

# RESULTS OF A SURVEY INTO THE FAILURE OF BR WHEELSLIDE PROTECTION EQUIPMENT AND WHEEL DAMAGE ON HST VEHICLES

Following a failure of the wheel speed signal on a monitored High Speed Train (HST) Mk III vehicle, a review of other vehicles indicated that failure of the wheelslide protection system (WSP) may be a more common problem than originally envisaged. Therefore an investigation was conducted into the scale of the WSP malfunction by taking a one day 'snap-shot' view of a large a sample of the BR HST fleet as possible.

The report concludes that:

- 15% of the BR HST fleet have WSP faults which prevent correct operation of the WSP system on at least one bogie of the set. Thus, approximately 10% of wheelsets are more liable to suffer wheelslides in low adhesion conditions and consequently sustain wheel damage.
- 40% of vehicles had audible damage though no correlation was evident with the indications of WSP failure, possibly because damage had developed from slides suffered considerably earlier in time.
- WSP indicators are generally not visible without some effort on the part of maintenance staff.