

System/Equipment	<p>Wagon Wheelsets with pressing on of wheels made in the workshop:</p> <p style="text-align: center;">ZOS TRNAVA, a.s. Koniarekova 19 887 SK - 91721 TRNAVA</p>
Safety issue description	<p>The National Investigation Body of Italy has issued an urgent Recommendation after the conclusion of its investigation concerning the derailment of the train n. 44213 the 6th of June 2012 in transit in the station of Bressanone.</p> <p>The Investigation Commission, as a result of the visit at the workshop of ZOS TRNAVA, a.s., has verified the diagrams of pressing on of wheels for some wheelsets of the wagons not in composition of the train derailed the 6th of June 2012. At this stage, it was found the wheelset n° 124030, who carried out maintenance in the ZOS the 10th of November 2011, with the relevant non conformity concerning the risk of a potential double accidental displacement of wheel on axle, both for the low value of interference (0.16 mm) of the two pairs wheel/axle (not in accordance with either the standard UIC813, nor with the standard EN 13260), both for the low value of maximum force of pressing on of wheels measured (706.1 kN and 712kN on a minimum threshold of 690kN).</p> <p>In addition, the Investigation Commission has found potential problems with regard to the procedures adopted for the pressing on of wheels in the wheelsets identified by the following numbers: 5846, 5957, 3530, 24222, 43941, 120205, 122940, 124549, 120 474, 120577, 121159 , 124 393, 126 697, 128 225, 119283, 116714, 125697, 43695.</p>
Circumstances	<p>The conclusion of investigation of incidents brings out the important safety-relevant facts and findings concerning some wheelsets pressed on of wheels in the workshop ZOS TRNAVA, in particular concerning the applied procedures for pressing on of wheels and the respect of the referential limit values of interference between axle wheel seat and wheel hub bore previewed from the referential technical rules /maintenance rules.</p>
Reason for issue	<p>The above-mentioned wheelsets could have the risk of a potential double accidental displacement of wheel on axle. It's necessary to verify the respect of the referential values of reference of interference between axle wheel seat and wheel hub bore (EN 13260).</p>
List of supporting documents	<p>- Urgent Recommendation of Italian NIB.</p>
Linked with occurrence notified to ERA database?	NO
Link to ERA notification	-----
Occurrence date	-----
Organisation	Italian NSA (Agenzia Nazionale per la Sicurezza delle Ferrovie)
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