



*The Joint Sector Group
Brussels, 30th 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

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

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

Accident location:	St. Veit an der Glan (A)	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

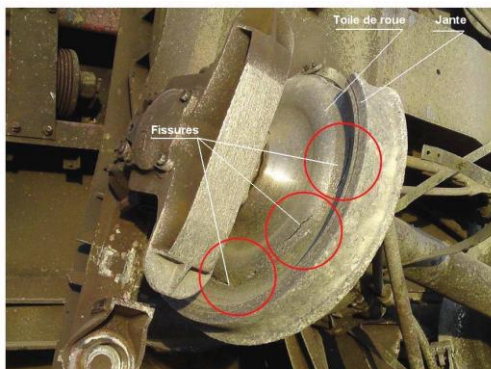


Figure 1: broken wheel Neufchâteau



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

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