



Documents for 'Railway wheelsets'

New and revised documents

Document number	Document title	Issue
GM/RT2466	Railway Wheelsets	Two
GM/RC2494	Recommendations for Railway Wheelset Design	One
GM/RC2495	Recommendations for Railway Wheelset Manufacture and Assembly	One
GM/RC2496	Recommendations for Railway Wheelset Maintenance	One

Documents to be withdrawn

Document number	Document title	Issue
GM/RC2566	Recommendations for Railway Wheelsets	One

Standards Committee(s): Rolling stock, plant and infrastructure

Issue / withdrawal date: 2 August 2008

Documents come into force / cease to be in force: 4 October 2008

Background

The railway wheelset standard and the associated codes of practice are the subject of proposal 06/067, 'Revision of GM/RT2466'. The proposal was for the documents to be reviewed as part of the Strategy for Standards Management. A copy of the Strategy for Standards Management can be found on the Railway Group Standards website (www.rgsonline.co.uk).

Using the criteria specified in the Strategy for Standards Management, the measures held within this standard that are not required for interworking / co-operation are to be withdrawn. Additionally other measures are to be withdrawn because they are not mandated on either an infrastructure manager nor a railway undertaking, but on the Rail Safety and Standards Board.

The remaining measures have been incorporated into a new issue of GM/RT2466 (issue 2) and are substantively unchanged, however they have been aligned with and permit as alternatives the use of European and Association of American Railroads standards and the use of an additional wheel profile P12 (formerly known as WRISA 2).

Scope

The requirements apply to all work associated with the design, manufacture and maintenance of railway wheelsets.



Key changes

The changes are as follows:

- The single new requirement is the use of either European or Association of American Railroads standards as an alternative to British standards.
- A new wheel profile has been included in the table of profiles - P12 (formerly known as WRISA 2).
- Two requirements (axle end condition and corrosion, and extent of records) have been included in issue two as high level requirements to retain the common principles that underly the detailed requirements that have been withdrawn.
- A single requirement (non-destructive testing process - wheelsets with cracks) has been retained at the specific request of the industry; all the other non-destructive testing requirements have been withdrawn as they are not required for interworking or cooperation.
- A number of requirements have been withdrawn as they are not required for interworking or cooperation (that is single duty holder responsibility) - those that represent good practice have been included in the supporting Codes of Practice.
- Those requirements that are not controlled by either an infrastructure manager or a railway undertaking (but by RSSB) have been withdrawn; likewise those requirements that are duplicated in other Railway Group Standards have also been withdrawn.
- The correction of an error found in the text of GM/RT2466, incorrectly transferred from GM/RT2026, the measurement of P5 tread profile 'flange thickness - as new (w)' should be 31 mm, not 30 mm.

Compliance requirements

The requirements come into force and are to be complied with from 4 October 2008.

Impact of proposed changes to National Technical Rules (NTRs)

Open point		NTR proposed before changes notified in this Briefing Note		NTR proposed following changes notified in this Briefing Note		Reason for amendment to proposed NTR
TSI	Clause	RGS	Clause	RGS	Clause	
CR Locomotive and Passenger TSI	Unpublished	GM/RT2466 Issue 1	All	GM/RT2466 Issue 2	All	Standard revised and re-issued
CR Freight Wagons TSI	Annex E	GM/RT2466 Issue 1	E2.1.3 E2.2	GM/RT2466 Issue 2	Part 4	Standard revised and re-issued
	Annex L	GM/RT2466 Issue 1	Part F	GM/RT2466 Issue 2	Part 4	Standard revised and re-issued



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Open point		NTR proposed before changes notified in this Briefing Note		NTR proposed following changes notified in this Briefing Note		Reason for amendment to proposed NTR
TSI	Clause	RGS	Clause	RGS	Clause	
HS RST TSI	Annex L	GM/RT2466 Issue 1	D11 Appendix 7 Part D	GM/RT2466 Issue 2	Part 5 Appendix C Part 2	Standard revised and re-issued
	4.2.10 c)	GM/RT2466 Issue 1	D4.3 Part G Appendix 3	GM/RT2466 Issue 2	Part 2	Standard revised and re-issued
	4.2.10 d)	GM/RT2466 Issue 1	F2.1	GM/RT2466 Issue 2	Part 2	Standard revised and re-issued

Deviations authorised by RSSB

The status of all authorised deviations, when this document is introduced, is as follows:

Still in force against GM/RT2466 issue 1

Deviation number	Original applicant	Topic
04/242/DGN	First Great Western	Accuracy of wheel profile
05/084/DGN	GB Railfreight Limited	Use of Association of American Railroads standards for monobloc wheels
06/075/DGN	London Underground Limited	Magnetic particle inspection of solid axles
06/103/DGN	South West Trains	Width of wheel rim tolerance to allow 126 mm
06/165/DGN	Virgin Cross Country	Use of SuperLos steel for monobloc wheels
06/191/DGN	Arriva Trains Wales Limited	Use of SuperLos steel for monobloc wheels
06/243/DGN	Serco Rail Operations	Infinite fatigue life
07/084/DGN	Virgin West Coast Trains	Use of SuperLos steel for class 390 monobloc wheels
07/097/DGN	English Welsh and Scottish Railways	Minimum hydrogen content

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Deviation number	Original applicant	Topic
07/122/DGN	English Welsh and Scottish Railways	Use of P10/RD9 profile on class 66 locomotives
07/150/DGN	English Welsh and Scottish Railways	Axle body corrosion during off-vehicle wheelset profiling
07/196/DGN	Hull Trains East Midland	Use of SuperLos steel for monobloc wheels
07/198/DGN	English Welsh and Scottish Railways	Axle body corrosion
08/082/DGN	London Overground	Wheel rim width
08/139/DGN	Freightliner Limited	Electrical testing



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Not applicable to new document

Deviation number	Original applicant	Topic	Reason
04/272/NC	Railway Wheelset & Brake Limited	Training requirements for ultrasonic testing operatives	Requirement withdrawn
05/063/NC	Freightliner Limited	Wheelset balancing, labelling and electrical testing	Labelling requirement withdrawn. Balancing requirement addressed, by setting high level objective requirements, in clause 3.5.3 of GM/RT2466. Electrical testing requirement carried forward in re-issued standard in clause 4.23 - required to meet the requirements of CCS TSIs (HS & CR) TSI. This aspect is now addressed by 08/139/DGN.
06/083/NC	HSBC Rail (UK) Limited	Magnetic particle inspection of disc bolt holes in monobloc wheels	Requirement withdrawn
06/084/NC	HSBC Rail (UK) Limited	Axle end surface texture and flatness/run-out	Requirement withdrawn
06/199/NC	HSBC Rail (UK) Limited London Lines	NDT of axles) NDT records summary) Bore condition) Seat tolerances) Axle material testing Axle run-out Action following wheel flat and tread run-out Tread roll-over and facing rim bulging Minimum flange radius	Requirements withdrawn Addressed in clause 3.3.1 of GM/RT2466 Addressed in clause 4.14.1 of GM/RT2466 Addressed in clause 4.8.1 of GM/RT2466 Addressed in clause 4.11.1 of GM/RT2466 Addressed in clause 4.9.1 of GM/RT2466
07/087/NC	English Welsh and Scottish Railways	Use of wheelsets manufactured to AAR M-107 / M-208 from AAR class B steel	Addressed in clause 2.1.1 of GM/RT2466
07/121/NC	English Welsh and Scottish Railways	Use of S1002 / 27.5 profiles	Addressed in clause 2.6.1 and Table A.1 of GM/RT2466