

## Purpose

To prescribe the requirements for dealing with defective vehicles in the MTS Network.

## Application of this Rule in the MTS Network

The following rule does not apply to EMUs operating in UTO or PM modes.

## Responding to vehicle defects

If defective vehicles are observed by or reported to the Rail Traffic Operator, they must:

- if necessary, stop the train, and
- tell the Traffic Controller, and
- follow the requirements of *MTR 400 Protecting rail traffic*, and
- investigate the nature of the defect.

If inspection confirms that there is a defect, the Rail Traffic Operator must tell the Traffic Controller:

- about the nature of the defect, and
- whether the defect can be remedied on site.

If defective vehicles are able to travel, the Rail Traffic Operator must tell the Traffic Controller about any operating restrictions that apply.

## Moving defective vehicles

If the Rail Traffic Operator considers that a defective vehicle cannot travel, the defective vehicle:

- must be certified by a Maintenance Representative as safe to travel, before the vehicles may be moved
- may be moved only in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

The Maintenance Representative must tell the Traffic Controller about any operating restrictions that have been placed on the vehicle.

### Red cards

If the Maintenance Representative does not certify defective vehicles as safe to travel, the vehicles must be labelled with a **NOT TO GO** card ('red card') on each side.

Vehicles with red cards must not travel in the Network. Vehicles with red cards stabled in the Network must be promptly:

- repaired, and certified as safe to travel, or
- removed from the Network.

## Detaching vehicles

Before a defective vehicle is detached from rail traffic at a location short of its destination, the Rail Traffic Operator must tell the Traffic Controller about:

- the nature of the defect, and
- the vehicle identification number.

If defective vehicles are detached from rail traffic, the Rail Traffic Operator must:

- arrange for the consist form to be amended or re-issued, and
- perform brake holding tests, as necessary, and

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- perform continuity tests in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

If it is necessary to deal with a defective vehicle by dividing rail traffic, the Rail Traffic Operator must act in accordance with *MTR 416 Disabled rail traffic*.

## Assisting track vehicles

Defective track vehicles may be assisted in accordance with the requirements specified in MTS minimum rolling stock requirements and registration conditions.

### Assisting with an automatic coupling device

If an assisted track vehicle is fitted with an automatic coupling device, it may be either hauled or propelled.

#### Hauling

Unless the coupling device is approved for a higher speed, the maximum speed for hauled track vehicles is 15 km/h.

#### Propelling

The maximum speed for propelled track vehicles is 10 km/h.

### Assisting with an approved towing device

Defective track vehicles may be towed with an approved towing device by another track vehicle if the:

- gross weight of the towed track vehicle is less than the weight of the towing vehicle, and
- towed track vehicles have working airbrakes and main reservoir air supply, and
- towed track vehicles have working emergency parking brakes, and
- track vehicles are crewed by Qualified Workers.

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If these conditions are met, the towing speed must not exceed:

- the allowable maximum of the lower-rated vehicle, if the brakes of the towed track vehicles are operable from the towing vehicle, or
- half the allowable maximum of the lower-rated vehicle, if the brakes of the towed track vehicles are not operable from the towing vehicle.

If the specified conditions cannot be met, the maximum speed for towed track vehicles is 15 km/h.

## Procedures

*MPR 703 Using Route Blocking*

*MPR 712 Protecting work from rail traffic on adjacent lines*

*MPR 720 Protecting rail traffic*

*MPR 721 Spoken and written communication*

## Effective date

28 April 2025