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Original Citation

Bevan, Adam and Molyneux-Berry, Paul (2012) Optimisation of Wheelset Maintenance using Whole System Cost Modelling. In: Rail Research UK Association Annual Conference, 7th November 2012, London. (Unpublished)

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Optimisation of Wheelset Maintenance using Whole System Cost Modelling

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Andy Rhodes, Daniel Ling – Serco

Overview

- Background
- Vision of VTISM
- Wheelset Maintenance Strategy
- Damage rates and WPDM
- Wheelset Costs
- Whole System Costs
- Summary
- Acknowledgements

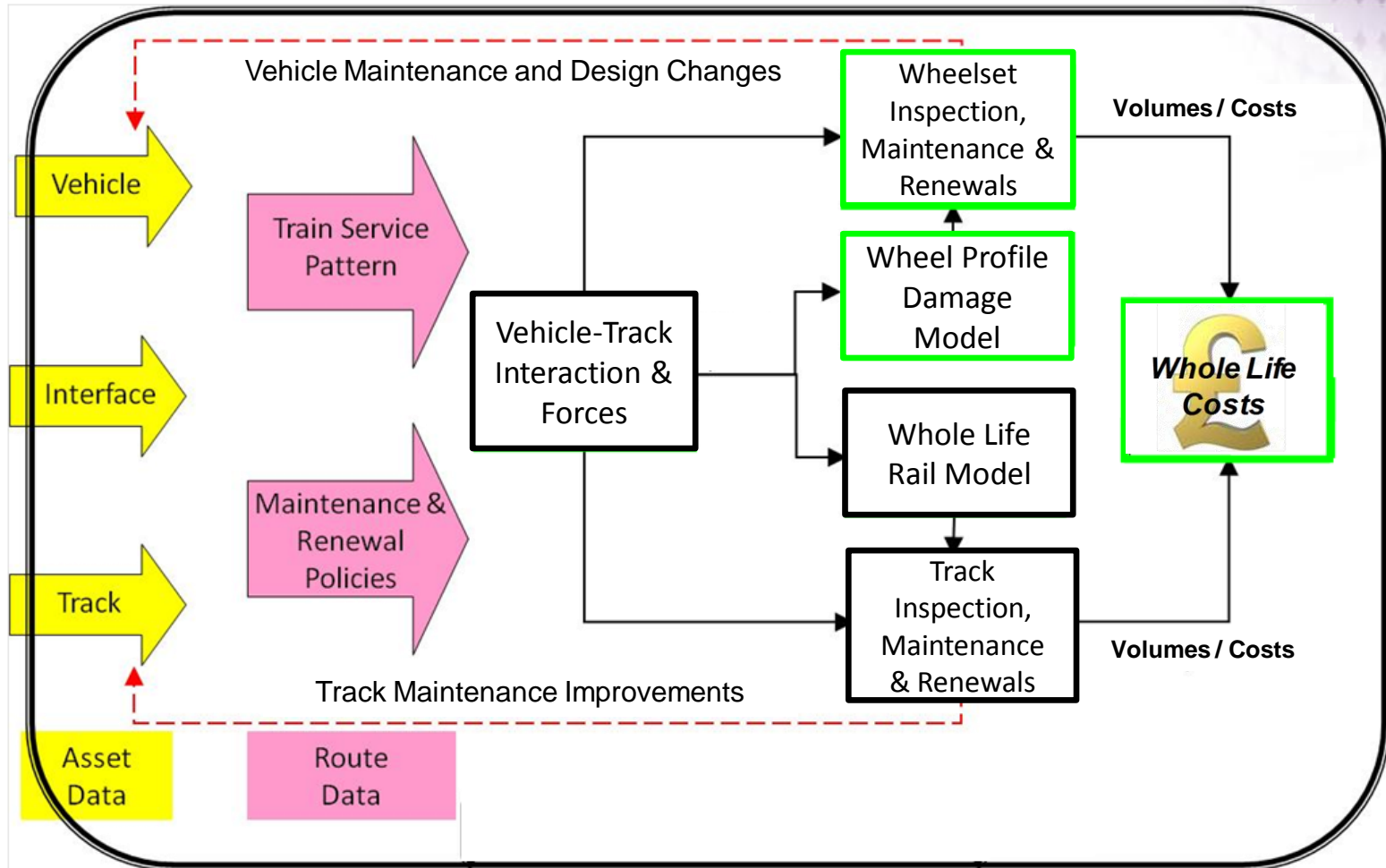
Background

- Wheelset maintenance and renewal activities account for a large proportion of a fleets whole-life costs
- Influenced by a large number of factors:
 - Depot constraints
 - Wheel tread damage
 - Fleet availability
 - Vehicle design
- Optimisation of maintenance and renewal regimes will help to increase wheelset life and reduce costs



- Tools currently exist for prediction of track damage, replacement and maintenance costs
 - Whole Life Rail Model (rail RCF & wear)
 - Track-Ex (NR decision support tool)
 - VTISM (links vehicle-track characteristics to track costs)
- Stage 2 development of VTISM enhanced the rolling stock modelling capabilities
 - Strategic planning of wheelset maintenance and renewal activities
 - Examine benefits and cost impact of a range of different scenarios
 - Optimise wheelset management strategies
- These enhancements go some way to determining the whole life costs for the complete system (vehicle-track)

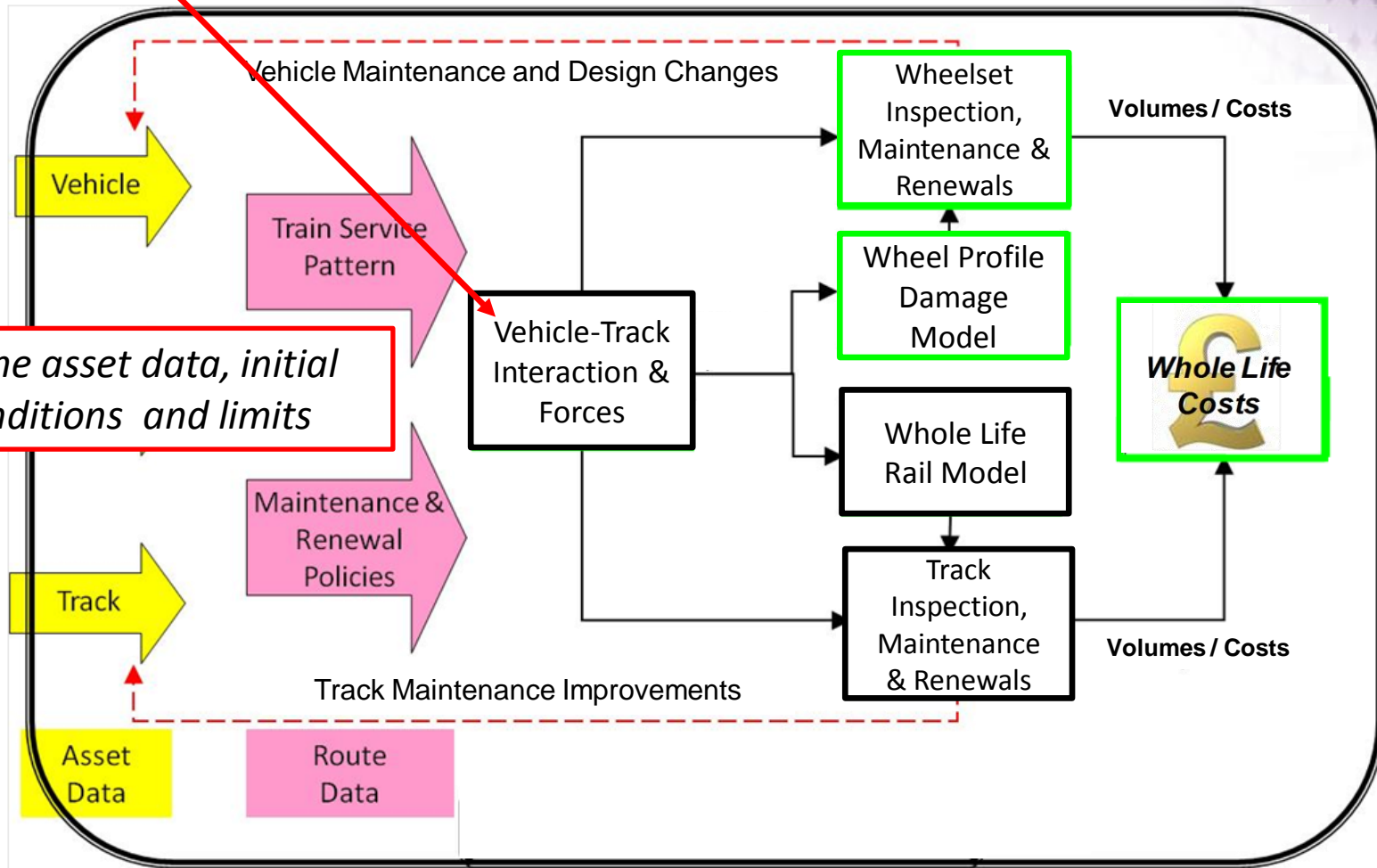
Vision of VTISM



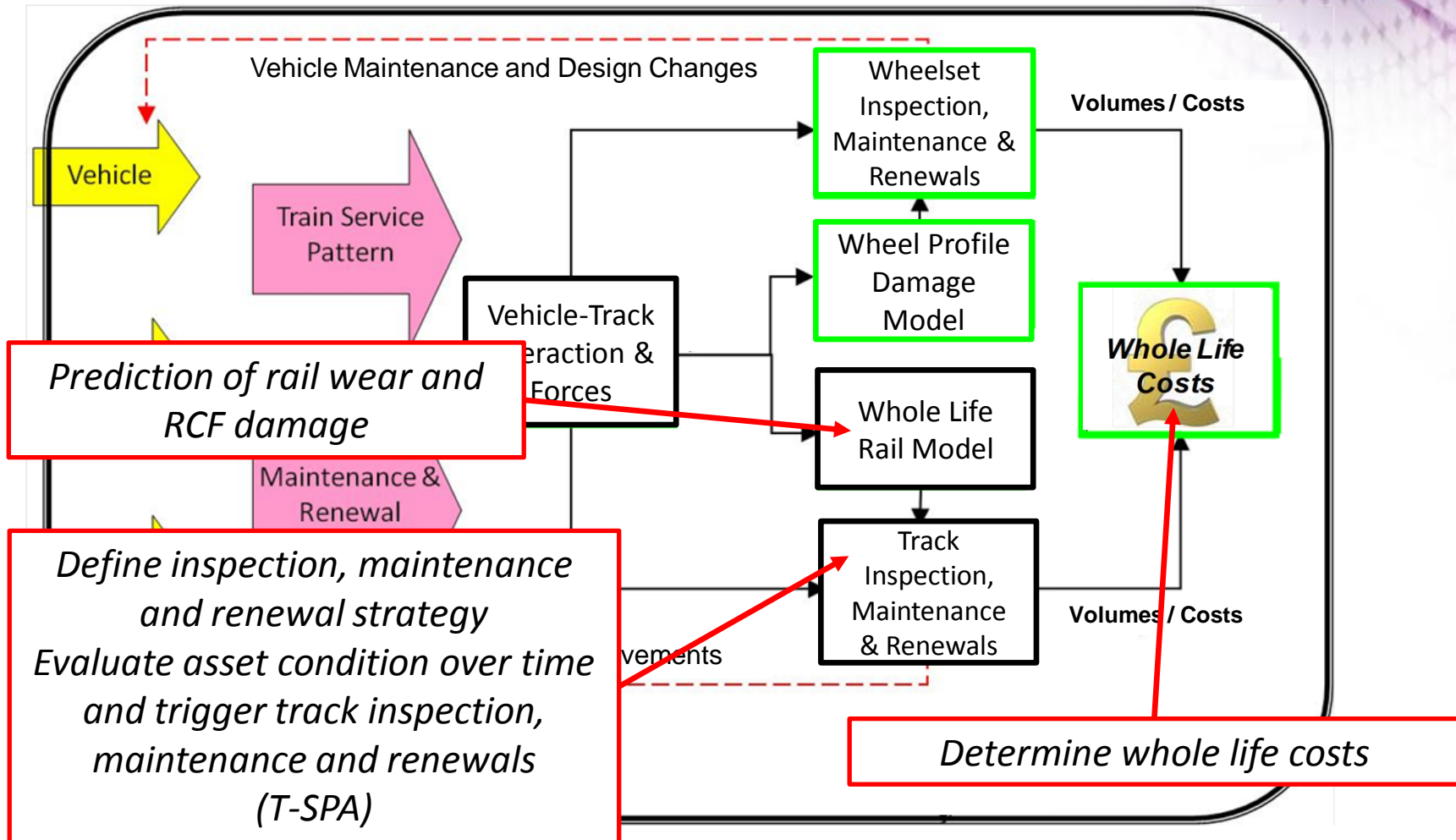
Vision of VTISM

Prediction of wheel/rail forces

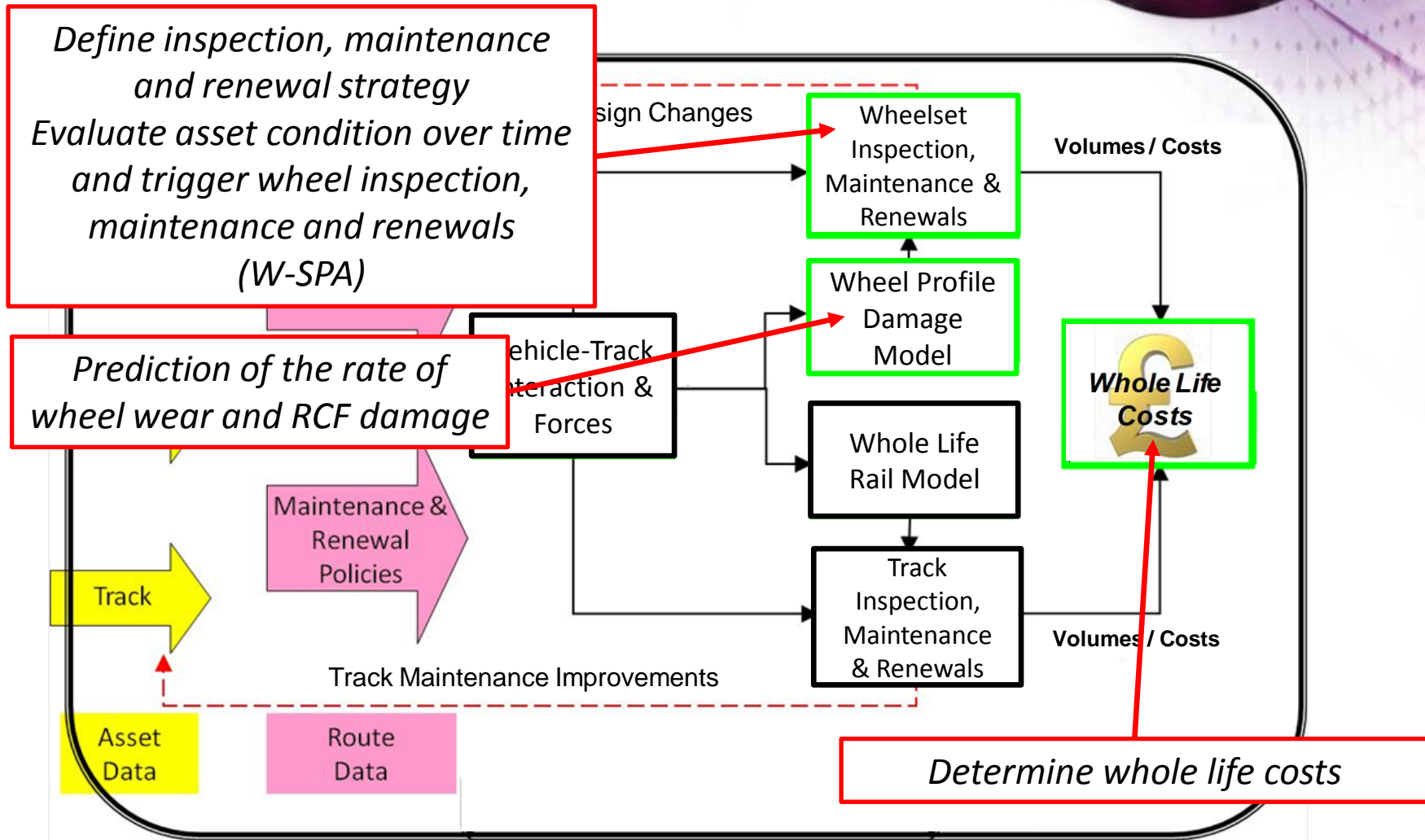
Define asset data, initial conditions and limits



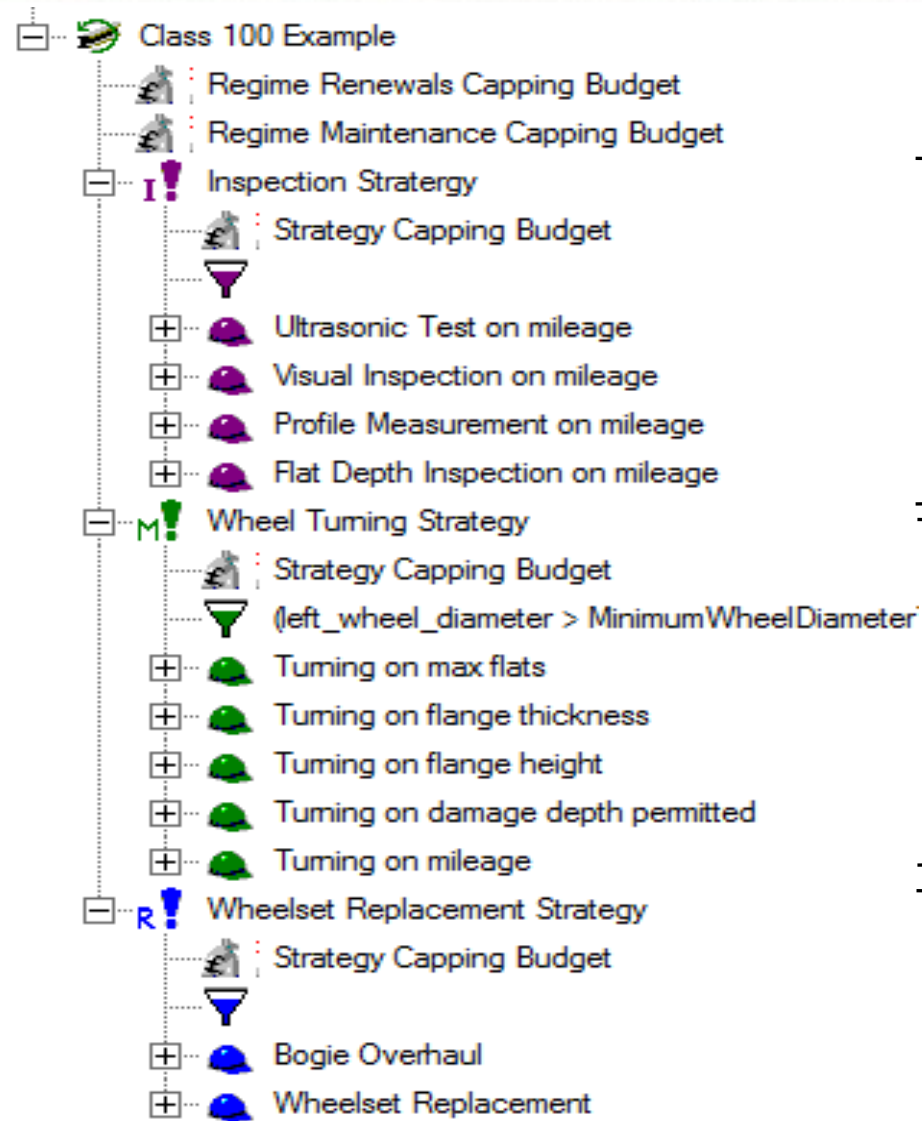
Vision of VTISM



Vision of VTISM



Wheelset Maintenance Strategy



Inspection Strategy

Applied if mileage since last inspection is greater than the relevant inspection interval

Wheel Turning Strategy

Triggered if condition reaches a pre-defined limit (i.e. flange thickness is less than the minimum permitted flange thickness)

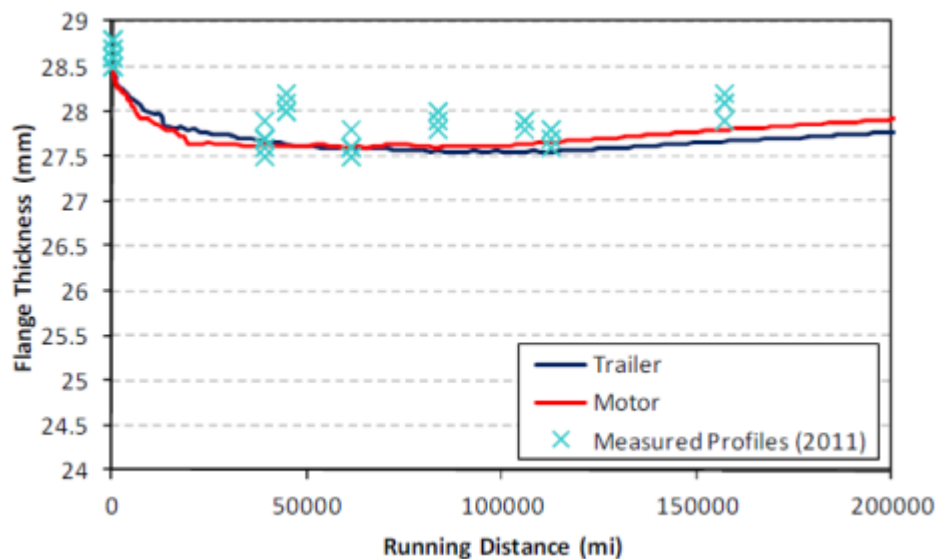
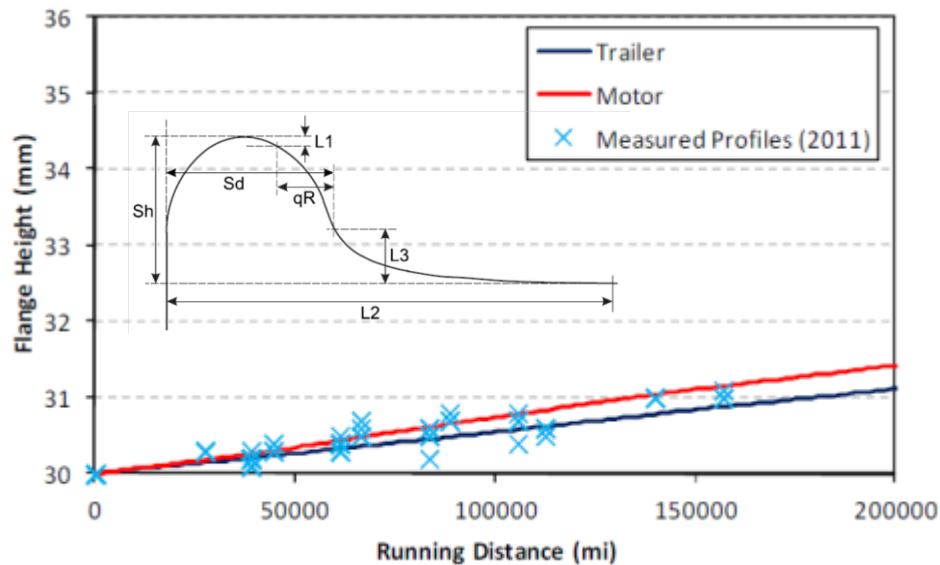
Wheelset Replacement Strategy

Triggered if condition reaches a pre-defined limit (i.e. wheel diameter is less than the minimum diameter for running)

- Rates of damage are included to describe how the attributes of the wheel deteriorate over time
 - Tread/flange wear
 - Change in conicity
 - RCF damage
 - Probability of flats
- Compared with pre-defined limits - trigger maintenance or renewal activity
- This information can be obtained from observation data
- Alternatively, the WPDM can be used to predict the damage rates

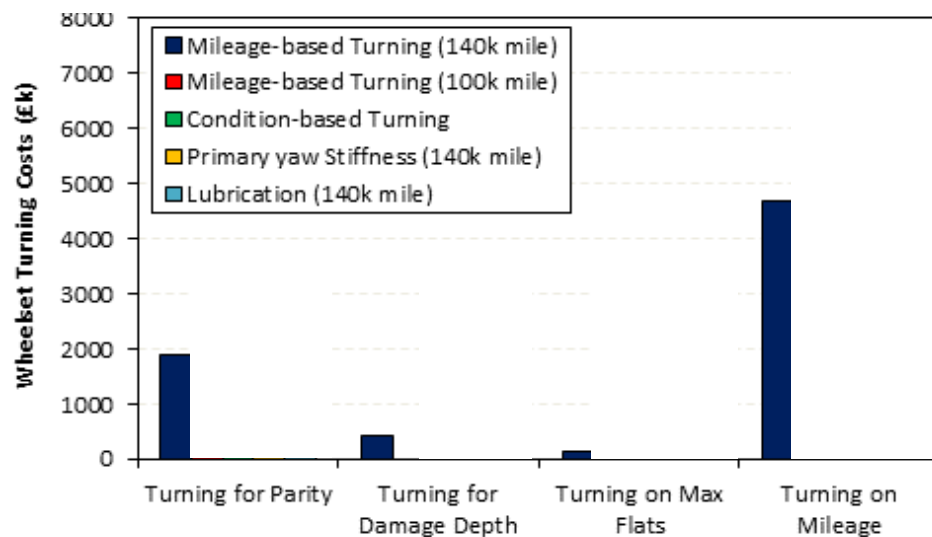
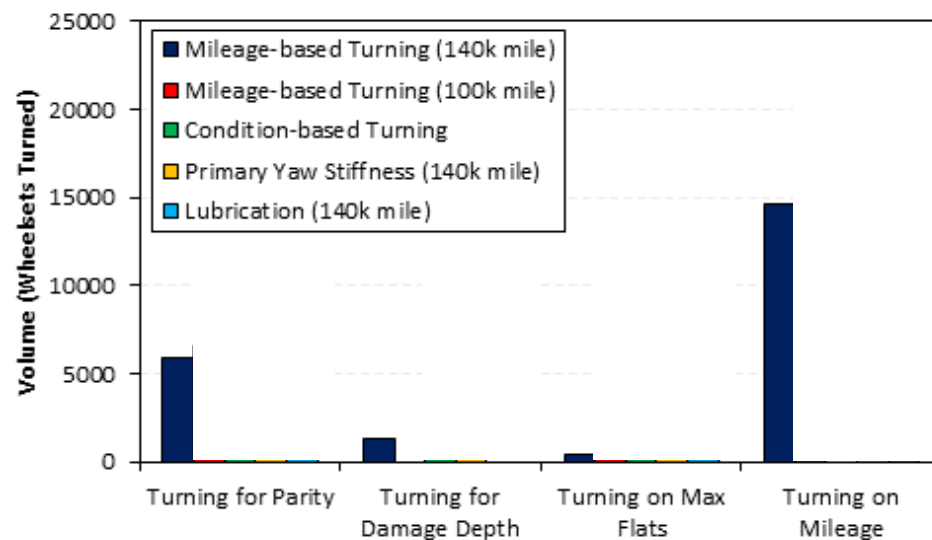
- Wheel Profile Damage Model (WPDM) is a standalone tool for the prediction of deterioration rates of the wheel tread
- Uses VAMPIRE vehicle dynamics simulation software to predict wear and RCF damage
- WPDM methodology
 - Characterises a vehicle's route diagram in terms of parameters which influence wheel damage
 - Predicts wheel-rail forces for the chosen route conditions using vehicle dynamics simulations
 - Post-process the calculated wheel-rail forces to predict the formation of wear (Archard model) and RCF (Ty-damage model) on the wheel
 - Plot and save the results for use within VTISM and WMM

Predicted Wheel Wear

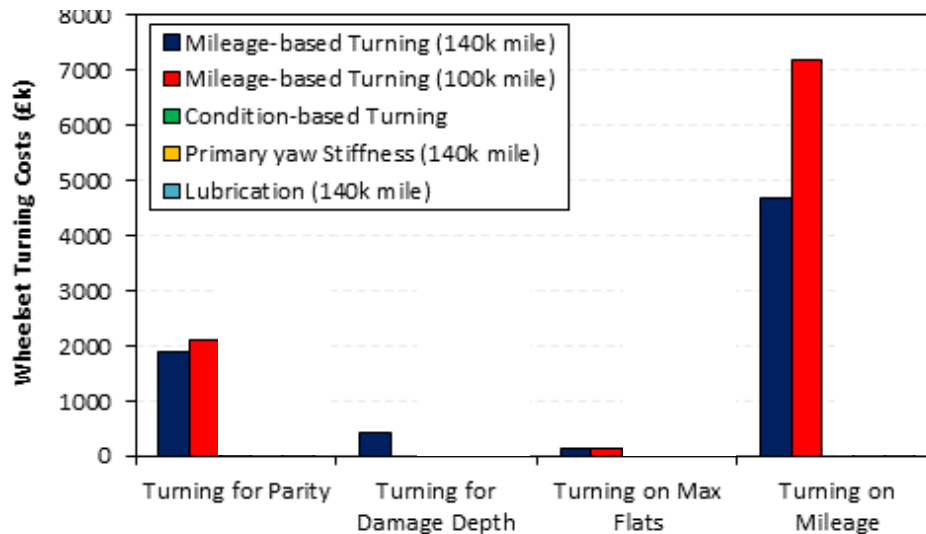
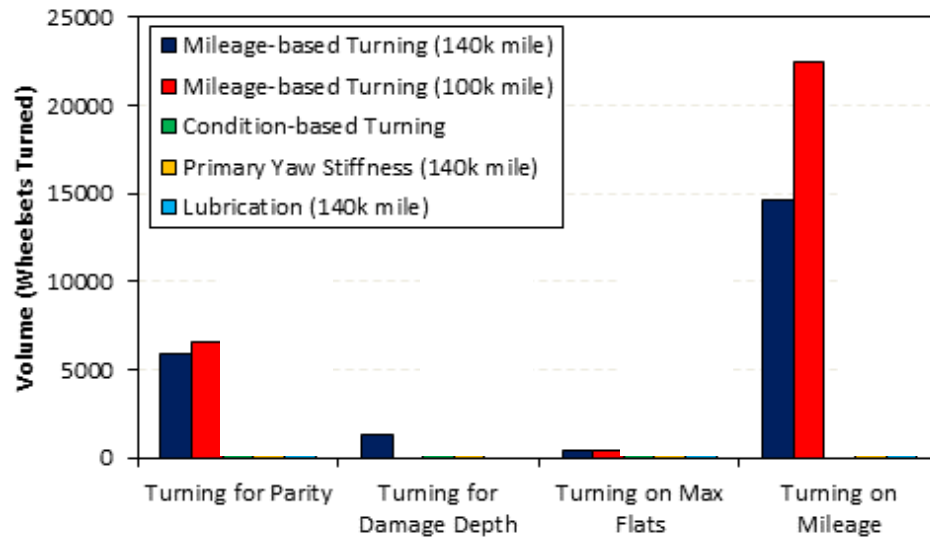


- Mileage-based turning regime (Base Case)
 - Turning interval set to 140,000 miles to represent current practice
- Reduced mileage-based turning interval
 - Turning interval reduced to 100,000 miles to represent a ‘little and often’ turning regime
- Condition-based turning regime
 - Turning triggered by the condition of the wheelset only
- Lubrication strategy
 - Coefficient of friction at the flange contact was reduced to $\mu=0.1$
 - Inspection and maintenance of the lubrication system included
 - Includes modified wear and RCF damage rates for all wheelset types
- Modified primary yaw stiffness
 - Includes modified wear and RCF damage rates for all wheelset types

Wheelset Whole Life Costs

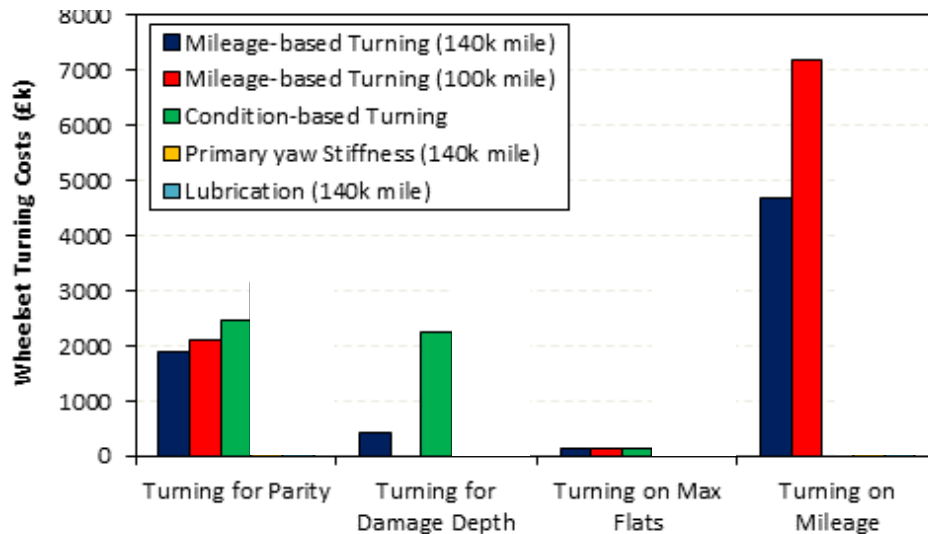
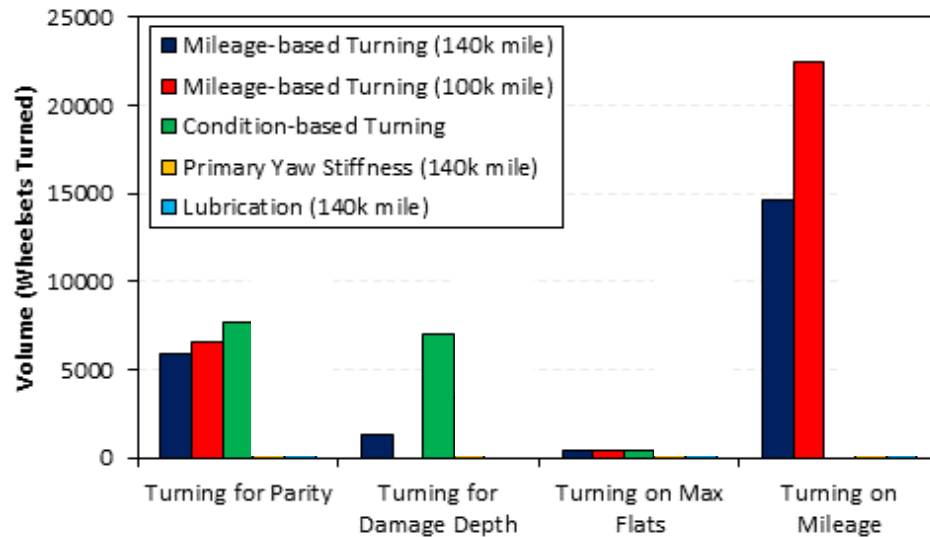


Wheelset Whole Life Costs



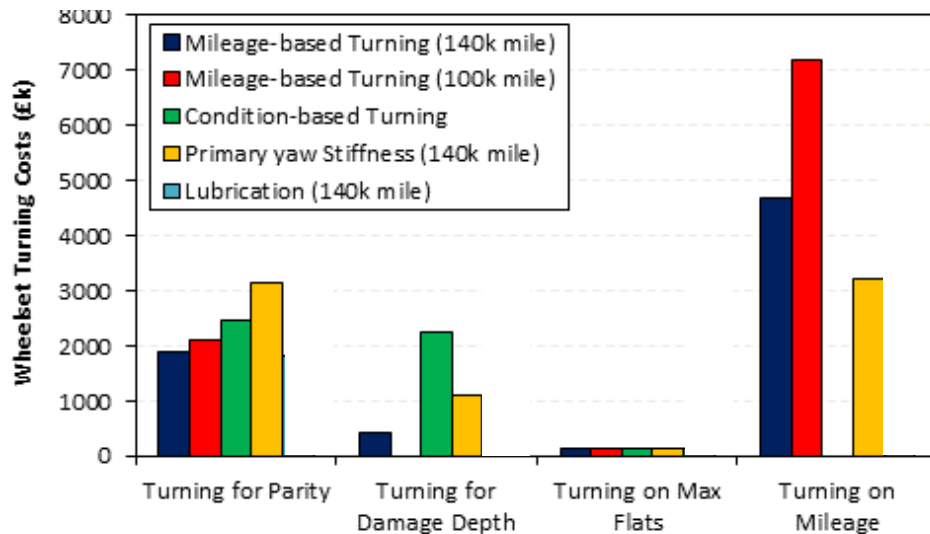
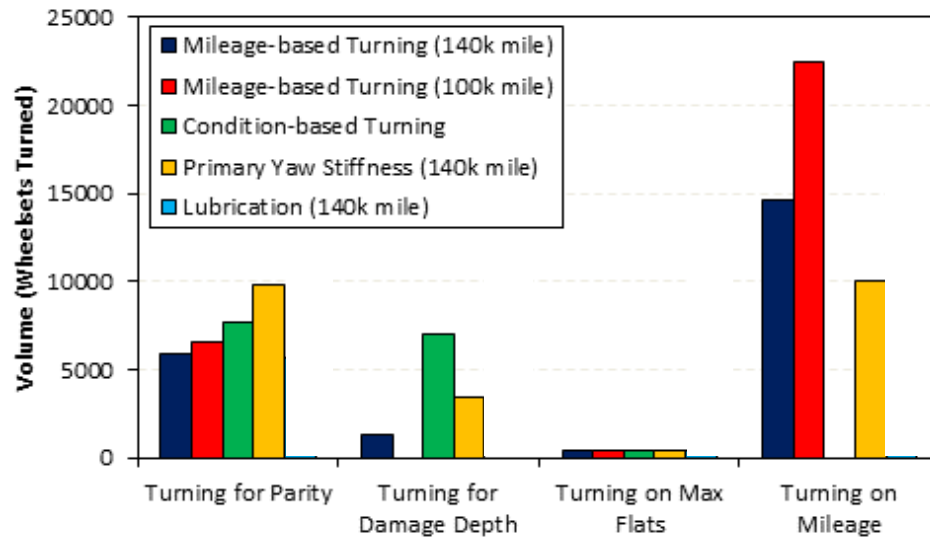
- **Reduced Turning Interval**
 - Increase in mileage-based turning
 - Reduction in turning for damage

Wheelset Whole Life Costs



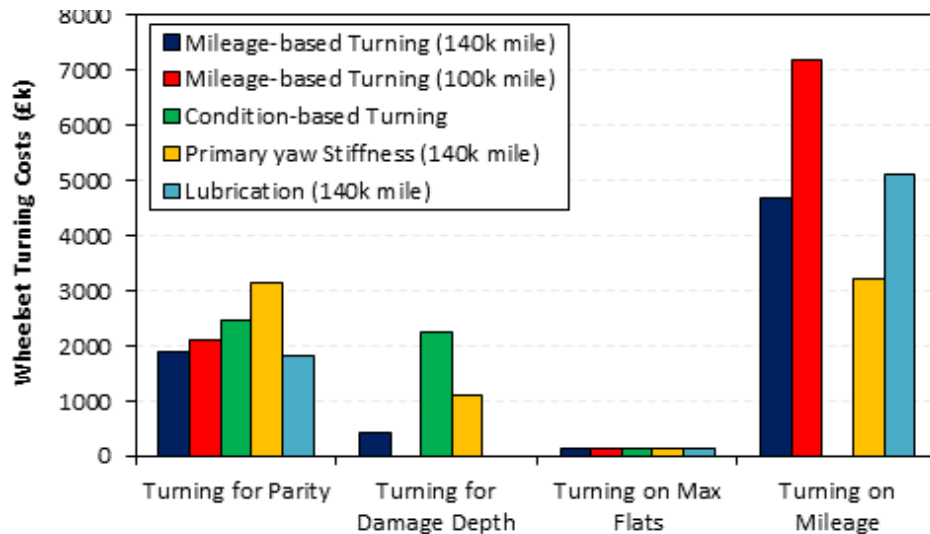
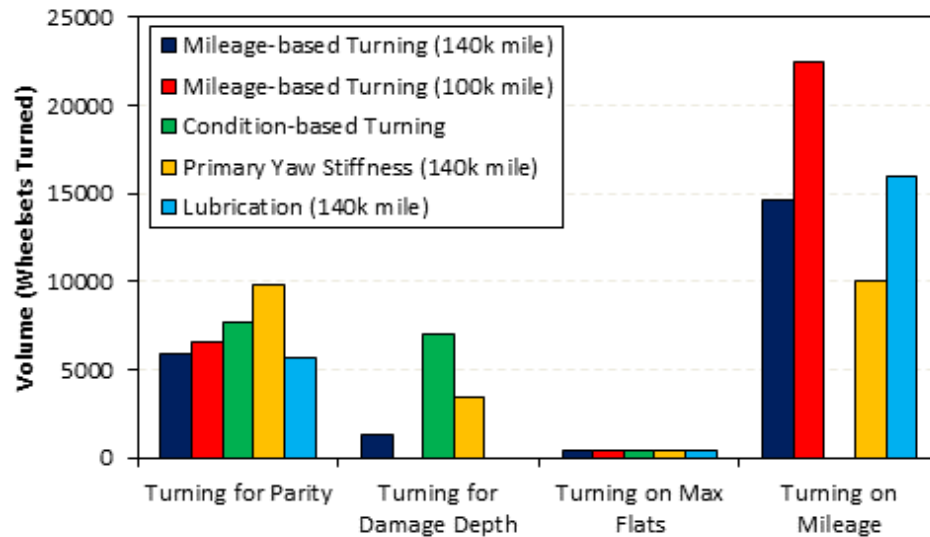
- Reduced Turning Interval
 - Increase in mileage-based turning
 - Reduction in turning for damage
- **Condition-based Turning**
 - Increase in turning for damage and parity
 - No mileage-based turning

Wheelset Whole Life Costs



- Reduced Turning Interval
 - Increase in mileage-based turning
 - Reduction in turning for damage
- Condition-based Turning
 - Increase in turning for damage and parity
 - No mileage-based turning
- **Primary Yaw Stiffness**
 - Increase rates of damage
 - Increase in turning for damage

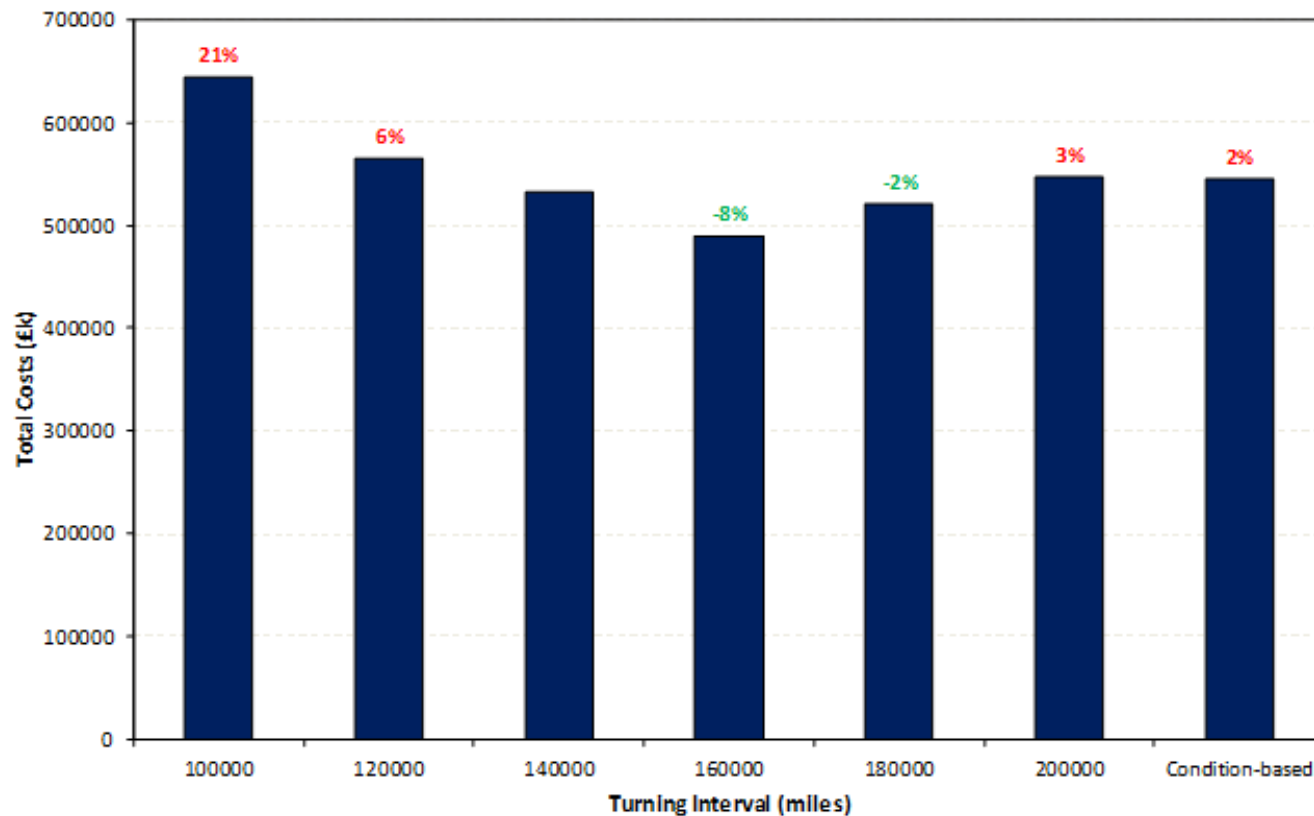
Wheelset Whole Life Costs



- **Reduced Turning Interval**
 - Increase in mileage-based turning
 - Reduction in turning for damage
- **Condition-based Turning**
 - Increase in turning for damage and parity
 - No mileage-based turning
- **Primary Yaw Stiffness**
 - Increase rates of damage
 - Increase in turning for damage
- **Lubrication**
 - Reduction in damage rates
 - Increase in number of wheelsets achieving mileage-based turning

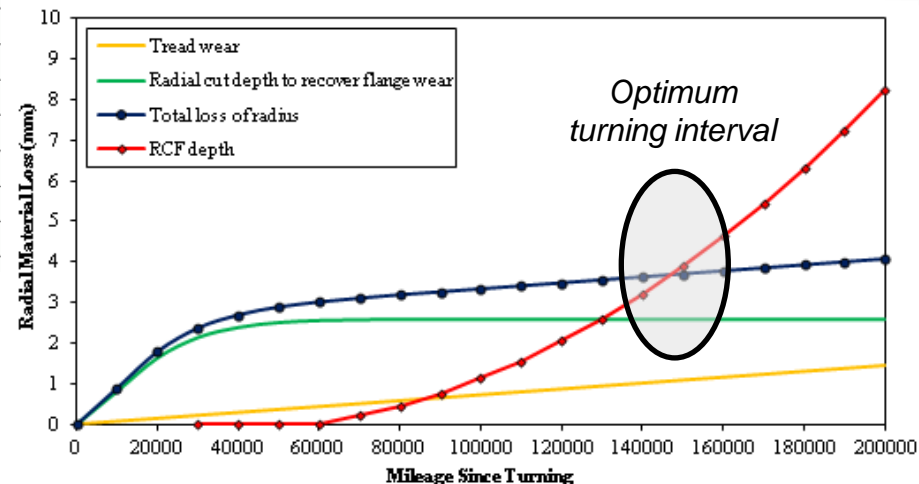
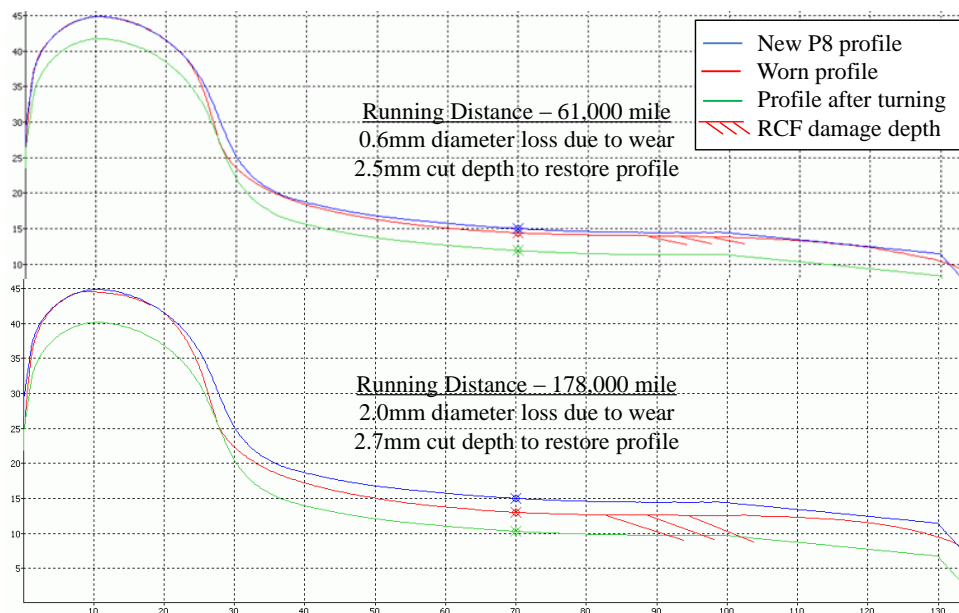
Optimised Wheel Turning Interval

- Total costs for varying wheel turning interval



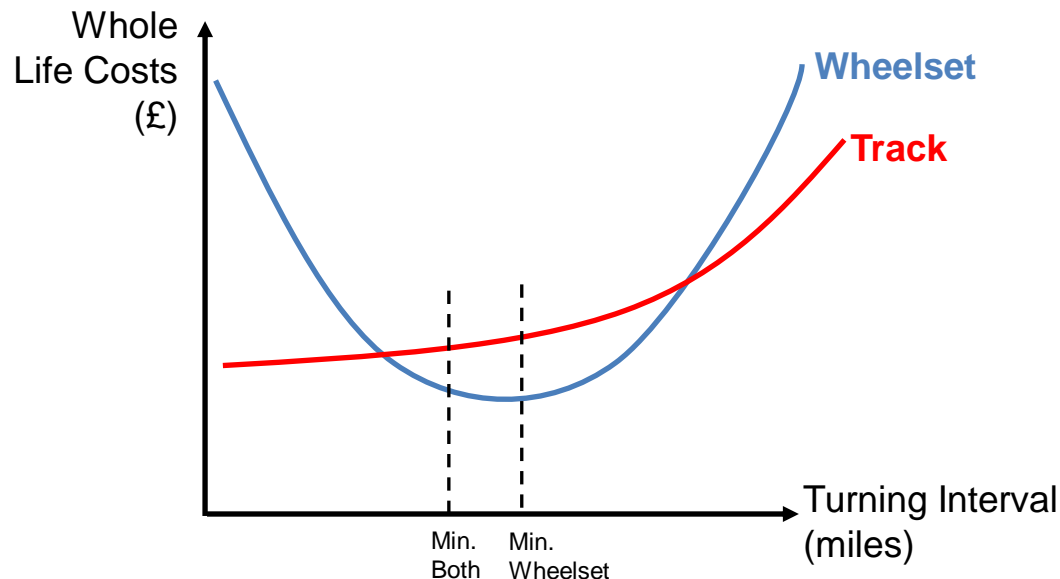
Material Loss at Turning

- Low mileages – cut depth is governed by the amount of material loss required to restore the profile shape
- Higher mileages – similar cut depth to restore profile, but additional material removed due to RCF damage



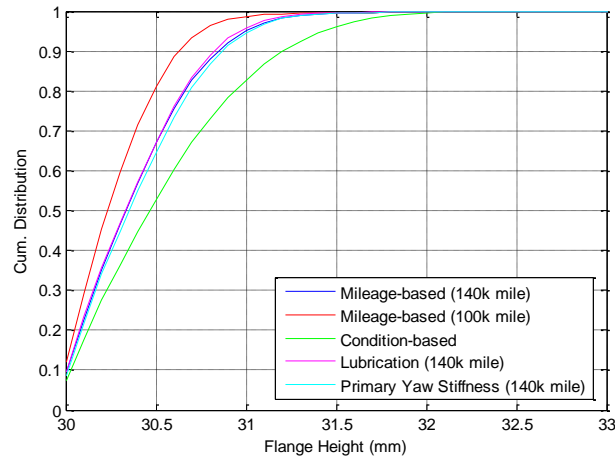
Whole System Costs

- Increased intervals between wheel turning may result in a cost benefit to vehicle operators/maintainers
- But increases in wheel/rail conformity may result \approx increasing the probability of RCF damage on the track
- To reduce whole system costs (vehicle-track) it is therefore important to optimise both sides of the interface

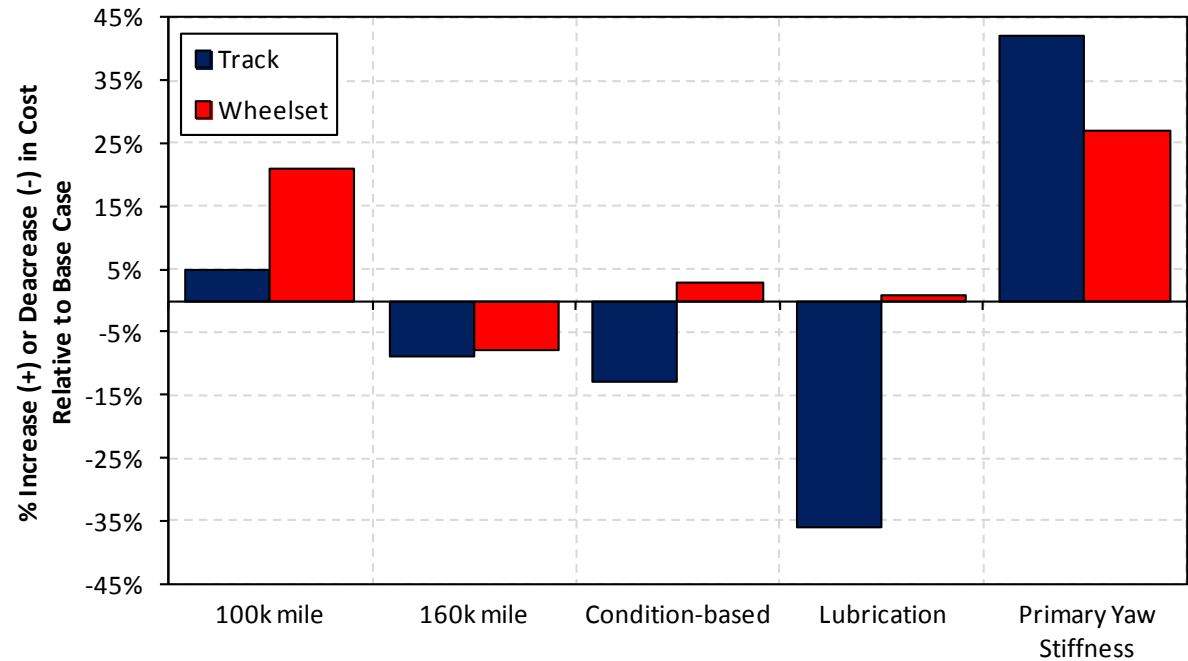
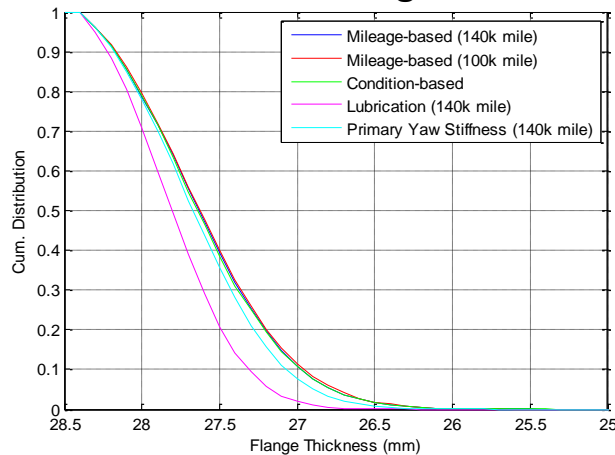


Track-Wheelset Costs

Distribution of Flange Height



Distribution of Flange Thickness



Summary

- New tools have been developed which allow users to:
 - Evaluate wheelset whole life costs using fleet asset inventory data, deterioration rates and maintenance regimes
 - Determine annual inspection, maintenance and renewal costs
 - Optimise wheelset maintenance strategy
 - Carry out '*what if*' analysis
- Capabilities of these new tools have been demonstrated by predicting the whole life costs for a typical DMU fleet
 - Cost implications of number of scenarios presented
- Tools can be used to determine the impact of system changes on both vehicle and track costs \approx potential for reducing whole system costs

Acknowledgements

- The results and findings presented were developed from the RSSB managed rail industry research programme, funded by the Department of Transport



V/T SIC

Vehicle /Track System Interface Committee



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