

**Special points
of interest**

Hi-rail vehicles should be emptied prior to them being inspected to ensure they are at their lightest operating weight when setting up for the twist test. Twist testing to the lightest weight ensures that the vehicle is in its most vulnerable condition. The vehicle is then set up to have adequate wheel loading to maintain safe on track operation. Please assist hi-rail maintainers by removing tools and equipment prior to the vehicles inspection.

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Plant Safety Bulletin

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Hi-rail Spring Replacements

Recently a hi-railed Mitsubishi Canter underwent repairs that resulted in the replacement of one front leaf spring. Several years ago many Canters in the ARTC fleet had complete spring upgrades to boost the vehicle GVM to 6000kg. This required replacing the four existing original Mitsubishi leaf springs with specially modified leaf springs which contained one additional leaf than the original. The Canter in question had the upgraded spring replaced at a Mitsubishi truck dealership with an original type spring. The vehicle was then placed back into service without any inspection and recertification of the rail guidance system being undertaken.

The problem arising here is the rail guidance system on the vehicle had been set up with the extra leaf spring in it. The introduction of a different spring could have caused the vehicle and rail guidance system to react in a number of ways, with the worst case scenario being vehicle derailment.

Caution: It is imperative that all hi-rail vehicles (utilities and trucks) that have spring repairs (leaf or coil) carried out are inspected by an ARTC approved hi-rail maintainer prior to them going back into on-track service.



Non urgent suspension work should be programmed to be completed a few days prior to scheduled 6 monthly hi-rail inspections to minimise hi-rail down time and costs involved with sending repairers twice at short intervals.

Please contact your local Plant Coordinator or Fleet Manager in the event that suspension work is required and they will assist in coordinating information regarding existing spring installations and the re-inspection of hi-rail equipment at the appropriate time.



This photo clearly shows the dangers arising from not having the hi-rail guidance system recertified after having springs replaced. The hi-rail wheel has totally lost contact with the rail and would have certainly derailed had the problem not been spotted. Not all issues would be this obvious, with some wheels appearing to be on the rail, however the amount of down force on that wheel may have been severely compromised.