

3. Recommended Practice for Signal System Snow Melting Equipment Inspection and Testing

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Abstract: This recommended practice provides guidelines for inspecting and testing rail transit signal system snow melting equipment.

Keywords: communication, inspection, maintenance, test, testing, signal, signal system snow melting equipment, snow melting

Introduction

(This introduction is not a part of APTA RT-SC-RP-003-02, *Recommended Practice for Signal System Snow Melting Equipment Inspection and Testing*.)

APTA rail transit safety standards and recommended practices represent an industry consensus on practices for rail transit systems to help achieve a high level of safety for passengers, employees, and the general public. This document was created by and for those parties concerned with its provisions; namely, rail transit systems (operating agencies), manufacturers, consultants, engineers, and general interest groups. This recommended practice provides guidelines for inspecting and testing rail transit signal system snow melting equipment.

APTA recommends this practice for:

- Individuals or organizations that inspect, maintain, and/or operate rail transit systems
- Individuals or organizations that contract with others for the inspection, maintenance, and/or operation of rail transit systems
- Individuals or organizations that influence how rail transit systems are inspected, maintained, and/or operated (including but not limited to consultants, designers, and contractors)

The application of any practices or guidelines contained herein is voluntary. In some cases, federal and/or state regulations govern portions of how a rail transit system operates. In such cases, the government regulations override any conflicting practices this document recommends.

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Recommended Practice for Signal System Snow Melting Equipment Inspection and Testing

1. Overview

1.1 Scope

This document establishes recommended guidelines for inspecting and testing rail transit signal system snow melting equipment.

1.2 Purpose

The purpose of this recommended practice is to verify that signal system snow melting equipment is operating safely and as designed through periodic inspection and testing, thereby increasing reliability and reducing the risk of hazards and failures.

2. Definitions and acronyms

For the purposes of this recommended practice, the following definitions and acronyms apply:

2.1 Definitions

2.1.1 hazard: Any real or potential condition that can cause injury, death, or damage or loss of equipment or property.

2.1.2 operations control center (OCC): A location or locations designed, equipped, and staffed for the purposes of monitoring and controlling RTS activities from a central location or locations. *Syn:* **rail control center, rail operations center, rail service control center.**

2.1.3 original equipment manufacturer (OEM): The enterprise that initially designs and builds a piece of equipment.

2.1.4 personal protective equipment (PPE): All clothing and other work accessories designed to create a barrier against workplace hazards. Examples include safety goggles, blast shields, hard hats, hearing protectors, gloves, respirators, aprons, and work boots.

2.1.5 rail transit system (RTS): The organization or portion of an organization that operates rail transit service and related activities. *Syn:* **operating agency, operating authority, transit agency, transit authority, transit system.**

2.1.6 signal system snow melting equipment: equipment used for the sole purpose of melting snow and ice that may interfere with signal system operation.

2.2 Acronyms

| | |
|------------|---------------------------------|
| DMM | digital multi-meter |
| OCC | operations control center |
| OEM | original equipment manufacturer |
| PPE | personal protective equipment |
| RTS | rail transit system |
| VOM | volt ohm meter |

3. Inspection and testing provisions

3.1 Inspection and testing frequency

The inspection and testing procedures in this recommended practice should be performed when signal system snow melting equipment is placed in service, when it is modified, repaired, or disarranged, or as otherwise deemed necessary by the RTS.

The RTS should determine the need for additional inspection and testing frequencies for signal system snow melting equipment. A review of the following factors may be useful in making this assessment:

- OEM-recommended intervals
- Industry experience
- Operating environment/conditions
- Historical data
- Reliability-centered maintenance program development
- Failure analysis
- RTS testing and experience
- Regulatory requirements

The frequency of tasks should comply with applicable federal, state, and local regulations.

3.2 Training

The RTS and/or their maintenance contractors should develop and execute training programs that provide employees with the knowledge and skills necessary to safely and effectively perform the tasks outlined in this recommended practice.

3.3 Materials

The following materials are recommended for inspecting and testing signal system snow melting equipment:

- Approved lubricants
- Additional materials as required by the OEM and/or RTS

3.4 Tools

The following tools are recommended for inspection and testing of signal system snow melting equipment:

- Digital multi-meter (DMM)*
- VOM*
- Meggering device*
- Hand tools
- RTS-approved portable radio
- Standard tools carried by maintenance personnel
- Additional tools as recommended by the OEM and/or RTS

* Calibrate in accordance with OEM and/or RTS requirements.

3.5 Personal protective equipment

Personal protective equipment, as required by the RTS, should be worn at all times during inspection and testing.

3.6 Safety

RTS safety rules, procedures, and practices shall be followed at all times during inspection and testing.

3.7 Inspection and testing procedures

Signal system snow melting equipment inspection and testing procedures may be modified for each rail transit system's requirements but should contain the steps listed in Sections 3.7.1-3.7.2 as a minimum.

3.7.1 Inspection

- 3.7.1.1** Notify the operations control center (OCC) and/or other authorities of the inspection activities to be performed.
- 3.7.1.2** Check associated contractors, indicators, and controls for signs of burned contacts, loose connections, corrosion and damage check equipment for proper operation.
- 3.7.1.3** Check protection devices for loose connections, broken parts, corrosion and signs of damage. Check equipment for proper operation.
- 3.7.1.4** Check equipment cases for loose, rusted or broken latches, locks, hinges, covers, weather seals, holes, leaks and entrances which are exposed or not used.
- 3.7.1.5** Clean and remove any dust or debris from enclosure interior.
- 3.7.1.6** Check terminal boards for loose connections, corrosion and damage.
- 3.7.1.7** Inspect any associated circuit drawings stored in equipment enclosure, replace any damaged or deteriorated drawings or instructions.
- 3.7.1.8** Notify the OCC and/or other authorities when inspection is complete.

3.7.2 Testing

- 3.7.2.1** Notify the OCC and/or other authorities of the testing activities to be performed.
- 3.7.2.2** Remove any debris or paper from around the affected area prior to testing.
- 3.7.2.3** Test system for shorts, grounds and proper operation.
- 3.7.2.4** Notify the OCC and/or other authorities when testing is complete.

3.8 Correction of deficiencies

Deficiencies identified during signal system snow melting equipment inspection and testing should be corrected and documented in accordance with OEM and/or RTS requirements.

3.9 Documentation

Inspection and testing activities should be documented, reviewed, and filed in accordance with RTS procedures.

Annex A

(informative)

Bibliography

- [B1] Original equipment manufacturer (OEM) specifications for signal system signal system snow melting inspection and testing.
- [B2] Rail transit system (RTS) procedures for signal system signal system snow melting inspection and testing.