Appendix A - Evidence Flow Chart

This flow chart can be used to help decision making where Fleet believe an incident should be disputed and there is no initial evidence on first examination of the fault log to indicate the incident was due to a technical casualty. It is worth bearing in mind a few factors as you go through the flow chart. Firstly, can any other responsible manager better deal with the incident than fleet? Secondly, the purpose of delay attribution is primarily to do with collecting data on asset failures and would your dataset be better or worse without the incident?

On Train Data Recording can demonstrate the incident was not technical
(Remote Condition Monitoring, OTMR FFCCTV, etc)

No

Have Crew reported the vehicle id and summary of the symptoms in the fault log?

Yes

Can a depot test procedure prove that the vehicle is operating as specified?

Yes

Do contextual photographs provide evidence that the incident was due to extreme external causes?

Yes

Does statistical evidence demonstrate the issue is not vehicle specific or is specific to the vehicles location?

Yes

Fleet should probably accept the incident if not as a technical incident then as a NFF and use the minutes to either improve reliability or diagnostics to support future disputes

Yes

Fleet should be satisfied to dispute the incident