

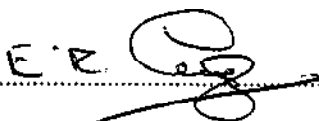
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Business Process Document

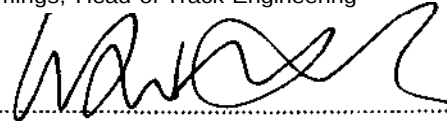
Control of Wheel Impact Forces

Endorsement & Authorisation

Endorsed by:



E R Cummings, Head of Track Engineering



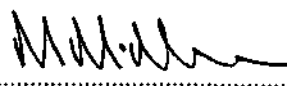
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Issue record

Issue	Date	Comments
Emergency Issue 1	April 2000	New procedure
Emergency Issue 2	December 2000	Table A significantly changed to simplify speed restrictions
03	June 2006	Revised Technical Specification

Implementation

3rd June 2006.

Compliance

This Network Rail Specification is mandatory and must be complied with by Network Rail/Contractors from 1st August 2006.

When this Specification is implemented, it is permissible for all projects, which have formally completed GRIP Level 4, to continue to comply with the Issue of any relevant Network Rail Standards current when GRIP Level 4 was reached and not to comply with requirements contained herein unless the designated Head of Track Engineering has stipulated otherwise in the accompanying Briefing Note.

Where the Head of Track Engineering has specified that all projects will comply with the requirements, specific authority not to comply can be sought in the usual manner using the appropriate non-compliance authority processes described in Network Rail Standard, [NR/SP/STP/045](#) Managing the Process for Non-compliance Authority (formerly RT/LS/P/045).

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1 Purpose

This specification mandates the action to be taken when vertical wheel-rail forces exceed 200kN due to wheel flats or other vehicle irregularities.

This specification aims to reduce the risk of rail damage that is associated with vertical wheel impact forces. It does this by defining the minimum requirements that a Route shall have in place for four levels of WILD equipment activation.

2 Scope

This specification shall be complied with when managing any vehicle operating on Network Rail's infrastructure.

This specification applies to all Network Rail infrastructure in respect of any vehicle which activates WILD equipment.

Persons using this specification shall ensure that where a specific edition of any document is referenced, it is used. For other documents the latest edition shall be used.

3 Reference documentation

GM/RT2466	Railway wheelsets
GM/TT0088	Permissible track forces for railway vehicles
GO/RT3437	Defective on-train equipment
GO/RC3537	Code of Practice: Defective on-train equipment

4 Definitions

RRL

Remote Reporting Location. A generic term used by AEA Technology Rail to describe a PC, which runs WheelChex software.

Wheel impact force

The vertical dynamic force generated onto the rail by a wheel (measured in kilo Newtons, kN).

WILD

Wheel Impact Load Detector. A device for measuring the impact forces generated by wheels travelling over a designated section of rail. This includes Wheelchex™ equipment.

Train Operator

Passenger and Freight operating companies.

WON

Weekly Operating Notice.