

**Joint Network Secretariat
Urgent Procedure Task Force
Broken wheels**

**Agreement of the TF on
short term mitigation measures**

28th July 2017

Task Force Broken wheels – Proposal Short Term measures Summary

Incidents on wheels BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 in some application show that the actual maintenance plan and operational schemes have to be better kept under control the affected wheelsets.



Solution:

Introduction of additional measures in operation, wagon maintenance and off vehicle wheelset maintenance.

Operation and wagon maintenance

- Visual inspection of the wheels before departure
- Inspection of the wheels during change of brake blocks
- Visual inspection of the wheels in workshops (complementary to EVIC)
- Elimination of the marking for thermostable wheels (removal of white stripes on axle box)

Off vehicle wheelset maintenance

- Intensified measures after findings in operation and wagon maintenance
- Stronger criteria for residual stress measurements

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Operation and wagon maintenance – to be implemented generally and immediately

Measure	Visual inspection of the wheels before departure	Inspection of the wheels during change of brake blocks (in and outside of workshop)	Information to the Workshops	Visual inspection of the wheels in workshops (complementary to EVIC)	
who	All RU	All affected ECM in case of order repairs (not valid for GCU repairs)	All affected ECM	In case of GCU repairs: All ECM and RU	In case of ordered repairs: All affected ECM
Scope	<ul style="list-style-type: none"> wagons with composite brake blocks all wheel types (even wheels with white stripe) limited to visible parts of the wheel 	<ul style="list-style-type: none"> wagons with all kind of brake blocks wheel design BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 limited to visible parts of the wheel 	<ul style="list-style-type: none"> Information to the Workshops on ECM's instructions wheel design BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 	<ul style="list-style-type: none"> Systematic for all wheel types 	<ul style="list-style-type: none"> wheel designs BA 314 / ZDB29 (with a slope under the wheel flange) and BA004
Criteria	<p>Visual inspection:</p> <ul style="list-style-type: none"> single cracks on the wheel tread (see pictures given in page 8) Cracks in rim and web (Annex 9 GCU) any indication of thermal overload of the wheel (Annex 9 GCU) 	<p>Visual inspection:</p> <ul style="list-style-type: none"> single cracks on the wheel tread * Cracks in rim and web any indication of thermal overload of the wheel** <p>Sound checks of the wheel (outside of workshops, while brakes are released)</p>	<ul style="list-style-type: none"> Order visual inspection during change of brake blocks White stripe suppression Implement measures in “off vehicle Wheelset maintenance” Individual relevant measures (e.g. maintenance plan, equipment, mileage) 	<p>Visual inspection:</p> <ul style="list-style-type: none"> single cracks on the wheel tread * Cracks in rim and web any indication of thermal overload of the wheel** 	<p>Visual inspection:</p> <ul style="list-style-type: none"> single cracks on the wheel tread * Cracks in rim and web any indication of thermal overload of the wheel** White stripe suppression
Measures on findings:	<ul style="list-style-type: none"> dispatch wagon to workshop Off vehicle wheelset maintenance (ECM) 	<ul style="list-style-type: none"> dispatch wagon to workshop Off vehicle wheelset maintenance (ECM) 	<ul style="list-style-type: none"> E.g. Maintenance plan review, braking equipment adaptation 	<ul style="list-style-type: none"> Off vehicle wheelset maintenance (ECM) 	<ul style="list-style-type: none"> Off vehicle wheelset maintenance (ECM)

* single cracks on the wheel tread (“isolated transverse cracking” cf. EN 15313 §C.2.6 and 6.2.3.4) – Criteria: see slide 8

** any indication of thermal overload of the wheel (burnt paint, excessive wheel deformation, cf. EN 15313 §C.3.2.2 and 6.2.4.3) – Criteria: see slides 9 and 10

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Off vehicle wheelset maintenance - to be implemented generally and immediately

Measure	Elimination of the identification for thermostable wheels	Intensified measures after findings in operation and wagon maintenance	Stronger criteria for residual stress measurements	NDT of the web
who	All affected ECM	All affected ECM	All affected ECM	All affected ECM
Scope	<ul style="list-style-type: none"> • wheel designs BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 	<ul style="list-style-type: none"> • wheel designs BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 	<ul style="list-style-type: none"> • wheel designs BA 314 / ZDB29 (with a slope under the wheel flange) and BA004 	<ul style="list-style-type: none"> • wheel designs BA 314 / ZDB29 (with a slope under the wheel flange)
Measure (see also boundary conditions)	<ul style="list-style-type: none"> • remove white stripe marking on bearing box cover 	<ul style="list-style-type: none"> • Reprofilng • Residual stress measurement • NDT of the tread 	<ul style="list-style-type: none"> • First check and after signs of thermal overload • Generally reduced limit 300 MPa instead of 400 MPa 	<ul style="list-style-type: none"> • All steps in off vehicle wheelset maintenance: NDT of the web

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Definition, Implementation and follow up

Definition “Affected ECM”:

- ECM which uses the defined wheel types and may be faced with similar defects (broken wheels and cracks in rim and web) which has to be checked by every ECM under its own responsibility based on a documented risk analysis

Implementation:

- Urgent procedure TF on broken wheels prepares the documentation for the publication/dissemination (letter and presentation) after endorsement by the JNS panel
- Publication of documentation on the ERA website
- Additional dissemination of documentation by the representative bodies (CER, EIM, ERFA, UIP, EPTTOLA, UNIFE, NB-Rail AISBL, UIRR, UITP, ALE, ETF, FEDECRAIL) and official organisations (OTIF, NIBs, NSAs) and ECM certification bodies and UIC
- ECMs must produce an auditable programme concerning application of short term measures based on a risk analysis
- The short term mitigation measures at this stage are covering conventional wagons and wagons for the transport of dangerous goods
- The short term measures are proposed by the task force as mandatory

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Definition, Implementation and follow up

Follow up:

- The phenomenon needs to be further investigated after summer break in a smaller technical working group and regular JNS procedure:
 - ✓ Sound check
 - ✓ Usage of thermo sensitive paint on all wheels
 - ✓ Circumstances (technical and operational, changes in-service conditions) and causes for the increase of broken wheels
 - ✓ mid- and long-term measures (derived from the analyses of circumstances and cause)

Reminders:

- Relevant UIC guidelines are mandatory
- Each relevant defect (broken wheels and cracks in rim and web) detected during the application of short term measures must be sent to the relevant NSA and must lead to an update of the relevant Safety Alert

Open Point:

- Wheel issues have been reported by TF members which happened already years ago and neither an EU-wide information nor a JNS procedure had been initiated.

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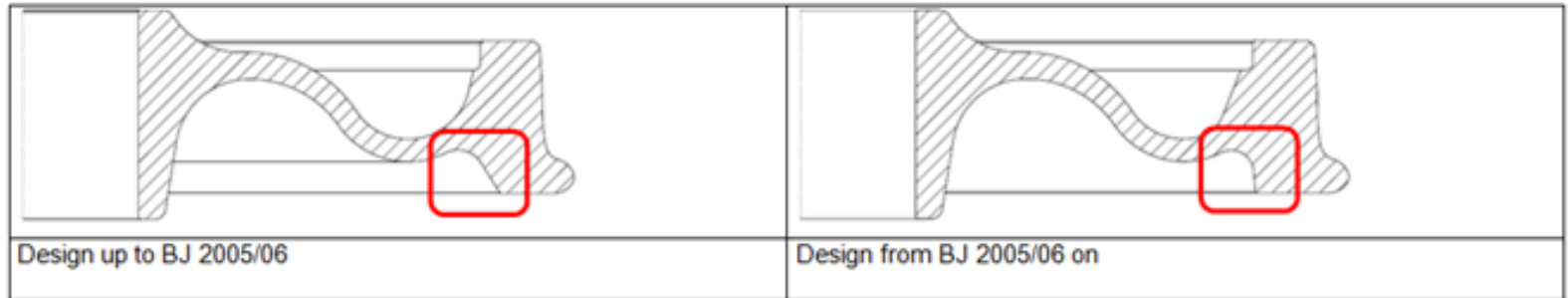
Additional information about BA 314/ ZDB 29

The wheel types BA 314 / ZDB 29 were produced in two versions.

The new version (build after 2006) was up to now **not** affected by relevant failures and can therefore be excluded from the special measures for wheel types BA 004 and ZDB 29 / BA 314.

Definition:

Wheelset type 314 / ZDB 29 with a slope under the wheel flange (probably produced until 2005/2006)

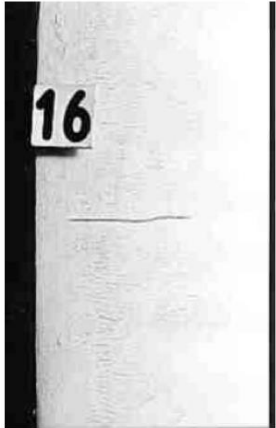


ZDB 29 Designs

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Reference “single cracks on the wheel tread”

Description: The tread exhibits cracks at an angle of approximately 90° to the circumference of the wheel and have a typical length of 30mm or more. Transverse cracks generally develop at the surface in either straight or slightly crooked lines and can penetrate radially (usually of thermal origin in these cases) or branch out in a circumferential direction (usually of mechanical origin in this case). They occur individually and can be distributed at several points around the circumference. [EN 15313, §C.2.6]



Transverse crack revealed by magnetic particle testing [EN 15313, §C.2.6]



Example for single cracks on the wheel tread by visual inspection

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Reference “Thermal overload of the wheel”

Description: This type of defect occurs only in tread-braked wheels. When suitable coatings are used, the paint becomes clearly burnt in the rib/web transition radius when the temperature exceeds approximately 300 °C. The paint in this area then becomes cracked and peeling. The brake blocks are often melted to some extent. Build-up of metal and characteristic colouring can be seen on the tread. The rim may also become a bluish colour.

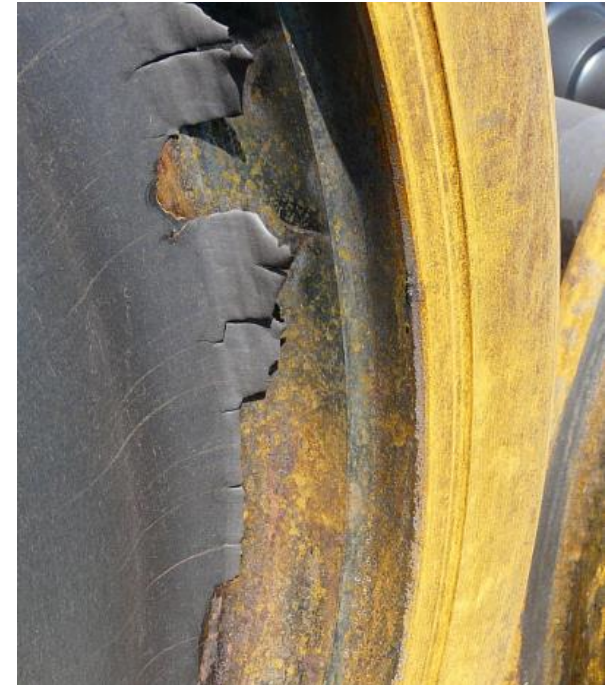
If the problem is not detected immediately the rim/web transition can gradually assume a rusty appearance with shades between greyish-brown and brown covering the whole circumference. [EN 15313, §C.3.2.2]



Overheating affecting the wheel rim/web transition [EN 15313, §C.3.2.2]

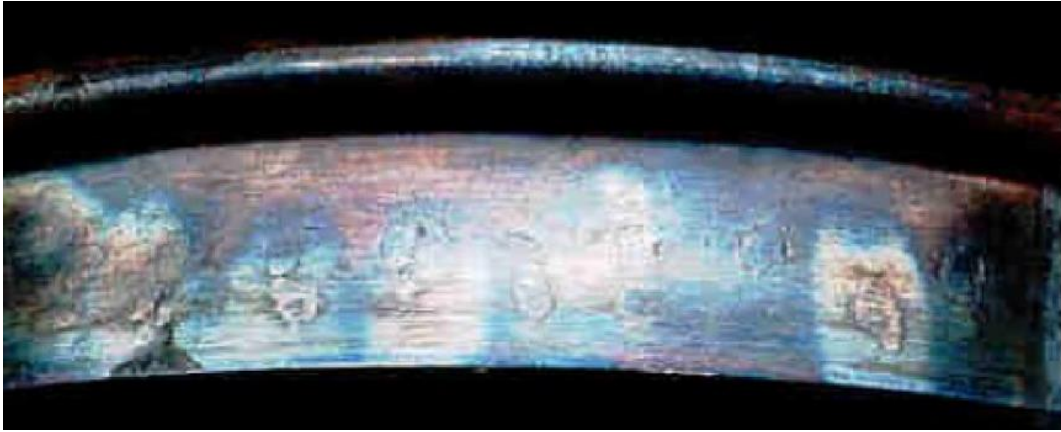


Old and fresh burnt paint



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Reference “Thermal overload of the wheel”



colouring on the tread



Metal build up on the tread



Melted brake block