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[NR/L3/OPS/043/3.9](#) Issue 2

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NATIONAL CONTROL INSTRUCTIONS

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Issue: 02

Date: 05 March 2016

ASSET MONITORING SYSTEMS

WHEEL IMPACT LOAD DETECTOR (WILD) and HOT AXLE BOX DETECTOR (HABD)

1 PURPOSE

This instruction aims to reduce the potential risk to the network from rail damage caused by vertical wheel impact forces and failed "Intelligent Infrastructure" monitoring equipment.

2 SCOPE

To provide Operational Controllers with robust processes for managing defective rail vehicles, following the activation of Wheel Impact Load Detector (WILD) and instigating the immediate repair of failed Hot Axle Box Detectors (HABD) and WILD monitoring equipment.

3 REFERENCE DOCUMENTATION

NR/SP/TRK/0133	Control of Wheel Impact Forces
GO/RT3437 (Issue 7)	Defective On-Train Equipment Document (as maintained by each Access Beneficiary)
NR/L3/OPS/043/F3.9A	Advice of System Outage (Failure or Disconnection)
NR/L3/OPS/043/F3.9B	Advice of System Reinstatement
NR/L3/OPS/043/F3.9C	HABD and WILD System Status Report

4 DEFINITIONS

Wheel Impact Load Detector (WILD)	WILD monitoring equipment is undertaken using brand specific equipment such as GOTCHA and Wheelchex. WILD equipment is also installed at various strategic locations and analyses the dynamic wheel impact loadings produced by every passing train. When the wheel impact forces recorded exceed a predetermined value a WILD alarm is transmitted to the relevant Route Control Centre.
Hot Axle Box Detector (HABD)	HABDs monitor axle, wheel and brake temperatures indicating any overheating which could compromise a vehicle(s) ability to operate safely. When the temperature recorded exceeds a predetermined value an alarm will be transmitted to the relevant signal box. HABD monitoring equipment is installed at various strategic locations.

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5 RESPONSIBILITIES

R – Responsible for carrying out the task

A – Accountable for seeing that the task is carried out

C – Consulted and provides input

I – Informed, no formal need for input

		National Operations Centre	Route Control Manager*	Maintenance	Signaller
6.2	WILD Activation Report $\geq 350\text{kN}$ to $< 500\text{kN}$	I	R		I
6.3	WILD Activation Report $\geq 500\text{kN}$	I	R		I
6.5	Multiple WILD Activations for a Single Train	I	R		I
6.6	RST Inspection		I		I
6.7	Management Reporting	R			
7.1	Reporting a Defective HABD Equipment		IR	I	R
7.2	Reporting a Defective WILD Equipment		R		
7.3	HABD and WILD Equipment Out of Service for More Than Eight Hours	IR	IR	C	
7.4	Notifying TOCs and FOCs of an HABD or WILD Reinstatement	IR	IR	R	I
7.5	Management Reporting	R			

* The Route Control Manager may delegate this responsibility to the relevant Incident Controller for the area where the WILD equipment is located.