



INDEPENDENT  
TRANSPORT  
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REGULATOR

# RAIL INDUSTRY SAFETY NOTICE

RISN No. 6

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## BRAKE TESTING PROCEDURES FOR THE WESTINGHOUSE WF2-6M TRIPLE VALVES

### Background:

A derailment in Western Australia on 31 May 2003 resulted from the effects on the track structure by up to 250 mm "flats" that had developed on the wheels of the leading bogie of the offending wagon. These wheel flats had resulted from a braking system irregularity due to the triple valve "interlock" valve not closing when operated resulting in the brakes on the offending wagon failing to release.

Report findings included the need to review brake testing procedures for the Westinghouse WF2-6M Triple Valves.

### Action:

- i) Single Car Air Brake Test procedures must include an additional test (if not already incorporated in existing protocols) where brakes must be able to be released effectively following a 150 kPa (full service) brake pipe reduction via a 0.9mm sensitivity choke after allowing a minimum of 10 seconds delay between the application and release phase. Where an incident of reported sticking brakes is being checked then a more exhaustive series of sensitivity releases should be conducted with waiting times of 10 seconds, 2 minutes and 10 minutes recommended.
- ii) Approved brake valve repairers must request from the brake valve manufacturer, namely Westinghouse, that details of the recommended "release test" for the WF2-6M Triple Valves from 310 kpa be provided to them so that the recommended requirements can be included into the sequence testing following overhaul of the WF2-6M Triple valves. This practice will ensure that the functioning of the interlocking valve is appropriately validated.

### Further Information:

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