



The Joint Sector Group  
Brussels, 30<sup>th</sup> November 2011

## SAFETY INFORMATION

No. 01/2011

For distribution to:

- all associations for immediate distribution to their members
- the GCU bureau for immediate distribution to all GCU members

<b>Accident location:</b>	<b>Neufchâteau (F)</b>	ECM	Nacco
Country:	France	Keeper:	Nacco
Date:	22.05.2010	NSA	EPSF
Time:		NIB	BEA-TT
Known immediate cause:			

<b>Accident location:</b>	<b>Müllheim (D)</b>	ECM	Hupac
Country:	Germany	Keeper:	Hupac
Date:	20.05.2011	NSA	EBA
Time:		NIB	EUB
Known immediate cause:			

<b>Accident location:</b>	<b>St. Veit an der Glan (A)</b>	ECM	ÖBB Technische Services
Country:	Austria	Keeper:	RCA
Date:	20.06.2011	NSA	Bmvit - Sektion IV- Sch5
Time:		NIB	Bundesanstalt für Verkehr Unfalluntersuchungsstelle des Bundes
Known immediate cause:			

## 1. General information

### 1.1 Statement

Information on broken wheels incidents of freight wagons 2010/2011:

- Neuf château (F): broken wheel
- Müllheim (D): broken wheel
- St. Veit an der Glan (A): broken wheel

### 1.2 Source of the information

- Neuf château: report BEA-TT
- Müllheim: preliminary information of DB in JSG
- St. Veit an der Glan (A): preliminary report NIB Austria

### 1.3 People or companies concerned

Neuf Château: NACCO as keeper and ECM  
Müllheim: Hupac as keeper and ECM  
St. Veit an der Glan: RCA as keeper, ÖBB TS as ECM

## 2. First recommendation

### 2.1 Insight

**Neuf Château:** derailment of last 4 tanks wagons of freight train 58701 near Neuf Château station. Circumferential break in the web under wheel rim

**Müllheim:** broken wheel in a freight train build laden flat wagons and tank containers between Freiburg (D) and Basel (CH), train derailment on a switch in train station Müllheim. Broken rim ending in circumferential break of wheel web

**St. Veit an der Glan:** freight train build by different wagon types derailed in station due to broken wheel on an Uacns. Circumferential break in the web under wheel rim

### 2.2. Pictures from the concerned parties

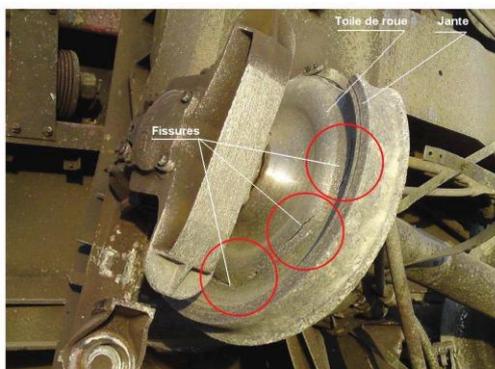


Figure 1: broken wheel Neufchâteau



Figure 2: wheel Müllheim



Figure 3: wheel St. Veit an der Glan



## 2.3. Information regarding actions taken by NSAs

### **Neuf Château:** BEA-TT:

*Rapport d'étape sur le déraillement de wagons de matières dangereuses le 22 mai 2010 à Neuf-château (88)*

**Müllheim:** No infos

### **St. Veit an der Glan:**

*Laufend Untersuchung Entgleisung des Zuges 66505 - BMVIT-795.250-II/BAV/UUB/SCH/2011*

## 2.4. Recommendations

- we remind you that according to GCU Appendix 9, point 1.3.6.1 a visual check of the wheels should ensure that there are no cracks at the interface between the wheel tread and the front edge.
- we remind you also that according to GCU Appendix 10, following minimal conditions must be fulfilled each time a wagon is sent to a workshop:
  - The wheel tread must not have cracks at the edge of the tread (1.6)
  - A solid or monobloc wheel must not show any cracks (1.14)
- we remind you to apply EN 15313 Chapter 6.2.2.11 (Defect on the web of monoblock wheels)
- GCU technical working groups should consider an amendment of Appendix 9

## 3. Disclaimer for legal liability

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