

Fault list on computer: useful information

Priority coding:

- P1** Major failure/Incident with loss of life/possible loss of life.
- P2** Major failure/incident affecting more than one line; points failure at major junction or causing significant delay/WSF's, loss of power, cable theft (depending on loss of equipment).
- P3** Delaying failure incident; points failure, TC failure locking junction, signal blackout, LC phone OOU, level crossing, ('stop & cautioning' incidents)
- P4** Not affecting service and to be attended within 1 shift if possible, failure examples; SPT dead, difficulty lowering barriers, other failures not causing any delay.
- P5** Not affecting service and to be attended within 7 days, failure examples; filament failures, RCM alarms, panel light out, earth fault, missing troughing, infrastructure minor damage, vegetation issues (but not obscuring; this would be a P2 if fully obscuring).

Failures and Incidents may have their coding changed if the failure escalates. Also codes are decided by service disruption, i.e: train service has now stopped since failure was reported. Also the list above does not cover all failure types.

Risk coding:

Also Fault Control classify an incident/failure by five categories: HIGH RISK, LOW RISK, NEGLIGIBLE RISK, NON-SIGNALLING & NOT A FAULT (*see next page to see how the each fault is signified by abbreviated letter on fault list*)

High Risk: Failure of equipment that imparts **significant safety risk** to the railway infrastructure, by the protection normally provided by the equipment being reduced, with no other system to provide sufficient protection, '*wrong side*' **unprotected** failure.

Low Risk: Failure of equipment that imparts **some safety risk** to the railway infrastructure, by the protection normally provided by the equipment being reduced. However, sufficient protection is being provided by another system(s), i.e. '*wrong side protected*' failure'.

Negligible Risk: No significant **safety** risk to the infrastructure, applies to all signalling

and telecoms failures of equipment failing safe or '*right side*' causing operational disruption.

Non-signalling: This should be used for any fault that does not relate to a Signalling or Telecoms based failure, unless there are any effects on the Signalling of trains as specified in NR/SP/SIG 10047 (e.g. ESR / TSR magnets and failure of mains power causing "black" signals).

Not-a-fault: An incident where damage was caused to signalling or telecommunications equipment **or** where equipment was reported as faulty but, on investigation, was found to be working as designed.

The risk coding is based on a scoring system done by fault control and will give a score that will determine the risk to the infrastructure/services etc.