Table of Contents

1. General Information
2. Technical Data
   2.1 Braking System
   2.2 Hydraulic System
   2.3 Electrical System
3. Safety
   3.1 General Safety / Equipment
   3.2 Operation Safety
4. Operations
5. Unauthorised Use
6. Care and Maintenance
   6.1 Maintenance schedule
   6.2 Wheels examination
   6.3 Wheel examination records form
7. Emergency Off tracking
8. Leaving Vehicle On track Unattended
9. Guarantee and service
   9.1 Guarantee
   9.2 Service
   9.3 Disclaimer
   9.4 Contact
1. General Information

Description of Hy-Rail Unit:

This vehicle has been equip with 2 Rail axles for use on track. The hyrail has been assessed to the vehicle’s intended GVM, 6500Kg.

The vehicles only use for rail is a flat top truck to gross vehicle mass.

The vehicle is propelled on track by the original vehicle drive axle, which is Load sharing with the rear hyrail axle.

A Fail-safe hand brake has been fitted to the all rail wheels of this vehicle to prevent any roll away potential of when the vehicle is being stowed on the track.
2. Technical Data

2.1 Braking System
- The Hyrail components of this vehicle are fitted with rail park brakes.
- These brakes are controlled by air over hydraulics pressure valves.
- Both truck and rail axle sets have independent circuits.
- For correct operation, the rail brake fluid must be checked frequently.
- Brake pad inspection is required before use and must have a pad thickness of 2-3mm remaining.
- Fail safe park brake is activated by the air booster spring when air pressure is lost.
- Before towing this vehicle, the brake system’s air boosters must be wound off for brakes to be released. This can only be done once connected to tow vehicle securely.

2.2 Hydraulic System
- This hyrail’s hydraulic system is supplied from an electric pump.
- When activating any switch on the hyrail control panel, the systems electric pump is activated, which supplies pressure to the hyrail circuit.
- This circuit is controlled by a pressure relief. This pressure is set for optimum use when transferring the vehicle from road to rail mode.
- The pressure of this circuit is critical and must not be tampered with by unauthorised personnel. To prevent this happening, the circuit’s relief valve has been fitted with tamper proof seal and should never be removed or broken.

2.3 Electrical System
- The hyrail electrical power is critical for use, and must never be switch off when on the rail.
- The power to the hyrail circuit is supplied from the vehicle OEM supply.
- The front and rear axles are fitted with Up/Down limit switches and must always be operational and adjusted correctly before use.
- Unauthorised personnel must not tamper with the Hyrail’s electrical circuit.
3. Safety

3.1 General Safety / Equipment Safety

- The Road Rail Pre-Start Checklist Must be used Daily
- The vehicle's engine must NOT be shut off when on rail
  - Unless Section 8 of this manual is followed correctly
- The Hyrail Power Switch Must NOT be shut off when operating on rail
  - If power is lost audible and visual alarms will not function correctly
- This Hyrail and its systems must not be modified without the manufactures consent
- Head lights and Tail Lights must ON at all times when operating on rail.
- Hyrail brakes Must be release when operating hyrail switches
- DO NOT Work under suspended Rail Axles without correct mechanical supports
- 3 Points of contact must be used at all time when accessing the vehicle
- ANY power driven equipment can cause serious injury and great damage if mishandled
- Only drive your vehicle when it is safe operating conditions
- Only make a move when you are certain it is a SAFE one, whether starting, loading, hauling, dumping or stopping your vehicle.
- Only work on equipment you understand thoroughly. Surprises can be fatal.
- If you are unsure about any matter- Please Ask
- Appropriate Personal Protective Equipment must be used at all times
- Do not operate this vehicle when a crushing hazard is potential (pinch points)
3.2 Operation Safety

- Check that all tyre pressures are set to the recommended pressure in the vehicle's handbook.
- Operators should familiarise themselves with the vehicle and its equipment before driving on the rail.
- Make several practice stops and starts daily during rail operations, particularly if the vehicle is operating with varying loads.
- Be aware that when on the rail, increased stopping distances are required.
- Never approach a crossing without care.
- Do Not overload the vehicle. Refer to the OEM rating of the vehicle specifications. WHEN ON RAIL
- Speed must be reduced when operating around curves or on branch lines. Maximum speed of 5km/h when travelling through Points and crossing.
- Do Not use the rail guidance system as a hitch for towing or dragging other vehicles
- Do Not exceed the speed limitations. Manufacturers rated maximum speed 25km/h.
- Vehicle must have current rail registration before use
- Driver must have appropriate qualifications to operate machinery (Track machine Operator)
- Vehicle owner/operator MUST conduct their own risk assessment before use of machine.
- Ensure path is clear before using/operating this vehicle functions
4. **OPERATIONS**

For lowering and raising of the attached Hyrail gear please follow the guide below.

Before conducting any of the following, an inspection of the rail gear must be taken to make sure it is in a suitable working condition. Please see the attached Pre-Start Checklist

**DO NOT PROCEED ON TRACK IF ANY ITEM FAIL’S PRE-START INSPECTION**

Owner/Operator must conduct risk assessment before use of vehicle.

Head Lights and Tail Lights must be ON at all time when operating on rail.

When operating the road rail gear there are 3 audible (90db) alarms and 4 visual lights fitted for safety. All these must be operating correctly before use, and rail power must be left on when on rail:

- Audible: Low Air pressure on rail park brake (brakes will apply)
- Audible: Rail Park brake NOT applied when any door is opened
- Audible: Road Rail Axles are in transit position
- Visual: Front rail axle UP
- Visual: Front rail axle DOWN
- Visual: Rear rail axle UP
- Visual: Rear rail axle DOWN
- Dual input operation i.e. Deadman Switch
1. **Lowering the Hyrail**

Before deploying the HyRail, remove all safety shackles from the rail axles.

**REAR**

**FRONT**
Step 1: Engage 4 wheel drive, then Align Front and Rear rail wheels parallel to the track.

Step 2: Activate battery power to the road rail system by engaging battery switch

Step 3: Activate the Hyrail Power (pull out), located on the control panel to the left of the steering wheel. This will activate all hyrail controls.
The hyrail is fitted with air over hydraulic rail brakes. For these to function correctly the air pressure must be above 5 Bar. The low air buzzer and rail handbrake in the Cabin will activate if this falls below the recommended pressure.

**Step 4:** Disengage Rail Park Brake  
(Push to supply air and release brake)

In the case of an emergency, the OEM foot brake will be in normal operation. If needed the rail park brake can be applied in an emergency.

**NB: Hand brake will only latch when 5bar pressure is reached**
**Step 5:** Ensure the system has sufficient air pressure, by waiting for audible low air alarm to stop buzzing.

(Push to supply air and release brake)

**Step 6:** Press and hold the Hyrail deadman switch. This will then allow the Up/Down switches to function.

The rail system is equipped with dual inputs. This means a dead man must be depressed and held depressed before the toggle switches will function, to prevent accidental operation.

**Step 7:** Lower the rear rail axle by using the correct toggle switch (push down to lower)

The control panel has indication lights to give the operator a guide as to what position the rail axles are in.

There is an audible alarm (90db) fitted to the Indication lights. If a light is not activated the alarm will sound to notify the operator the rail axle is in the transit position.
Step 8: After the rear has been fully deployed, lower the front rail axle by using the correct toggle switch. (Push down to lower)

Step 9: As each rail axle has been deployed the guidance light will activate RED.

Step 10: Apply truck and rail hand brakes. A visual inspection must be carried out before proceeding. Check all rail components are in the correct position before continuing.

- Rail flanges
- Rail Wheels
- Rail axles are over centre
- Road tyres straight
- Road tyres inflation

Step 11: Remove both handbrakes and operate the vehicle to the recommend rail speeds.

Driving On Rail

The HyRail is driven by the rear drive axle on the truck.

*Acceleration needs to be carried out slowly to ensure the wheels do not spin or break traction.
Stopping/Braking

When driving, the machine is only fitted service brakes to road axle. This is operated from the foot brake as normal, as well as the park brake.

Applying the foot brake at high speeds may cause the wheels to skid!

*When the machine is loaded or towing you must allow for a greater stopping distance.

*When the rail is Wet you must allow for a greater stopping distance.

The vehicle is also fitted with a rail park brake. This must be applied when parking, in combination with the vehicle road park brake. If the driver’s door open’s and the rail park brake is not activated, an audible (90db) alarm will activate until the rail park brake is engaged.

2. **Raising the Hyrail**

Ensure you are on level ground.

Raise each rail axle by following steps 3-11

Once the both axles are in the fully raised position, the hyrail Power switch can be turned off.

Before moving the vehicle ensure all safety chains are attached to the rail axles, and hyrail power is disengaged.

Now all functions are as normal.
5. **Unauthorised Use**

- It is not allowed to drive the vehicle faster than 25Km/h in the forward direction.
- It is not allowed to drive the vehicle faster than 5Km/h in the reverse direction or over crossing and bridges or through points.
- It is not allowed to use the vehicle without the correct rail protection.
- It is not allowed to use the vehicle on a line open for traffic.
- It is not allowed to use the vehicle for anything other than the intended use of manufacture.
- It is not allowed to use the vehicle by un qualified personnel

6. **Care and Maintenance**

6.1 **Maintenance schedule**

All maintenance shall be carried out by trained, authorized and qualified personnel. Maintenance shall be carried out in a safe manner with correct safety equipment and at a location when safety is not compromised by, for example, adjoining rails or contact lines.

<table>
<thead>
<tr>
<th>Maintenance schedule</th>
<th>Service interval</th>
<th>Remark(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Product</strong></td>
<td><strong>Check</strong></td>
<td><strong>Measure(s)</strong></td>
</tr>
<tr>
<td>Hydraulic hoses</td>
<td>Check the condition of</td>
<td>Replace faulty and broken components</td>
</tr>
<tr>
<td></td>
<td>hydraulic hoses and</td>
<td></td>
</tr>
<tr>
<td></td>
<td>hose connections</td>
<td></td>
</tr>
<tr>
<td>Hydraulic oil</td>
<td>Check oil level, oil</td>
<td>Top up or change oil</td>
</tr>
<tr>
<td></td>
<td>quality</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oil filter</td>
<td>Check oil filter</td>
<td>Change oil filter</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lubricating points</td>
<td>Wheel bearings do not</td>
<td>Use SKF LEGP 2 or equivalent grease.</td>
</tr>
<tr>
<td></td>
<td>require maintenance;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>other lubrication</td>
<td></td>
</tr>
<tr>
<td></td>
<td>points to be treated.</td>
<td></td>
</tr>
<tr>
<td>Screws/bolts and nuts</td>
<td>Check that all bolts</td>
<td>Where necessary tighten the screws/bolts and</td>
</tr>
<tr>
<td></td>
<td>and nuts are tightened</td>
<td>nuts.</td>
</tr>
<tr>
<td></td>
<td>in compliance with the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>chapter “Nominal fitting</td>
<td></td>
</tr>
<tr>
<td></td>
<td>torque in Nm for steel</td>
<td></td>
</tr>
<tr>
<td></td>
<td>screws”.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Product</th>
<th>Check</th>
<th>Measure(s)</th>
<th>Before each use</th>
<th>Once weekly or every 40 hours</th>
<th>Once yearly or every 500 hours</th>
<th>Remark(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hydraulic hoses</td>
<td>Check the condition of the hydraulic hoses and hose connections</td>
<td>Replace faulty and broken components</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydraulic oil</td>
<td>Check oil level, oil quality</td>
<td>Top up or change oil</td>
<td></td>
<td>X</td>
<td>X</td>
<td>For further information see the carrier machine's maintenance manual</td>
</tr>
<tr>
<td>Oil filter</td>
<td>Check oil filter</td>
<td>Change oil filter</td>
<td></td>
<td></td>
<td></td>
<td>For further information see the carrier machine's maintenance manual</td>
</tr>
<tr>
<td>Lubricating points</td>
<td>Wheel bearings do not require maintenance; other lubrication points to be treated</td>
<td>Use SKF LEGP 2 or equivalent grease.</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Screws/bolts and nuts</td>
<td>Check that all bolts and nuts are tightened in compliance with the chapter “Nominal fitting torque in Nm for steel screws”</td>
<td>Where necessary tighten the screws/bolts and nuts.</td>
<td></td>
<td></td>
<td>X</td>
<td>If the rail wheels are new, check every 8 hours until 80 hours have been reached.</td>
</tr>
</tbody>
</table>
### 6.2 Wheel Examination

Before starting an examination the machine shall be secured by brake and the engine stopped and starter key removed. This examine is to be done every 250 h of use or on a 12 monthly cycle.

<table>
<thead>
<tr>
<th>Task</th>
<th>Action</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rail wheels And wheel examination record form</td>
<td>Check there is no play. Check for wear on the wheels.</td>
<td>If necessary tighten the rail wheels, and replace broken and faulty components.</td>
</tr>
<tr>
<td>Hydraulic Motor</td>
<td>Conduct a visual inspection to check that the motors on the hydraulics are working correctly.</td>
<td>Replace faulty and broken components</td>
</tr>
<tr>
<td>Emergency stop</td>
<td>Check function. (Ignition)</td>
<td>Replace faulty and broken components</td>
</tr>
<tr>
<td>Warning signs, decals and rotating beacon</td>
<td>Check that all decals are fitted to the machine in compliance with the chapter “Warning Signs”.</td>
<td>Replace broken and faded decals. Fit decals missing from the machine. Clean dirty decals.</td>
</tr>
<tr>
<td>Brakes operation</td>
<td>Check the rail and truck brakes are functioning before placing vehicle on track</td>
<td>Do Not Use if brakes are not functioning correctly</td>
</tr>
<tr>
<td>Cleaning</td>
<td>Ensure the rail wheel adapter is kept in a clean condition. This applies in particular to the hydraulic system with valves and cylinders.</td>
<td>Clean using warm water, neutral clean agents or degreasing agent.</td>
</tr>
<tr>
<td>Hydraulic cylinders</td>
<td>Check the hydraulic cylinders' attachment points for possible wear or cracks.</td>
<td>Replace faulty and broken components. If necessary adjust the sensors to comply with applicable requirements</td>
</tr>
<tr>
<td>Entire unit</td>
<td>Check that all the carrier machine's functions work properly in the environment in which it is to be operated.</td>
<td>Take remedial measures.</td>
</tr>
<tr>
<td>Brakes</td>
<td>Check that the pad thickness is 3-2 mm</td>
<td>Adjust if necessary.</td>
</tr>
<tr>
<td>Air Tank</td>
<td>Moisture in tanks</td>
<td>Release moisture with emergency cock</td>
</tr>
</tbody>
</table>

**Warning:** Ensure the rail wheel adapter is kept in a clean condition. This applies in particular to the hydraulic system with valves and cylinders. After washing the adapter must be lubricated at the applicable lubrication points.
6.2.1 Scheduled work

1. Using a calibrated gauge, check that the back-to-back measurement is within tolerance.

Note! This shall only be measured with the machine standing on the rails.

2. Lift the wheels from the rail.

4. Clean the entire wheel flange and tread, removing any grease, corrosion and debris.

5. Rotate the wheel and check that there is no sign of axial or radial play in the bearings, or noises or harshness. If float is detected, check that it does not exceed 0,05 mm.

6. Rotate the wheel slowly by hand, and examine all surfaces of the wheel, checking for cracks, cavities, metal migration and flats.

The acceptable limits for all wheel parameters are found in Wheel Examine Record Form. A description of the different types of defects is found in Wheel fault descriptions.

6.2.2 Arising Work

1. If the back-to-back dimension is out of tolerance replace wheels or book for an authorised accessor to check for issues.

2. If axial or radial play in the bearing exceeds 0,05 mm or noise or harshness is detected, dismantle the bearings and rectify the defects. 

Note! This work must be carried out in a covered workshop.

3. Replace worn wheels in pairs or re-profile in pairs. Note! If flat spot is >30 mm, remove from service immediately. If flat spot is 20-30 mm, remove from service on completion of work.
6.2.3 Wheel fault descriptions

This dimension is not to exceed 2.0 mm

6.2.4 Cracks
Cracks normally have a jagged saw tooth type of surface profile with sharp edges. Cracks will normally form at the tread chamfer in an axial direction (across the thread).
No cracks are permitted. Replace wheels unless the cracks can be completely removed by re-profiling.

6.2.5 Cavities
Rolling contact fatigue causes microscopic subsurface cracks which develop into a localized network (See Figure 48). Over a long period small sections or spalls break away leaving cavities (See Figure 49). Record the number and length of the cavities. Take action if the length of any cavity exceeds 15 mm, or if two cavities are within 50 mm of each other and their combined length exceeds 15 mm. Re-profile wheels to remove cavities and cracks, otherwise replace the wheels.
6.2.6. Migration
Material migration results from a rolling action that forces the surface material sideways. This can occur in two places:

6.2.7 Tread Rollover
This forms on the tread chamfer (See Figure 51). The maximum allowable is 5 mm. Associated with this are circumferential cracks (See Figure 50) which do not affect the integrity of the wheel.
6.2.8 Migration down the flange
Shown in Figure 52 where the extreme edges have flaked off. This does not affect the integrity of the wheel. These defects are removed when re-profiling becomes necessary to restore the wheel profile
## 6.3 Wheel examination record form
Please copy this page and use it when the wheels are to be examined.

<table>
<thead>
<tr>
<th>WHEEL EXAMINATION RECORD FORM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicle no:</td>
</tr>
<tr>
<td>Location:</td>
</tr>
<tr>
<td><strong>Type of defect</strong></td>
</tr>
<tr>
<td>Cracks</td>
</tr>
<tr>
<td>Cavities</td>
</tr>
<tr>
<td>Migration</td>
</tr>
<tr>
<td>Flats</td>
</tr>
<tr>
<td>Back to Back</td>
</tr>
</tbody>
</table>

**Record amount of wear below**

<table>
<thead>
<tr>
<th>Wear/defect</th>
<th>Limit (mm)</th>
<th>Axle1</th>
<th>Axle2</th>
<th>Axle3</th>
</tr>
</thead>
</table>

**NOTES**
7. **Emergency Off Tracking**

This machine is equipped with an emergency hydraulic hand pump.

1. Locate the emergency hand pump
2. Remove hydraulic pump cover. (Held in place by 3 wing nuts)

3. Locate emergency pump handle to the left of the hydraulic valves.
4. Override the hydraulic spools for raising of the road rail gear. (Front and rear ‘raise’ spools are circled below)

5. The override spools are activated by a “Push and Quarter turn” this locks the override ‘ON’.

6. Once overrides are activated, use the handle to pump the road rail gear to the raised position.

7. De-activate the override spools once the road rail gear is in the desired position.

1 = Raise rear road rail gear
2 = Raise front road rail gear
**Towing the vehicle on rail**

Towing vehicle on rail in an emergency, shall be included in the operators risk assessment and shall include the following:

Before Towing, ensure all hand brakes are released. Only when securely couple to tow vehicle.

1. Ensure Vehicle is securely coupled to tow vehicle
2. Insert the bolt into rail brake booster and turn clockwise a quarter turn to lock into place. Tighten the nut until the rail brakes have been released.
3. Tow vehicle to site for removal.
8.0 Leaving Vehicle On Track Unattended

Leaving vehicle on track while unattended shall be included in the operators risk assessment and shall include the following:

8.1 Ensure hand brake is applied to rail and road axles
8.2 Chock rear road wheels
8.3 Power down truck
8.4 Lock cabin and turn off isolator
8.5 Return keys to supervisor
9.0 Guarantee and Service

9.1 Guarantee
All products from Hinton Engineering are supplied with a 12-month guarantee.
The guarantee is not valid if the indicated defect or fault in the product does not exist or if the fault is the result of a handling error, tampering or non-permitted modification, or if the machine has been exposed to fire, lightning or excess voltage.

9.2 Service
After sales support and technical service are available from Hinton Engineering, during and after the guarantee period. Please contact Hinton Engineering.

9.3 Disclaimer
Hinton Engineering exempts itself from liability in the event of the machines systems which include all hydraulic, electric, pneumatic circuits or structural components, that have been modified from OEM and any usage that deviates from that recommended in this manual.

Our full terms and conditions apply, and can be found at this web address: http://www.hintonengineering.com.au/index.php/terms-and-conditions/

9.4 Contact

<table>
<thead>
<tr>
<th>Address:</th>
<th>Phone and Fax:</th>
<th>Internet and E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>72 Swan St, Morpeth, NSW, 2321</td>
<td>PH, 02 83 199 331</td>
<td><a href="http://www.hintonengineering.com.au">www.hintonengineering.com.au</a></td>
</tr>
<tr>
<td></td>
<td>Fax, 02 49 339 078</td>
<td><a href="mailto:info@hintonengineering.com.au">info@hintonengineering.com.au</a></td>
</tr>
</tbody>
</table>
THINK
THE SAFE WAY
IS THE BEST
WAY
www.PrintableSigns.net
# Road/rail pre-work inspection checklist

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Before going on track, the following items: must be checked (where applicable)</th>
<th>Pass</th>
<th>Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ensure tyres are correctly inflated</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>2</td>
<td>Inspect for tyre tread and wall damage and for an uneven wear pattern</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>Inspect road and rail wheel rims for security and signs of cracks or fatigue</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Check road and rail wheel studs and nuts for security or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Inspect rail wheel profile for excessive wear or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Inspect rail equipment safety locks, etc. for correct operation or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Test head, tail, flashing, hazard lights, etc. for correct operation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Test for presence and function of emergency hand pumps</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Ensure load is secured correctly and evenly, within gauge and GVM axle load limits</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Ensure electrical warning signs and reflective delineators are fitted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Ensure fluid levels are at a proper level</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Operator Initials**

<table>
<thead>
<tr>
<th>Item No.</th>
<th>After the vehicle is placed on track, check the following items:</th>
<th>Pass</th>
<th>Fail</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Inspect rail suspension unit flexitors for damage or misalignment</td>
<td>✓</td>
<td>✗</td>
</tr>
<tr>
<td>13</td>
<td>Inspect anti derail frame for misalignment or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Inspect the over centre locking mechanism for correct adjustment or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Inspect the rail guidance equipment assembly for misalignment or structural damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Inspect all rail sweeps for correct position or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Check rail guidance equipment hydraulics for correct function &amp; damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18</td>
<td>Check electrical controls for correct function or damage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>19</td>
<td>Test warning devices, horns and sirens for correct operation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Ensure foot, park and rail brake functionality</td>
<td></td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Check for correct wheel/axle alignment for rail operation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Operator Initials**

<table>
<thead>
<tr>
<th>Operational Defects Noted</th>
<th>Reported by</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Worksite Supervisor/ Manager Endorsement (Current Rail Industry Registration Label MUST be displayed)**

<table>
<thead>
<tr>
<th>Name (Print)</th>
<th>Signature</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Scan to discover!

Download this free Unitag App to scan at unitag.io/app