

No: NRS 299

Infrastructure Safety Bulletin

Rail Trailer Service Brakes

For the attention of all machine operators, machine controllers and planners

Background

During recent works near Exeter on a 1 in 37 gradient during extremely wet weather, a Komatsu RRV Excavator towing a rail trailer 'slid' through a set of points which were set in the wrong direction for travel.

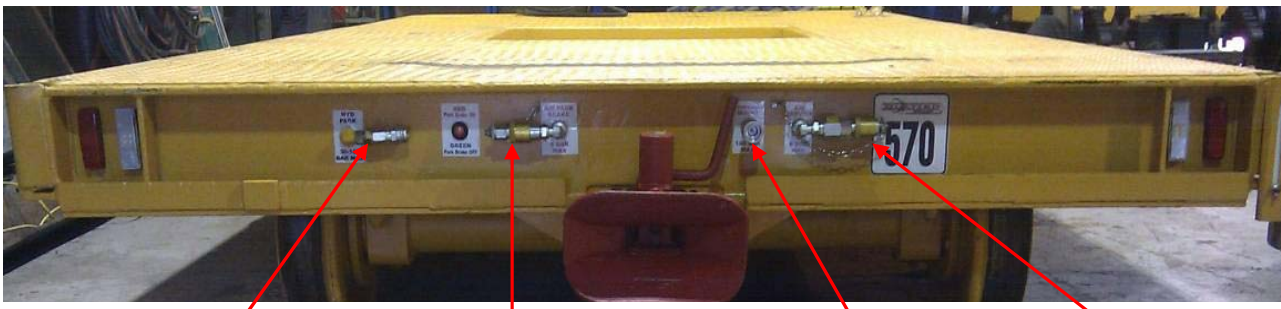
The initial investigations have identified that the service brakes on the rail trailer may not have been connected.

Immediate Action Required by Users

Users are reminded of the requirements in letter of instruction NR/BS/LI/285 Issue 2, issued on 11th June 2013 and with a compliance date of 30th June 2013.

This letter states that;

“when a rail trailer is required on works planned for gradients equal to or greater than 1 in 75 then it is mandated that a trailer with service brakes, capable of being activated by the towing RRV, is to be used.”



Best Practice

Users are advised that when using an RRV and Rail Trailer, the Service Brake hoses should be coupled as a matter of routine and not just where the gradient is equal to or greater than 1 in 75.