

Managing potentially faulty or faulty level crossing

Purpose

This information is for drivers and track vehicle operators, when managing potentially faulty or faulty level crossing equipment in accordance with the requirements of Rule CNGE 218 Type F level crossing management.

Potentially faulty level crossings

If a Type F level crossing is potentially faulty, Network Control Officers must warn Drivers and track vehicle operators in accordance with the requirements of Rule CNGE 206 *Reporting and responding to a Condition Affecting the Network (CAN)*.

Drivers and track vehicle operators warned about a potentially faulty level crossing must:

- **stop** short of the level crossing to check whether the warning equipment is operating correctly, and
- as soon as possible, report the condition of the warning equipment to the Network Control Officer, and
- if warning equipment is operating correctly, proceed, and
- if warning equipment is not operating correctly, **treat the level crossing as faulty**.

Faulty level crossing protected by a Handsignaller

If a Handsignaller is protecting a level crossing, Drivers and track vehicle operators must:

- be **prepared to stop** short of the level crossing, and
- proceed over the level crossing only when authorised by the Handsignaller.

Faulty level crossing not protected by a Handsignaller

If a faulty level crossing is not protected by a Handsignaller, Drivers and track vehicle operators must:

- **stop** short of the level crossing, and
- arrange to **stop** approaching road and pedestrian traffic, and
- proceed over the level crossing only if it is safe to do so.