

## **Defective Vigilance Control**

A driver of a suburban electric train experienced problems with the vigilance control. On two occasions it had failed to respond to task linked functions, entered penalty mode, causing the train to come to a halt on both occasions. An equipment officer inspected the vigilance system and stated that the system was defective, yet the train then continued in service until the driver was relieved.

### ***CSIRS Requirement***

The Office of Transport Safety Investigation (OTSI) sought verification of the claims from the operator, as well as specific comment about the safety implications associated with such a practice.

### ***Investigation outcome***

RailCorp advised that the nature of the defect was such that it caused the vigilance control to advance the penalty application of the train's brakes and consequently cause the train to stop. The consequential nature of the defect was such that the system "failed-safe". As a result, the train remained in service until it reached Central Station where the train was then operated "empty cars" to Flemington. On inspection, no fault was found with the vigilance control system. However the Train Working Procedure was updated to include vigilance control type problems.

### ***OTSI Action***

OTSI has advised the reporter of the response, actions and plans provided by the responsible operator.

The Transport Safety Regulation Division of the Independent Transport Safety and Reliability Regulator has been advised of this occurrence so that it can monitor the effectiveness of Safety Actions undertaken and proposed by the operator.

The outcomes of the inquiries made by both OTSI and the responsible operator have been recorded in the OTSI Safety Investigation Database for future review and trend analysis.