

## Policies regarding Alarm Tampering

Information compiled March 23, 2007

**The Question:** Have you experienced issues with Operators (or other employees) whereby bus or other vehicle alarms have been tampered with or otherwise modified or stifled so as to make them quieter or non-functional? More specifically, alarms such as back-up alarms, kneeler alarms, wheel chair lift alarms, interior low pressure alarms (miscellaneous dash board alarms), stop request signals, etc.

If so, the methods you used to discover the offenders and general action taken.

**Ben Franklin Transit** says... We haven't encountered this sort of situation with the items listed in the question. We have over the years, had our Maintenance Dept. disconnect the audible signal for the turn signals and/or four-way flashers, but that was done above board. If it was discovered that an operator (or other non-authorized employee) disconnected or modified any of the listed alarm systems noted in the question, we would commence with progressive discipline. The only way to know if an alarm was bypassed or modified w/o authorization would be 1). if a mechanic discovered it during routine maintenance, 2). after an accident resulted due to the malfunctioning alarm, or 3). someone comes forward who either witnessed the tampering or has previous knowledge the alarm had been tampered with.

**Clallam Transit** says... We have not encountered this type of problem.

**CUBS** says... We have never experienced this problem.

**Jefferson Transit** says... No, we have had no such incidents at all. Operators have requested that the four-way flasher beepers be made a bit quieter so they could use them as required at lengthy bus layovers – we have done this as an agency. But, no operator has ever taken it as a personal action to tamper with the devices.

IF we ever had this happen, I believe it would fall under "Gross Misconduct". As prescribed in the JTA Disciplinary Policy, this could lead to a suspension with a Total Performance Commitment.

**Link Transit** says... In general normal inspections held by drivers and the shop discover unauthorized tampering or modifying of equipment. If found who has made the modifications or has tampered with the equipment normal disciplinary process is followed to include possible discharge if such unauthorized tampering/ modifications continue by the same employee or injury or accident is caused by it.

**Mason Transit** says... This has never been an issue here.

**Pacific Transit** says... We have not had any tampering problems here.

**Twin Transit** says... We have not experienced these issues; to my knowledge this has not occurred and so has not needed to be addressed.

**Valley Transit** says... We have not had this type of problem.