

# Module DC

existing section / clause number	existing text	Responsibility indicator	Rule Book module	Handbook	Procedure	Company Instruction	Training & Assessment	Legislation	remove / delete	Remarks
1	<b>Definitions</b>									
	These terms have the following meanings wherever they are used in this module.					✓				
	<b>Abutting sections</b>									
	Sections that are also switched off to lower the risk of re-energising an emergency isolated section.					✓				
	<b>Bond</b>									
	An electrical connection in the conductor rail, running rail, traction return circuit or in a signalling track circuit such as:					✓				
	<b>a) Continuity bond (traction)</b>									
	A bond between the gap in the traction return rails at points and crossings.					✓				
	<b>b) Cross bond (traction)</b>									
	A bond across the traction return rails of the same track or adjacent tracks.					✓				
	<b>c) Expansion gap bond</b>									
	A flexible bond across a gap between two lengths of welded conductor rail.					✓				
	<b>d) Impedance bond</b>									
	A device that allows traction return current to flow freely but limits the flow of track circuit current to almost separate two track circuits from one another.					✓				
	<b>e) Rail joint bond</b>									
	A bond across the joint between two running rails.					✓				
	<b>f) Transposition bond</b>									
	A bond connecting two traction return rails where the traction return current rail changes from one side of the track to the other.					✓				
	<b>Circuit</b>									
	An arrangement of conductors and electrical equipment connected to a source of electricity supply.					✓				
	<b>a) Open circuit</b>									
	A circuit that is not complete due to an open switch or a missing connection. This prevents an electric current flowing.					✓				
	<b>b) Short circuit</b>									
	The introduction of a path of low resistance to the flow of electric current between a source of electricity supply and its return circuit, for example, a conductor rail and a traction return rail.					✓				
	This will normally cause the electricity to be switched off by the opening of circuit breakers.					✓				









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	An insulated probe or test lamp which will show if the conductor rail is live when connected between the conductor rail and the traction return rail.					✓				
	<b>Track parallelling hut</b>									
	A building containing electrical equipment that is arranged to connect together electrically a number of sections or sub-sections.					✓				
	<b>2 Dangers of the system</b>									
	<b>2.1 Hazards of the system</b>									
	Live conductor rail equipment (CRE) is dangerous to life. You must treat CRE as being live at all times unless: <ul style="list-style-type: none"> <li>• it has been isolated as shown in sections 15, 16, 17 or 21 of this module</li> <li>• in an emergency an assurance has been received from the electrical control operator (ECO) that it has been made safe (see section 6 of this module)</li> </ul>	all concerned	✓	✓						DC 3.1 - HB17 3.1
	<b>2.2 Personal safety</b>									
	You must not: <ul style="list-style-type: none"> <li>• touch or step on CRE</li> <li>• allow clothing, tools, equipment or any object you are carrying to touch CRE unless they are intended for this purpose</li> <li>• step between the conductor rail and the adjacent running rail</li> <li>• touch broken or displaced CRE</li> <li>• touch the collector shoes on any train whether or not the collector shoes are touching the conductor rail</li> <li>• step into flood water which may be in contact with the CRE</li> <li>• direct a jet of water or any other liquid onto the</li> </ul>	all concerned	✓	✓						DC 3.1 - HB17 3.1
	<b>2.3 Cables</b>									
	You must treat cables running alongside and crossing under lines as being live.	all concerned	✓	✓						DC 3.1 - HB17 3.1
	You must not interfere with these cables or their protective covers.	all concerned	✓	✓						DC 3.1- HB17 3.1
	Work on, or work which is likely to affect, high voltage or feeder cables must only be carried out as shown in Network Rail instructions.	all concerned			✓					
	<b>2.4 Traction return current</b>									
	Traction return current passing through the running rail is not normally dangerous to life. However, you must take care not to touch the running rail at the same time as touching any metalwork nearby that is not directly connected to the running rails.	all concerned	✓	✓						DC 3.1 - HB17 3.1





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<b>a) Sections</b>										
	The conductor rail system is divided into sections.	all concerned				✓				
	Each section is fed through circuit breakers in a substation or track parallelling hut.	all concerned				✓				
	Each circuit breaker is arranged to open automatically if an electrical fault happens on the section concerned. These circuit breakers are under the control of the ECO and can be opened or closed by remote control.	all concerned				✓				
<b>b) Sub-sections</b>										
	Some sections are divided into sub-sections by switches. These switches are either operated manually or motorised for remote operation.	all concerned				✓				
	These switches are either adjacent to, or mounted directly on, the conductor rail and connected by insulated cable.	all concerned				✓				
	A sub-section of conductor rail can be switched off if there is a fault or for maintenance purposes without the electricity supply to other sub-sections being switched off	all concerned				✓				
<b>3.6 Track feeding arrangements and instructions</b>										
	The sectioning arrangements are shown on isolation documents, copies of which are kept at: <ul style="list-style-type: none"> <li>• Network Rail Operations Control</li> <li>• signal boxes</li> <li>• ECRs</li> <li>• other necessary locations.</li> </ul>	all concerned				✓				
<b>3.7 Warning arrangements for new CRE equipment</b>										
	If an area is being electrified, the instructions in this module will not apply until the equipment has been declared live. You will be told about this by an energisation warning notice, which will appear: <ul style="list-style-type: none"> <li>• in the Weekly and Periodical Operating Notice</li> <li>• on posters at all the necessary locations</li> <li>• on a notice issued to you personally (if</li> </ul>	all concerned	✓	✓						DC 2 - HB17 2
	If you are not sure if the CRE is live or not, you must treat it as being live and dangerous to life.	all concerned	✓	✓						DC 2 - HB17 2
<b>4 Safety of personnel working on or close to the CRE</b>										
<b>4.1 Precautions that must be taken</b>										

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	You must always take special care when working close to the conductor rail. It is dangerous to step on, touch or come into contact with the conductor rail or its connections.	all concerned	✓	✓						DC 3.1 - HB17 3.1
	If you are applying a track circuit operating clip, or a track circuit operating device (T-COD), you must always apply it to the running rail furthest from the conductor rail first and then to the running rail nearest to the conductor rail. When removing such a device, you must remove it from the rail nearest to the conductor rail first and then from the rail furthest from the conductor rail.	all concerned	✓	✓						DC 4.1 - HB17 4.1
	If you have to place detonators, you must attach them to the running rail which is furthest from the conductor rail.	all concerned	✓	✓						DC 4.1 - HB17 4.1
	Clearance of track litter at stations must not be carried out until the traction current has been isolated as shown in section 15 of this module or a local isolation instruction.	all concerned			✓					
	If the emergency services need to go on or near the line, the person in charge at the site must tell the emergency services officer in charge about the presence of the conductor rail and the extent of any isolation.	all concerned	✓	✓						DC 4.1 - HB17 4.1
<b>4.2 Moving materials and equipment</b>										
	You should avoid carrying materials or equipment over the conductor rail. If it is necessary to carry an object over a conductor rail, you must make sure that it does not come into contact with a live conductor rail. You must not drag objects across or drop them on a conductor rail.	all concerned	✓	✓						DC 4.2 - HB17 4.2
	You must keep tools, materials and ballast clear of cables, cable routes, insulators, bonds and conductor rails. You must take extra care when unloading materials and equipment.	all concerned				✓				
<b>4.3 Personal protective equipment</b>										
	When working immediately next to live conductor rails, you must use specially insulating gloves or insulating trough covers but only as shown in your employer's instructions.	all concerned			✓					
	For use in an emergency, a pair of specially insulating gloves are kept in signal boxes and at stations with emergency equipment. When not in use, these gloves must be kept in their bag in the designated place.	all concerned			✓					





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	You must immediately contact the ECO or arrange for this to be done if you become aware of: <ul style="list-style-type: none"> <li>• a derailment</li> <li>• a lineside fire</li> <li>• a fire on a vehicle or train</li> <li>• a person in contact with or in danger of coming into contact with the CRE</li> <li>• damage to the CRE</li> <li>• an incident or other emergency requiring, or likely to require, the electricity supply to be switched off.</li> <li>• an emergency evacuation of passengers from</li> </ul>	all concerned	✓	✓						DC 6.1.1 - HB17 6.1
	If you receive a message from another person about an emergency, you must pass on this information to the ECO.	all concerned	✓	✓						DC 6.1.1 - HB17 6.1
<b>b) Reporting the emergency</b>										
	When you contact the ECO, you must first say 'This is an emergency call'.	all concerned	✓	✓						DC 6.1.2 - HB17 6.1
	You must then state: <ul style="list-style-type: none"> <li>• where you are speaking from</li> <li>• your name, job title and employer</li> <li>• the line or lines concerned</li> <li>• the location (for example, the nearest bridge, station, signal or other structure)</li> <li>• the telephone number or radio call number (whichever you are using) so that the ECO can contact you if necessary</li> <li>• whether short circuiting bars have been</li> </ul>	all concerned	✓	✓						DC 5.2, DC 6.1.2 - HB17 5.2, HB17 6.1
	You must also tell the ECO the reason why you have asked for the electricity to be switched off and whether any person is in danger from live CRE. You must state specially if the emergency services are waiting to give assistance	all concerned	✓	✓						DC 6.1.2 - HB17 6.1
	If you are not at the site, you must relay information from the ECO to the site and from the site to the ECO.	all concerned	✓	✓						DC 6.1.2 - HB17 6.1
<b>c) If you cannot contact the ECO</b>										
	If you cannot contact the ECO directly or through another person, an approved short circuiting bar may be applied by a competent person to the section of conductor rail concerned as shown in section 7 of this module. The ECO must be told as soon as possible afterwards	all concerned	✓	✓						DC 6.1.5 - HB17 6.3
	You must treat the CRE as being live until the ECO has given an assurance that the electricity supply has been switched off.	all concerned	✓	✓						DC 3.1 - HB17 3.1

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	However, if you try to rescue a person who is in immediate danger from live CRE, you must carry out the instructions in section 6.5 of this module.	all concerned	✓	✓						DC 7 - HB17 7
<b>d) Instructions for train crew</b>										
	If you see an obstruction on a line other than that which your train is standing, you must immediately make sure the other line is protected by carrying out the instructions in module TW1 Preparation and movement of trains: General.	driver, guard	✓							DC 6.1.3
	You must do this before asking for the electricity to be switched off.	driver, guard	✓							DC 6.1.3
<b>e) Instructions for signallers</b>										
	If you become aware of an emergency, you must carry out the appropriate train signalling regulations.	signaller	✓							DC 6.1.4
	You must do this before asking for the electricity to be switched off.	signaller	✓							DC 6.1.4
<b>6.2 Further actions</b>										
<b>a) What the ECO will do</b>										
	On receiving your message, the ECO will decide whether to carry out an emergency isolation or take other actions.	all concerned				✓				
	If the ECO decides to carry out an emergency isolation, this may be done without first arranging a blockage to electric trains.	all concerned				✓				
	The ECO will decide whether you will be treated as the person in charge of the emergency isolation (PICEI).	all concerned				✓				
	For the purpose of this instruction, whoever the ECO decides to appoint, this person will be referred to as the person in charge of the emergency isolation (PICEI).	all concerned	✓	✓						DC 6.2 - HB17 6.2
	The ECO may appoint another person to be the PICEI, in which case you will be told this has happened.	all concerned				✓				
	The ECO will appoint the most appropriate person to be the PICEI.	all concerned				✓				
	The ECO will explain the extent of the emergency isolation to: • Operations Control • the signal box supervisor or signaller.	all concerned				✓				Aligned with AC.
	If you are not sure who the PICEI is, you must find out from the ECO.	all concerned						✓		
	You must identify yourself to the appropriate personnel on site.	PICEI	✓	✓						DC 6.6 - HB17 6.4
<b>b) Staying in contact with the ECO</b>										

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	The ECO will tell you the extent of the emergency isolation.	all concerned	✓	✓						DC 6.6 - HB17 6.4 (This is for the PICEE)
	You must stay in contact with the ECO, or if you have reported the incident through another person, stay in contact with that person until you have been assured that: <ul style="list-style-type: none"> <li>the electricity has been switched off, or</li> <li>other arrangements have been made including who will be regarded as the PICEI.</li> </ul>	all concerned	✓	✓						DC 6.2 - HB17 6.2
	If you are the person passing this information on behalf of someone else, you must stay in contact with the ECO until an assurance has been given that one of these arrangements have been put in place.	all concerned	✓	✓						DC 6.2 - HB17 6.2
<b>6.3</b>	<b>When the line is open to other than electric trains</b>									
	<b>a) Actions of the signaller controlling access to the emergency isolation</b>									
	When a line has been blocked to electric trains but is open for other trains, you must: <ul style="list-style-type: none"> <li>make sure any approaching train is not fitted with collector shoes, or</li> <li>get an assurance from the driver that the collector shoes are raised and are secured in this position.</li> </ul>	signaller	✓							DC 6.5
	<b>b) Actions of the signaller controlling the exit from the emergency isolation</b>									
	If a train has stopped within the isolated area before allowing it to proceed you must: <ul style="list-style-type: none"> <li>make sure the train is not fitted with collector shoes, or</li> <li>get an assurance from the driver that the collector shoes are raised and are secured in this position.</li> </ul>	signaller	✓							DC 6.5
<b>6.4</b>	<b>Managing an emergency isolation</b>									
	<b>a) If the emergency services are called to site</b>									
	If the emergency services are called to site, you must tell the incident officer of each emergency service about the presence of the CRE and which parts have been switched off.	PICEI	✓	✓						DC 6.6 - HB17 6.4
	<b>b) Shortening an emergency isolation</b>									
	If it is necessary to shorten the emergency isolation, the ECO will arrange for this to be done but only after agreeing revised limits with: <ul style="list-style-type: none"> <li>the PICEI</li> <li>Operations Control</li> <li>the signal box supervisor or signaller</li> </ul>	all concerned				✓				

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	The ECO will quote the electrical section numbers where these are used.	all concerned				✓				
	If the emergency services are on site, you must agree the revised isolation limits with the incident officer of each emergency service	PICEI	✓	✓						DC 6.6 - HB17 6.4
<b>c) Carrying out work on or close to CRE</b>										
	If a section has been isolated in an emergency and it is necessary to carry out work on or close to CRE, a planned or temporary isolation must be taken as shown in section 15 or section 16 of this module.	all concerned	✓	✓						DC 6.6 - HB17 6.4 (This is for the PICEE)
	When a planned or temporary isolation to allow work to take place, as shown in section 15 or section 16 of this module has been taken, the ECO will tell you that you are no longer required to carry out any further duties.	PICEI	✓	✓						DC 6.6 - HB17 6.4
<b>d) Change of PICEI</b>										
	If another person is to take over your duties as the PICEI, you must agree with the ECO who will take. You must give the ECO the name, job title and employer of the person taking over.	PICEI	✓	✓						DC 6.6 - HB17 6.4
	If you are the person taking over from the PICEI, you must confirm with the ECO that you are now the PICEI.	PICEI	✓	✓						DC 6.6 - HB17 6.4
<b>6.5 Rescuing a person from live CRE</b>										
	If it is necessary to rescue a person from live CRE, you must make sure that everyone is kept clear of the CRE until you have been told by the ECO that the electricity has been switched off.	all concerned	✓	✓						DC 7 - HB17 7
	If it is not possible to get the electricity switched off immediately, you can try to rescue a person from live CRE providing: • you cover your hands with something which is dry and will not conduct electricity (for example, dry clothing), and • you stand on dry non-conducting material (for example, dry clothing, wood, thick carpet, thick	all concerned	✓	✓						DC 7 - HB17 7 Examples are no longer shown (Training and competence)
	If you cannot do this, you must only try to move the person using dry insulating material.	all concerned	✓	✓						DC 7 - HB17 7
	You must not use any metal objects when trying to rescue a person from live CRE.	all concerned	✓	✓						DC 7 - HB17 7
<b>6.6 When the emergency isolation is no longer required and the affected section can be re-energised</b>										



# Module DC

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	Before you use a short circuiting bar, you must make sure there is no conductor rail section gap between where you apply it and the section of conductor rail you need to be switched off.	all concerned	✓	✓						DC 6.3 - HB17 6.3
	You must tell the ECO as soon as you have used a short circuiting bar and give the exact location where it was applied.	all concerned	✓	✓						DC 6.3 - HB17 6.3
	If the ECO becomes aware that a short circuiting bar has been used, the ECO will not try to restore the electricity supply. The ECO will also make arrangements to stop trains bridging the section gaps and making the conductor rail live again.	all concerned				✓				
<b>7.3</b>	<b>When a short circuiting bar has been used</b>									
	When you have used a short circuiting bar, the conductor rail you have applied it to will be de-energised.	all concerned				✓				
	You must consider any other portion of conductor rail to be live until the ECO gives an assurance that they have been switched off.	all concerned	✓	✓						DC 3.1 - HB17 3.1
	Once you have applied a short circuiting bar, you must leave it in position until it is no longer required.	all concerned	✓	✓						DC 6.3 - HB17 6.3
	When an electrical section has been switched off by the automatic operation of a circuit breaker, the ECO will try to restore the electricity supply.	all concerned				✓				
<b>7.4</b>	<b>Removing a short circuiting bar</b>									
	You must get permission from the ECO before you remove a short circuiting bar.	all concerned	✓	✓						DC 6.3 - HB17 6.3
	You must tell the ECO when the short circuiting bar has been removed.	all concerned	✓	✓						DC 6.3 - HB17 6.3
	When the short circuiting bar has been removed, the ECO will arrange for the running rail and conductor rail to be inspected for signs of damage.	all concerned				✓				
	If there was severe arcing at the site of the short circuiting bar, after use it must be sent for inspection and possible repair.	all concerned				✓				
<b>8</b>	<b>Short circuits</b>									
<b>8.1</b>	<b>Reporting short circuits</b>									
	You must make sure that all short circuits are immediately reported to the ECO.	all concerned	✓	✓						DC 3.2 - HB17 3.2 Changed to equipment or debris in contact with the 3rd rail.
<b>8.2</b>	<b>ECO's actions</b>									
	When an electrical section has been switched off by the automatic operation of a circuit breaker, the ECO will try to restore the electricity supply.	all concerned				✓				







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	You must consider the CRE to be live unless it has been isolated by one of the following methods: <ul style="list-style-type: none"> <li>Planned isolation (see section 15 of this module).</li> <li>Local isolation (see section 17 of this module).</li> <li>Temporary isolation (see section 16 of this module).</li> <li>Emergency isolation (see section 6 of this</li> </ul>	all concerned	✓	✓						DC 8.1; DC 8.2; DC 8.3 HB17 8.1; HB17 8.2; HB17 8.3. (Emergency isolation no longer described as such but is dealt with as an emergency switch off and is shown in DC section 6 and handbook 17 section 6.
	When an isolation has been granted, this does not mean that train running has been stopped. You must get an assurance from the signaller that trains have been stopped.	all concerned	✓	✓						DC 8 note - HB17 8 note.
<b>15</b>	<b>Planned isolation</b>									
	These isolations can only be made on lines which are already protected as shown in module T2 Protecting engineering work or a hand trolley on a line not under possession or module T3 Possession of the line for engineering work.	all concerned				✓				
	They must be planned and granted as shown in Network Rail instructions and only a person who has been trained in those instructions can ask the ECO for this type of isolation.	all concerned				✓				
	You must not allow work to start, which requires an isolation until you have received a conductor rail permit (CRP).	COSS	✓	✓						DC 8.1 (DP) - HB17 8.1
	You must explain the limits of the isolation and any hazards or conditions specified on the CRP to anyone you are responsible for, before allowing them to start work.	COSS	✓	✓						DC 8.1 (DP) - HB17 8.1
	You must keep the CRP until your group has finished working. You must then immediately return it to the person who issued it.	COSS	✓	✓						DC 8.1 (DP) - HB17 8.1
	If another COSS is to take over from you before the work is completed, you must explain the limits of the isolation and any hazards or conditions to the new COSS. You must then give your CRP to the new COSS.	COSS	✓	✓						DC 8.1 (DP) - HB17 8.1
	If you are the new COSS, you must make sure that you understand the limits of the isolation and any hazards or conditions before taking the CRP.	COSS	✓	✓						DC 8.1 (DP) - HB17 8.1
<b>16</b>	<b>Temporary isolation</b>									
	These isolations must be granted as shown in Network Rail instructions and only to a person who has been trained in these instructions.	all concerned	✓	✓						DC 8.2 - HB17 8.2



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	When you are sure it is safe to isolate the line, you must block it to electric trains as shown in the local isolation instructions.	authorised person			✓					
	You must then contact the ECO and ask for permission to isolate the siding or section of line.	authorised person			✓					
	When the authorised person has asked for a local isolation, the ECO will operate circuit breakers and other equipment as necessary and tell the authorised person which switches need to be operated.	authorised person			✓					
	You must only operate the switches as shown in section 9 of this module.	authorised person			✓					
	You must then: • operate and secure the switches in the correct position • test the conductor rail • apply short circuiting arrangements, as shown in the local isolation instructions	authorised person			✓					
	When you have done this, you must make an entry in the isolation record book showing: • what has been isolated • the date and time of the isolation • the name of the person requiring the local isolation.	authorised person			✓					
	You must both sign the isolation record book.	authorised person, person requiring the isolation			✓					
<b>17.4</b>	<b>Changes of personnel</b>									
	<b>a) Change of authorised person</b>									
	If another person takes over from you, you must make sure that this person understands the extent of the isolation.	authorised person			✓					
	You must make sure that the following are told that another authorised person is taking over from you and the name of the new authorised person: • ECO • The person requiring the isolation • The person in charge of the siding (if necessary)	authorised person			✓					
	<b>b) Change of person requiring the isolation</b>									
	If another person takes over from you, you must make sure that this person understands the extent of the isolation and accepts the hazards and conditions shown in the local isolation instructions	authorised person			✓					









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	If you can give an assurance that there are no electric trains in the area to be isolated, the ECO may give permission for the switches to be operated without first opening the circuit breaker.	person in charge (T4)			✓					
<b>21.4</b>	<b>Taking the isolation</b>									
	You must operate switches as instructed by the ECO and as shown in section 9 of this module.	person in charge (T4)			✓					
	You must tell the ECO when the switches have been operated and secured in the required position.	person in charge (T4)			✓					
	You must then test that the electricity is switched off and apply a short circuiting device at the location agreed with the ECO.	person in charge (T4)			✓					
<b>21.5</b>	<b>Before starting work</b>									
	You must tell staff who are to start work the limits of the isolation.	person in charge (T4)			✓					
<b>21.6</b>	<b>When the isolation is no longer required</b>									
	You must tell each person you are responsible for to stop work as the isolation is to be cancelled.	person in charge (T4)			✓					
	You must then remove the short-circuiting device.	person in charge (T4)			✓					
	You must then tell the ECO that the isolated section can be switched on.	person in charge (T4)			✓					
	When the ECO has given you permission, you must operate and secure the switches in the required position.	person in charge (T4)			✓					
	You must operate the switches as shown in section 9 of this module.	person in charge (T4)			✓					
	You must tell the ECO when the switches have been operated and secured in the required position.	person in charge (T4)			✓					
	You must then cancel the protection arrangements.	person in charge (T4)			✓					