way radio's as alternative communication method



Minimum Standards for Tangara Technology Upgrade II dynamic testing

Passenger seats

Location	Standard	If standard is not met
Into service from Maintenance Centre	All fitted seats must be safe for use or delineated by safety tape	Do not enter service if adequate secured seating is not available for all test personnel on board Seats with equipment may be opened/ lifted as required for testing purposes by the test personnel
Into service from out depot or in service	All fitted seats must be safe for use or delineated by safety tape except where testing personnel require space for testing.	Work the train out of service as directed if adequate secured seating is not available for all test personnel on board Seats with equipment may be opened/ lifted as required for testing purposes by the test personnel. Seats may be removed for testing purposes but must be removed prior to dynamic testing

Effective date

8 May 2019

SYDNEY, 8 MAY 2019

DIRECTOR SAFETY AND STANDARDS SYDNEY TRAINS

Returned to Controlling Manager: Date: Signed:



(Cut along this line and forward the detached receipt to your Controlling Manager)

To Controlling Manager:.....

Received SAFE Notice No. 1020 – 2019 Date:..... Signed:

Name (print): Location:

(Controlling Manager to retain this Acknowledgement of Receipt of the SAFE Notice for record purposes for 90 days)