

404.

GERSTLAUER EUROFIGHTER

Train chassis cracking and seat post cracking

We have received a report from a UK registered inspection body that numerous areas of cracking have been found on the train chassis of a Gerstlauer EuroFighter. The areas of cracking were found by both visual and NDE inspection. The manufacturer has issued a WPS (weld procedure specification).

These trains are used on a number of different track configurations. This particular one has a number of indications of cracks but the majority of these are hidden under drive plate materials. The extent of the cracks can therefore only be fully seen when the drive plate is removed. This may not be included in the normal NDT schedule so IBs are recommended to pay attention to all areas relating to this.

Additionally, again in relation to a Gerstlauer EuroFighter, the same IB has found an area of cracking next to where the magnetic brake is fixed to the chassis (see images). To fully inspect the area by MPI the magnetic brake requires removal.

Also in relation to a Gerstlauer EuroFighter, we have received a report from the same IB that areas of cracking have been found on the top of numerous seat posts. These were found by both visual and NDE inspection. The manufacturer has issued a WPS.

GERSTLAUER EUROFIGHTER Chassis Cracking



▲ Drive plate area



▲ Strengthening gusset cracking below seat



▲ Strengthening gusset cracking below seat

Committee Members: Mr. D Dadswell (Chairman), Mr. A Mellor (Secretary), Mr. P Smith, Mr. J Green, Mr. D Cox, Mr. M Thirkettle, Mr. I Davies, Mr. J Shilling & Mr. D Inman

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▲ The strengthening arms between the seat frame and chassis

▼ An area of cracking was found next to where the magnetic brake is fixed to the chassis (see following three images)



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Seat Post Cracking



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