PREPARATION ACTION

1. ADVISE NETWORK CONTROLLER BEFORE COMMENCING WORK
2. OBSERVE THE REQUIREMENTS OF THE SAFE WORK METHOD STATEMENT.
3. OBSERVE THE APPROPRIATE NETWORK RULES AND PROCEDURES
4. PERFORM PRE-WORK SAFETY BRIEF

MAINTENANCE ACTION (Reference ESM-06-01 and SMS06)

LUBRICATION (SWITCH PLATE & CLAW DRIVE) (Reference: SMS06 - SECTION 8)
1. CHECK SWITCH PLATES & CLAW DRIVE FOR OBSTRUCTIONS & CONTAMINATION, CLEAN & LUBRICATE THE CROSSING SWITCH SLIDE PLATES
   (SWITCH PLATE LUBRICATION MAY NOT BE NECESSARY IF SWITCH ROLLERS ARE FITTED)
2. CLEAN (REMOVING ANY EXCESS OLD LUBRICANT & DEBRIS) & LUBRICATE THE ENGAGEMENT & DISENGAGEMENT FACES OF THE CLAW TAIL & OPERATING BAR NOTCHES, LOCK FACES & KEYWAY OF THE CLAW LOCK. (NOTE: DO NOT USE DRY SWITCH PLATE LUBRICANT)

ZONAL INSPECTION (Reference: SMS06 - SECTIONS 8)

NOTE: A ZONAL INSPECTION IS ESSENTIALLY A VISUAL & AUDIBLE INSPECTION OF THE SWITCH, CLAW LOCK & MOTOR DRIVE OPERATION
3. CONDUCT A ZONAL EXAMINATION OF THE CLAW LOCK LOCKING & LOCK MECHANISM, BACK DRIVE & SWITCHES, TO ENSURE THAT THERE IS NO EVIDENCE OF OBSTRUCTION (FOREIGN MATERIAL), DAMAGE OR DEGRADATION THAT COULD PREVENT THE SWING NOSE SWITCH FROM LOCKING & MAINTAINING ITS LOCKED POSITION OR FAILURE OF THE POINT DRIVE & RECTIFY IF NECESSARY.
4. CHECK THAT THE MOTOR MECHANISM & CLAW LOCK BOX FASTENINGS ARE SECURE & THEY DO NOT MOVE DURING POINT OPERATION
5. CHECK THAT ALL CLAW LOCK PIN RETAINING DEVICES ARE SECURED

NOTE: THE FOLLOWING TASKS ARE TO BE COMPLETED AT THE CONCLUSION OF ANY LUBRICATION & / OR ADJUSTMENT TASKS. (Reference: SMS06 - SECTION 8)
6. OBSERVE POINT OPERATON (REPORT OR RECTIFY ANY ANOMALIES DETECTED):-
   (i) LISTEN FOR ANY UNUSUAL SOUNDS WHEN THE POINT SWITCHES ARE OPERATED.
   (ii) CHECK THAT THE SWITCH OPERATION IS THE NORMAL SPEED & IS SMOOTH
   (iii) CHECK THAT THE SWITCH DRIVES UP AGAINST THE STOCK AT THE SAME TIME
   (iv) CHECK THAT THE CLAW IS LOCKING CORRECTLY
   (v) CHECK THAT THE COUPLING BAR & THROW BAR MOVE IN UNISON
   (vi) CHECK THAT THE DETECTOR RODS & MACHINE SLIDES MOVE WITHOUT LAG IN UNISON WITH THE SWITCH

REINSTATEMENT ACTION

1. RECORD MAINTENANCE ACTION BY CLOSING OFF THE MST/WORKORDER
2. ENSURE THAT THE POINT DRIVE SYSTEM OPERATES CORRECTLY
3. ADVISE THE NETWORK CONTROLLER THAT MAINTENANCE ACTION IS COMPLETE
4. REPAIRS OR ADJUSTMENTS ARE TO BE EFFECTED IMMEDIATELY OR RECORDED IN THE WMS AS A CORRECTIVE ACTION
5. DISPOSE OF ALL COMPONENTS, BATTERIES SOILED RAGS, PAPERS, ETC APPROPRIATELY
PREPARATION ACTION
1. ADVISE NETWORK CONTROLLER BEFORE COMMENCING WORK
2. OBSERVE THE REQUIREMENTS OF THE SAFE WORK METHOD STATEMENT.
3. OBSERVE THE APPROPRIATE NETWORK RULES AND PROCEDURES
4. PERFORM PRE-WORK SAFETY BRIEF

MAINTENANCE ACTION (Reference ESM-06-01 and SMS06)

PERFORM 06 11 11 15 SSL IN CONJUNCTION WITH THIS SERVICE.

LUBRICATION OF OPERATING MECHANISM (Reference SMS 06 Sections 8 & 10)
1. LUBRICATE THE CLAW PIN & BUSH IN THE CLAW BRACKET (CLEAN & REMOVE EXCESSIVE OLD LUBRICANT FIRST)
2. GREASE THE SELECTOR LEVER BEARING, FOR THE D84M MOTOR MECHANISM, AS NECESSARY
3. LUBRICATE THE HAND THROW LEVER BEARING AS NECESSARY
4. INSPECT THE SELECTOR LEVER CLUTCH DISENGAGEMENT MECHANISM FOR RESIDUAL LUBRICANT, LUBRICATE THE MECHANISM IF REQUIRED TAKING CARE NOT TO CONTAMINATE THE CLUTCH DISCS WITH LUBRICANT
5. INSPECT THE POINT MOTOR MACHINES FOR RESIDUAL LUBRICANT & LUBRICATE AS NECESSARY
6. INSPECT THE DETECTOR ROLLER ASSEMBLY PIVOT POINTS
7. INSPECT THE DETECTOR ROLLER AXLES
8. LUBRICATE THE POINT BAR &吴 & THE DETECTOR SLIDES & BEARINGS
9. INSPECT THE CONDITION OF THE DETECTOR CONTACT ASSEMBLY FOR EVIDENCE OF BURNING OR DEGREDATION OF THE CONTACTS OR DEGREDATION OF THE HOUSING. REPLACE AS NECESSARY
10. INSPECT THE WING RAIL / POINT RAIL GAUGE FACE FOR RAIL HEAD OVERFLOW GREATER THAN 1.5mm ADJACENT TO THE SWITCH RAIL
11. CHECK FOR EVIDENCE OF EXCESSIVE PUMPING OF THE SWING NOSE UNDER TRAIN LOAD
12. CHECK THE “TOP” ALIGNMENT OF THE SWING NOSE TO ENSURE THERE IS NO EXCESSIVE CHANGE IN TOP
13. INSPECT SWITCH FOR DAMAGE ESPECIALLY THE TIP & OVERFLOW OF THE HEAD 400 TO 1000mm FROM THE TIP
14. CHECK FIT OF SWITCH TO STOCKRAIL
15. CHECK SWITCH OPENING AT THE TIP AND FLANGEWAY CLEARANCE AT THE BACK OF THE SWITCH RAIL
16. INSPECT FOR EVIDENCE OF LOOSE LOCK NUTS & FASTENERS ON THE DETECTION LINKAGES
17. INSPECT FOR LOOSE FASTENERS & LOCK NUTS (DEVICES) ON THE POINT DRIVE LINKAGES & INCLUDING THROW BAR, DROP LUG, COUPLING BAR, COUPLING BAR BRACKET, OPERATING BAR AND WHERE FITTED THE BACK DRIVE CRANKS, BASEPLATES & OPERATING BAR
18. INSPECT THE CLAW LOCK & BRACKET FOR EVIDENCE OF FRACTURES PAYING PARTICULAR ATTENTION TO THE LOCK FACES
19. INSPECT THE CLAW LOCK & BRACKET FOR EVIDENCE OF LOOSE FASTENERS & LOCK NUTS (LOCKING DEVICES)
20. INSPECT FOR LOOSE OR BROKEN TIE PLATE TO RAIL BRACE FASTENERS. RETENTION OR RENEW AS NECESSARY
21. CHECK THE SWITCH RAIL TO RAIL CHAIR SEAT CLEARANCE. IF EXCESSIVE OR INSUFFICIENT THE SWITCH ROLLER TENSION MAY BE ADJUSTED TO ACHIEVE THE CORRECT CLEARANCE (APPLIES TO SWITCHES FITTED WITH SWITCH ROLLERS ONLY)
22. CHECK THE SWING BAR AND SLIDING EVENLY ON ALL RAIL SLIDE CHAIRS, REPORT TO CIVIL IF MORE THAN HALF ARE NOT BEARING CORRECTLY (APPLIES TO SWITCHES NOT FITTED WITH ROLLERS)
23. CHECK THE SECURITY OF THE SWITCH ROLLER (WHERE FITTED) MOUNTINGS, RETENTION OR RENEW FASTENINGS AS NECESSARY
24. CHECK THAT ALL CLAW LOCK PIN RETAINING DEVICES ARE SECURED

POINT MOTOR MACHINE
1. OPERATE THE MACHINE AND INSPECT FOR EVIDENCE OF MOVEMENT AT THE POINT MOUNTING. RETENTION MOUNTING BOLTS AS NECESSARY OR ARRANGE FOR THE BEARER/S TO BE REPLACED IF FOUND TO BE DEFECTIVE
2. CHECK THE POINT MACHINE BASEPLATE TO BEARER MOUNTING BY INSPECTING FOR EVIDENCE OF MOVEMENT OF THE POINT MACHINE BASEPLATE WHEN THE POINT MACHINE IS OPERATED. RETENTION FASTENINGS AS REQUIRED AND INSPECT INTEGRITY OF THE BEARERS
3. INSPECT THE CONDITION OF THE MOTOR CUT-OUT SWITCH ASSEMBLY FOR EVIDENCE OF BURNING OR DEGRADATION OF THE CONTACTS OR DEGRADATION OF THE HOUSING. REPLACE AS NECESSARY
4. INSPECT THE CONDITION OF THE DETECTOR CONTACT ASSEMBLY FOR EVIDENCE OF BURNING OR DEGRADATION OF THE CONTACTS OR DEGRADATION OF THE HOUSING. REPLACE AS NECESSARY
5. INSPECT THE CONDITION OF THE MOTOR CONTROL CONTACT ASSEMBLY FOR EVIDENCE OF BURNING OR DEGRADATION OF THE CONTACTS OR DEGRADATION OF THE HOUSING. REPLACE AS NECESSARY

FACING POINT LOCK (CLAW LOCK) ADJUSTMENT (Reference SMS 06 Section 4)
1. PERFORM FACING POINT LOCK TEST, ENSURE THE OPERATING BAR DOES NOT COMPLETE ITS STROKE & THE CLAW DOES NOT LOCK WITH THE 4.8 OBSTRUCTION GAUGE INSERTED BETWEEN THE SWITCH & WING (STOCK) RAIL. ADJUST OR REPAIR IF NECESSARY TO ENSURE THAT THE LOCK WILL NOT LOCK WITH THE OBSTRUCTION GAUGE SET AT BETWEEN 1.6mm & 3.2mm

POINT DETECTION ADJUSTMENT (Reference SMS 06 Section 5)
1. CHECK THE DETECTION SETTINGS FOR THE CLOSED & OPEN SWITCH POSITIONS. CLOSED SWITCH SETTING MUST ENSURE THE DETECTOR CONTACTS ARE JUST OPEN WITH A SWITCH OPENING OF 4.0mm. OPEN SWITCH SETTING MUST ENSURE THE DETECTOR CONTACTS OPEN AT LEAST 25mm BEFORE THE LOCKED CLAW IS RELEASED BY THE COUPLING BAR. DETERMINE CAUSE FOR ANY LOSS OF CORRECT ADJUSTMENT. REPAIR AS NECESSARY, THEN READJUST DETECTION AS NECESSARY

TRACK CIRCUIT PARALLEL BONDING
1. INSPECT THE CONDITION OF ANY PARALLEL BONDING ON THE TURNOUT

REINSTATEMENT ACTION
1. RECORD MAINTENANCE ACTION BY CLOSING OFF THE MST/WORKORDER
2. ENSURE THAT THE POINT DRIVE SYSTEM OPERATES CORRECTLY
3. ADVISE THE NETWORK CONTROLLER THAT MAINTENANCE ACTION IS COMPLETE
4. REPAIRS OR ADJUSTMENTS ARE TO BE EFFECTED IMEDIATLY OR RECORDED IN THE WMS AS A CORRECTIVE ACTION
5. DISPOSE OF ALL COMPONENTS, BATTERIES, SOILED RAGS, PAPERS, ETC APPROPRIATELY
PREPARATION ACTION
1. ADVISE NETWORK CONTROLLER BEFORE COMMENCING WORK
2. OBSERVE THE REQUIREMENTS OF THE SAFE WORK METHOD STATEMENT.
3. OBSERVE THE APPROPRIATE NETWORK RULES AND PROCEDURES
4. PERFORM PRE-WORK SAFETY BRIEF

MAINTENANCE ACTION (Reference ESM-06-01 and SMS06)

PERFORM PT 06 11 11 15 SSL & PT 06 11 11 15 SS1 IN CONJUNCTION WITH THIS SERVICE.

MOTOR MECHANISM
(Reference SMS 06 Sections 10)

1. CHECK TIGHTNESS OF ALL ELECTRICAL CONNECTIONS
2. INSPECT CONDITION OF ALL ELECTRICAL WIRING
3. CLEAN INTERIOR OF POINT MACHINE
4. CHECK THE FRICTION SNUBBER EFFECTIVENESS BY CONFIRMING THAT THE INTERMEDIATE GEAR FOR THE POINT MACHINE (MOTOR DRIVEN GEAR) SHOWS EVIDENCE OF PRELOAD. REPAIR SNUBBER AS REQUIRED
5. TEST THE POINT MACHINE CUT-OUT TIMER FUNCTION BY PERFORMING THE OBSTRUCTION TEST. FOR NON-CBI/PBI INSTALLATIONS REPLACE THE DEFECTIVE TIMER IF NECESSARY OR IF CBI/PBI REPORT THE DEFECTIVE FUNCTION TO THE MAINTENANCE ENGINEER
6. TEST OVERLOAD CLUTCH TORQUE SETTING WITH LOAD CELL IS BETWEEN 4.5kN & 5.5kN. REPAIR, ADJUST REPLACE AS NECESSARY
7. TEST THE FORCE REQUIRED TO OPERATE THE SWING NOSE, IF IT EXCEEDS 3.0kN REPORT TO CIVIL FOR RECTIFICATION
8. EXAMINE THE POINT MACHINE COVER SEAL FOR EVIDENCE OF DEGRADATION - REPLACE AS NECESSARY
9. LUBRICATE ALL MOVING PARTS WITHIN MACHINE
10. INSPECT CONDITION OF GEARS AND LINKAGES
11. EXAMINE THE DETECTOR SLIDES & BEARINGS TO ENSURE THAT THERE IS NO EXCESSIVE VERTICAL OR LATERAL MOVEMENT OF THE SLIDES. REPLACE EXCESSIVELY WORN SLIDES & BEARINGS.
12. CHECK THE OPERATION OF THE HAND THROW LEVER / SELECTOR INTERLOCKING. REPAIR OR REPLACE AS NECESSARY
13. Check operation of motor cut out operated by the ESML/EOL crank handle & indexing &/or wanding of the crank handle & index plate

CLAW LOCK MECHANISM

1. INSPECT THE OPERATING BAR / CLAW TAIL ENGAGEMENT & DISENGAGEMENT FACES FOR EXCESSIVE WEAR
2. INSPECT THE ELECTRICAL INSULATION FC (Reference SMP 06 Section 8)
3. INSPECT CLAW PIN & RETAINING DEVICE FOR EVIDENCE OF EXCESSIVE WEAR & LOOSENESS OF FIT, REPLACE AS NECESSARY
4. INSPECT THE CLAW PIN SLOT IN THE CLAW BRACKET FOR EXCESSIVE LOCALISED WEAR, REPLACE AS NECESSARY
5. INSPECT THE ANTI ROLL BAR (WHERE FITTED) FOR EVIDENCE OF RUBBING AGAINST THE SWITCH RAIL, REPLACE OR RETENSION FASTENERS AS NECESSARY
6. INSPECT THE ANTI ROLL BAR (WHERE FITTED) SLIDE ARRANGEMENT FOR EVIDENCE OF EXCESS WEAR THAT COULD CAUSE THE ANTI-ROLL BAR TO SAG, INSTALL NEW INSULATION KIT IF NECESSARY
7. INSPECT THE ELECTRICAL INSULATIONS FOR THE ANTI ROLL BAR (WHERE FITTED) FOR EVIDENCE OF DEGRADATION & REPLACE AS NECESSARY
8. INSPECT THE ANTI ROLL BAR (WHERE FITTED) SLIDE ARRANGEMENT FOR EVIDENCE OF LOOSE FASTENINGS, RETENSION OR REPLACE AS NECESSARY
9. INSPECT THE ANTI ROLL BAR BRACKET (WHERE FITTED) SLIDE ARRANGEMENT FOR EVIDENCE OF LOOSE FASTENINGS, RETENSION OR REPLACE AS NECESSARY
10. INSPECT THE ANTI ROLL BRACKET SKID PLATE (FOR CATCH POINTS WHERE FITTED) IS NOT LOOSE. IF FOUND TO BE LOOSE THEN REMOVE ALL LOOSE FASTENERS & REFIT WITH NEW COUNTERSUNK SOCKET SCREWS & 242 LOCTITE
11. INSPECT THE ANTI ROLL BAR (WHERE FITTED) SLIDE ARRANGEMENT FOR EVIDENCE OF LOOSE FASTENINGS, RETENSION OR REPLACE AS NECESSARY

GENERAL
1. INSPECT THE DETECTOR ROD TO SWITCH RAIL ELECTRICAL INSULATION FOR EVIDENCE OF DEGRADATION.
2. INSPECT THE OPERATING BAR ELECTRICAL INSULATION FOR EVIDENCE OF DEGRADATION.
3. CHECK FOR CORRECT TRACK GAUGE AT THE TIP OF THE SWITCHES. REPORT SIGNIFICANT DEVIATIONS TO THE TEAM LEADER OR MANGE

REINSTATEMENT ACTION
1. RECORD MAINTENANCE ACTION BY CLOSING OFF THE MST/WORKORDER
2. ENSURE THAT THE POINT DRIVE SYSTEM OPERATES CORRECTLY
3. ADVISE THE NETWORK CONTROLLER THAT MAINTENANCE ACTION IS COMPLETE
4. REPAIRS OR ADJUSTMENTS ARE TO BE EFFECTED IMMEDIATELY OR RECORDED IN THE WMS AS A CORRECTIVE ACTION
5. DISPOSE OF ALL COMPONENTS, BATTERIES, SOILED RAGS, PAPERS, ETC APPROPRIATELY