

SAFETY ALERT

SYSTEM/ EQUIPMENT	Type of axles DB 25, manufactured by RAFIL	
SAFETY ISSUE DESCRIPTION	<p>On 25/09/2017 at the Novara Boschetto railways premises a derailment of one wagon in composition to a train occurred during shunting operation. The first findings showed the rupture of an axle of the wagon derailed. The wheelset involved was produced by RAFIL in 2012, type Db25, iron casting n. 43072. At first RAlpin AG as ECM decided to remove all wagons with this kind of wheelset. Now the interim report n. 2017.106 of the MOOR company SchadensManagement GmbH of Windisch (CH), relating to investigations and tests performed at the laboratories of the company LB Materialprüfung Ag in Baden (CH) on materials fractured, highlights that the damaged wheelset shows anomalous characteristics. Considering that the available elements do not allow the problem to be limited to the RAFIL axles iron casting n. 43072, NSA Italy decided all axles of the type Db25 manufactured by RAFIL must be cautiously excluded from circulation and verified to ensure compliance with prescribed safety parameters. Pending the adoption of this measure, vehicles equipped with this type of axle must circulate at a maximum speed of 60 km / h and must not be used in conjunction with trains carrying dangerous goods.</p>	
CIRCUMSTANCES <i>(e.g. special weather conditions)</i>	-	
REASON FOR ISSUE	<p>The interim report n. 2017.106 of the MOOR company SchadensManagement GmbH of Windisch (CH), relating to investigations and tests performed at the laboratories of the company LB Materialprüfung Ag in Baden (CH) on materials fractured, highlights that the damaged wheelset shows anomalous characteristics. In particular, the tests carried out show that:</p> <ul style="list-style-type: none"> • the axle breaking is due to fatigue cracks; • some mechanical characteristics found in the wheelset are 9% lower to the nominal value set by the reference standards EN 13103 2009 and EN 13261 2009; • some mechanical characteristics are 21% lower than the nominal values shown in the RAFIL test certificate produced for A0069179 wheelset; • no indication can be given about the cracks causes. It is possible other axles of the same type have the same problem so all NSA should take some restriction provision as made by NSA Italy, this considering the wagons with this type of axles can run in all Europe. 	
LIST OF SUPPORTING DOCUMENTS <i>(e.g. PHOTOS, LINKS)</i>	Interim report n. 2017.106 of the MOOR company SchadensManagement GmbH of Windisch (CH). NSA Italy circular prot. ANSF	
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	OCCURRENCE DATE 25/09/2017	

ISSUER

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ISSUE DATE	22/12/2017		