Joint Network Secretariat
Urgent Procedure Task Force
Broken wheels

Agreement of the TF on short term mitigation measures

28th July 2017
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
### Task Force Broken wheels – Proposal Short Term measures
Operation and wagon maintenance – to be implemented generally and immediately

<table>
<thead>
<tr>
<th>Measure</th>
<th>Visual inspection of the wheels before departure</th>
<th>Inspection of the wheels during change of brake blocks (in and outside of workshop)</th>
<th>Information to the Workshops</th>
<th>Visual inspection of the wheels in workshops (complementary to EVIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>who</td>
<td>All RU</td>
<td>All affected ECM in case of order repairs (not valid for GCU repairs)</td>
<td>All affected ECM</td>
<td>In case of GCU repairs: All ECM and RU</td>
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<td>In case of ordered repairs: All affected ECM</td>
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<tr>
<td>Scope</td>
<td>• wagons with composite brake blocks</td>
<td>• wagons with all kind of brake blocks</td>
<td>• Information to the Workshops on ECM’s instructions</td>
<td>• wheel designs BA 314 / ZDB29 (with a slope under the wheel flange) and BA004</td>
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<td></td>
<td>• all wheel types (even wheels with white stripe)</td>
<td>• limited to visible parts of the wheel</td>
<td>• wheel design BA 314 / ZDB29 (with a slope under the wheel flange) and BA004</td>
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<tr>
<td></td>
<td>• limited to visible parts of the wheel</td>
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<td>• Systematic for all wheel types</td>
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<tr>
<td>Criteria</td>
<td>Visual inspection:</td>
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<td>Visual inspection:</td>
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<td></td>
<td>• single cracks on the wheel tread (see pictures given in page 8)</td>
<td>• single cracks on the wheel tread * • Cracks in rim and web • any indication of thermal overload of the wheel** Sound checks of the wheel (outside of workshops, while brakes are released)</td>
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<td></td>
<td>• Cracks in rim and web (Annex 9 GCU)</td>
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<td>• Order visual inspection during change of brake blocks</td>
<td>• White stripe suppression</td>
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<td></td>
<td>• any indication of thermal overload of the wheel (Annex 9 GCU)</td>
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<td>• White stripe suppression</td>
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<tr>
<td>Measures on findings:</td>
<td>• dispatch wagon to workshop</td>
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<td>• E.g. Maintenance plan review, braking equipment adaptation</td>
<td>• Off vehicle wheelset maintenance (ECM)</td>
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</table>

* 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
### Task Force Broken wheels – Proposal Short Term measures

Off vehicle wheelset maintenance - to be implemented generally and immediately

<table>
<thead>
<tr>
<th>Measure</th>
<th>Elimination of the identification for thermostable wheels</th>
<th>Intensified measures after findings in operation and wagon maintenance</th>
<th>Stronger criteria for residual stress measurements</th>
<th>NDT of the web</th>
</tr>
</thead>
<tbody>
<tr>
<td>who</td>
<td>All affected ECM</td>
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<td>All affected ECM</td>
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<tr>
<td><strong>Scope</strong></td>
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<td>• wheel designs BA 314 / ZDB29 (with a slope under the wheel flange) and BA004</td>
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<td><strong>Measure (see also boundary conditions)</strong></td>
<td>• remove white stripe marking on bearing box cover</td>
<td>• Reprofiling</td>
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<td>• First check and after signs of thermal overload</td>
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<td>• Residual stress measurement</td>
<td>• NDT of the tread</td>
<td>• Generally reduced limit 300 MPa instead of 400 MPa</td>
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</table>
Task Force Broken wheels – Proposal Short Term measures
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
Task Force Broken wheels – Proposal Short Term measures
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.
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)
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
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 ]
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Reference “Thermal overload of the wheel”

- Colouring on the tread
- Metal build up on the tread
- Melted brake block