



RAIL SAFETY ALERT

RSA. No.

2004-02

Page 1 of 1

SUBJECT: Inspection of Safety Critical Door Components and Door Closure Processes

NOTICE TO OPERATORS AND MAINTAINERS OF PASSENGER TRAINS WITH BI-PARTING DOORS

Issue:

On 15th May 2003 in Auckland, New Zealand, a diesel multiple unit passenger service departed with a passenger trapped in a bi-parting door. A finding of the independent investigation was that the door had loose door hanger brackets that allowed the top of the doors to make sufficient contact to activate the circuitry that provided a 'doors closed' indication.

Whilst the door control system with micro switch detection was the primary defence against a train moving while a passenger was trapped in the doors, a visual check by the train manager was the principal back-up should the mechanical-electrical system fail. In this instance the train manager did not make a final visual check to confirm that all passengers were clear of the doors as the train departed.

The full investigation report can be found on the Transport Accident Investigation Commission website at <http://www.taic.org.nz/>

The following actions are to be undertaken

All operators and maintainers of passenger trains with bi-parting doors are to:

1. Review the investigation report on this accident.
2. Review the effectiveness of bi-parting door closure warning systems on units operated.
3. Review procedures and intervals for inspection of safety critical door components.
4. Review the effectiveness of operational defences for failure of a mechanical/electrical warning system.
5. Report any bi-parting door warning systems deficiencies to Transport SA.
6. Transport SA does not require the results of the above reviews, but will check for compliance with this advisory bulletin at a future compliance inspection.

This notice is effective from : 8 / October / 2004

Approved : 

Derek Heneker
Acting Manager, Rail Services

Date: 8/10/04