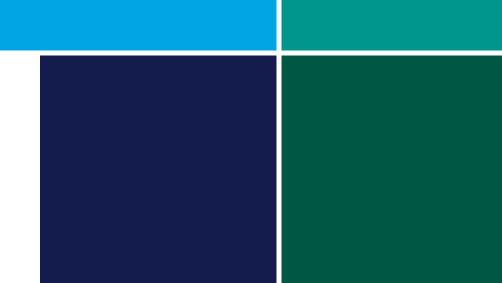


NIR-Online v3 Key Changes

Presented by Andy Tandy 10 November 2015





Introduction

NIR-Online was originally developed by RSSB and Interfleet in 2005 and over the last decade there have been significant technology changes meaning the current version is life expired.

We are currently working on a major re-development of NIR-Online to take advantage of newer technologies and provide it with a complete user interface refresh.

There are <u>no changes to the underlying processes</u> for managing NIRs.

NIR-Online v3 will be an almost like for like replacement of the current version, with a number of improvements throughout. It will be more user-friendly, modern and intuitive.

Users will <u>not require any additional training</u> and will immediately recognise each feature.



Introduction

This will ensure that NIR-Online (v3) can continue to be upgraded and maintained for the foreseeable future.

NIR-Online v3 has been designed for the following web-browsers:

Internet Explorer 9+

- Chrome
- Firefox

NIR-Online v3 will be released on Wednesday 3rd December 2015 between 07:00 and 08:00.

The following slides provide you with insight into the key, small changes relating to NIR-Online v3. Further information will be provided soon.



General style and appearance

 On most pages the content is presented consistently with v2 that will be immediately familiar to users.

A modern, clean and intuitive style and appearance has been designed, inspired by the RSSB corporate style.

 Lists of NIRs are consistently presented throughout with content more clearly visible.

NUR		RSSB
Home NIR Search Actions Raise NIR Management Ki	Pis Admin Help	Simon Perkin 🔻
NIR-Online Home 3.0.0 Hello <u>Simon Perkin</u> welcome to NIR-Online, the UK rail industry system f	for National Incident Reports.	Rail Notices <u>Need Help?</u>
My Actions	Raise NIR	Update NIR
Your company must: • Einish raising 1 NIRs • Acknowledge 9 NIRs (9 late) • Review 30 NIRs • Close Cut 76 NIRs • Validate 1 NIRs • 1 NIRs Outstanding	NIR Quick Search (full search here) NIR Number: NIR Type: Choose an NIR Type Title/Description: Search Rese	
Latest NIRs		
NIR 3191 Initial: Class 360 TOS2 Bogie Derailment Class: 360 (EMU) Description: Uni 360205 was travelling ECS from Old Oak Common 05:201rs, both sets of wheels on the leading bogie of the third vehic		27/10/2015 02:55:00 ng passenger service. At
NIR 3187 Initial: BX1 Bogie Wheelset Disc Brake Fastening Split NL Class: 507 (EMU) Description: On 30/09/2015 Merseyrall were notified by Unipart Ra July 2015 had the potential to be fitted with split nuts used to secur	il that a number of wheelsets (BR Cat. No.880/501901 and	30/09/2015 880/502001) delivered from
NIR 3186 Initial: Drivers Seat Base Plate-Pedestal Weld failure Class: 378 (EMU) Description: driver reported that the driver's seat in DMOS A 37821 the base of the seat pedestal was cracked around approximately 75		19/10/2015 n inspected. It was found that
NIR 3185 Initial: Class 458 Lifting Lug Failure Class: 458 (EMU) Description: During a planned axle bearing change on unit 458021 eye failed and detached from the bogie. See attached photos. The b		29/09/2015 care depot, the bogie lifting
NIR 3184 Initial: Vacuum Circuit Breaker (VCB) - Earth Switch Misa Class: 390 (EMU) Description: During the overhaul of a Class 390 VCB at Alstorn's Pre	• • •	02/10/2015 n manufactured with the top



Viewing an NIR

The main visual change is to the layout of an NIR, which is now split using horizontal header tabs.

 Where the NIR has different issues (e.g. initial, interim, concluding), switch between them using the drop list next to the NIR number.

- Cleaner content layout.
- The PDF copy of historical fax NIRs (pre-NIR-Online) are now filed under the 'Documents' tab.

IIR 3191 Initial (27/10/2015) Details Photos (1) Documents (1) Vehicle Classes (6) SMIS (2) Comments (0) Fleet Review History Logs Class 360 TOS2 Bogle Derailment Raised By: Germana Eleg (clyunet Helpdesk Manager & Software Tester). Interfleet Technology Ltd Defect Date: 27 October 2015 14:55:00 Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Time: Heathrow Express Operating Company Limited Vehicle Buss: 360 (EMU) Vehicle Heathrow Express Operating Company Limited Vehicle Wine: Heathrow Express Operating Company Limited Vehicle Sum: Heathrow Express Operating Company Limited Vehicle Wine: Empty stock movement / stabled Restrictions Applied: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Description: Uhit 36020 was travelling ECS from Old Oak Common to Paddington (DMOS2) leading in preparation for entering passenge At6520ms, both sets of whese on the leading bogie of the thrive whicle (TOS2) derailed to the left when the vehicle was abd from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: n/a Rotion Taken: Sinfiguid the conting the 21 primary suspension dearance. 29 secondary suspension pasking thickness, an accordance w		ne	RSS
Details Photos (1) Documents (1) Vehicle Classes (6) SMIS (2) Comments (0) Pleet Review History Log Class 360 TOS2 Bogie Derailment Raised By: German Eige (0)x.net Helpdesk Manager & Software Tester). Interfleet Technology Ltd Defect Date: 27 October 2015 14:55:00 Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Number: 7:4235 Vehicle Number: 7:4235 Vehicle Class: 360 (FMU) Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Class: 400 (FMU) Vehicle Numer: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub File: Vesitor Sub	Actions	earch	Actions Raise NIR Management KPIs Admin Help Simon Pe
Understand Update Email Me Export Print Return To Class 360 TOS2 Bogie Derailment Raised By: German Elig: (dy.net Helpdesk Manager & Software Tester). Interfleet Technology Ltd Defect Date: 27 October 2015 14:55:00 Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Pripe: Vehicle Class: 360 (EMU) Vehicle Automber: 7:4235 Vehicle Class: 360 (EMU) Vehicle Automatic Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Class: Moderation Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Vesite Moderation Class Applied: Restrictions Applied: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Description: Unit Soctos was travelling ECS from Old Oak Common to Paddington (DMOS2 leading in preparation for entering passenger At 05:200Fs. Sobit sets of wheels on the leading bogit of the third vehicle (TOS2) denailed to the left when the vehicle was ab from the buffer stops in platform 3 and travelling at etween 12 and 14mph. Geograph	/10/2015)	Initial (27	7/10/2015) Nee
Class 360 TOS2 Bogic Derailment Raised By: Gemma Eirg (dyc.net Helpdesk Manager & Software Tester). Interflect Technology Ltd Defect Date: 27 October 2015 14:55:00 Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Number: 72435 Vehicle Number: 72435 Vehicle Number: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Vehicle Vehicle Vehicle Owner: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Vehicle Vehicle Vehicle Owner: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub: Sojie equiprent Vehicle Sub (EMU) 360 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 441 (EMU) 440 (EMU) 450 (EMU) 440 (EMU) 450 (EMU) 450 (EMU) 460 (S2 20hrs, both sets of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle wasa	Docume	Photos (1)) Documents (1) Vehicle Classes (6) SMIS (2) Comments (0) Fleet Review History Log
Raised By: German Eleg (dyx.net Helpdesk Manager & Software Tester). Interfleet Technology Ltd Defect Date: 27 October 2015 14:55:00 Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Number: 72435 360 (EMU) Software Tester). Interfleet Technology Ltd Vehicle Asia 360 (EMU) Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub Hire: Bis (OMU) 380 (EMU) 380 (EMU) 380 (EMU)			Update Email Me Export Print Return To Resu
Defect Date: 27 October 2015 14:55:00 Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Mumber: 72435 Vehicle Glass: 360 (EMU) Vehicle Mumber: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub: Emply stock movement / stabled Restrictions Applied: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Systems: Soj (EMU) 380 (FMU) 380 (FMU)	gie Derail	FOS2 Bog	ogie Derailment
Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.) Vehicle Number: 72455 Vehicle Class: 360 (EMU) Vehicle Class: 860 (EMU) Vehicle Class: Nethrow Express Operating Company Limited Vehicle Wine: Heathrow Express Operating Company Limited Vehicle Wine: Restrictions Applie Vehicle Mathrow Express Operating Company Limited Sogie equipment Vehicle Stytems: Bogie equipment Vehicle Mathrow Express Operating Company Limited Sogie equipment Vehicle Stytems: Not Socios was travelling ECS from Old Oak Common to Paddington (DMOS2 leadingt in preparation for entering passenge from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: ISm from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: Siemens are measuring and recording the Z1 primary suspension clearance, Z9 secondary suspension packing thickness, an accordance with Engineering as Socias Reasonably practical and no later tima thenext Schedued Exam in accordance with Engineering as Soc	- Gemma Eley	9	- Gemma Eley (clyx.net Helpdesk Manager & Software Tester), Interfleet Technology Ltd
Vehicle Number: 72435 Vehicle Class: 360 (EMU) Vehicle Class: 360 (EMU) Vehicle Class: 360 (EMU) Vehicle Sub Hirer: Heathrow Express Operating Company Limited Vehicle Sub Hirer: Heathrow Express Operating Company Limited Vehicle Sub Hirer: Heathrow Express Operating Company Limited Vehicle Use: Empty stock movement / stabled Restrictions Applied Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Systems: Bogie equipment Vehicle Vehicle Sub EMU (EMU) 360 (EMU) 360 (EMU) 360 (EMU) 360 (EMU) 444 (EMU) 444 (EMU) 445 (EMU) 445 (EMU) Defect Description: Unit 35005 was travelling ECS from Old Oak Common to Paddington (DMOS2 leading) in preparation for entering passenge At 0520hrs, both sets of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle was ab from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: ISm from the buffer stops in platform 3 Paddington Jotatification Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later than the next scheduled Exam In accordiance with Engineering 3849 Bullein USMO8. Any units with bogies that Tal outsid	27 October 2	2	27 October 2015 14:55:00
Vehicle Class: 360 (EMU) Vehicle Size: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Sub Hire: Heathrow Express Operating Company Limited Vehicle Wein: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect System: Dogle equipment Vehicle Saffectes: 158 (OHU) 380 (EMU) 380 (EMU) 380 (EMU) </td <td>/ehicle (Loci</td> <td>: 1</td> <td>Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)</td>	/ehicle (Loci	: 1	Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)
Vehicle Hier: Heatrow Express Operating Company Limited Vehicle Sub Hire: Heatrow Express Operating Company Limited Vehicle Sub Hire: Heatrow Express Operating Company Limited Vehicle Use: Empty stock movement / stabled Restrictions Applied: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect System: Bogie equipment Vehicle Suffected: 185 (DMU) 330 (EMU) 330 (EMU) 330 (EMU) 330 EMU (EMU) 444 (EMU) 444 (EMU) 444 (EMU) 444 (EMU) Defect Description: Unit 36005 was travelling ECS from Old Oak Common to Paddington (DMOS2 leading) in preparation for entering passenge At 05:20hrs, both sets of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle was ab from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: ISOm from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: Na Root Cause: n/a Action Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengts to a li Desiro UK units as soon as reasonably practical and no iset than the nex scheduled Exam in accordance with Engineering and Stopped pending examination and recording the 21 primary suspension clearanace, 29 secondary suspension packing thickness, an bar vertical l	72435	ber:	72435
Vehicle Sub Hirer: Heathrow Express Operating Company Limited Vehicle Owner: Heathrow Express Operating Company Limited Vehicle Use: Empty stock movement / stabled Restrictions Applied: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Systems: Sogie equipment Vehicle Use: IBS (DMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 350 (EMU) 360 (EMU) 444 (EMU) 444 (EMU) 450 (EMU) 444 (EMU) 450 (EMU) 450 results of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle was abit from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: ISom from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geotraphical Location: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later than the nex scheduled Exam in accordance with Engineering and stopped pending examination and rectification. Justification For Rot cause with Engineering and stopped pending examination and rec	360 (EMU)	c 3	360 (EMU)
Vehicle Owner: Heathrow Express Operating Company Limited Vehicle Use: Empty stock movement / stabled Restrictions Applied Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Systems: Bogie equipment Sogie equipment Sogie (RUU) Sog (EMU) Sog (EMU) Sog (EMU) Sog (EMU) Sogie (Sogie stable) Vehicles Affected: Unit Sogie (Sogie stable) Unit Sogie stable Defect Description: Unit Sogie stable stable stable Geographical Location: 150m from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later than the next scheduled Exam in accordance with Engineering Stock Engineering and stopped pending examination and rectification. Justification For Medvice: Root cause: Male Stock Engineering and stopped pending examination and rectification. Advice: Identified, RAB urgent stafter advices has been appended since the NB wei initially raised. Stemen Share indicated that this applicable to all Desiro Uku sits Are wallen at the twore travestable on the durate stable at the scondary suspension no	Heathrow E	: 1	Heathrow Express Operating Company Limited
Vehicle Use: Empty stock movement / stabiled Restrictions Applied: Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Systems: Bogie equipment Vehicle Saffected: 185 (OMU) 350 (FMU) 350 (FMU) 360 (FMU) 360 (FMU) 360 (FMU) 3	Heathrow E	lirer: I	Heathrow Express Operating Company Limited
Restrictions Applied Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined Defect Systems: Bogie equipment. Bogie equipment. Vehicles Affected: 185 (DMU) 350 (EMU) 350 (EMU) 350 (EMU) 340 (EMU) 444 (EMU) 4450 (EMU) 4450 (EMU) 4450 (EMU) 300 EMU (EMU) 300 EMU (EMU) 4450 (EMU) 300 EMU (EMU) 4450 (EMU) 300 EMU (Heathrow E	er: I	Heathrow Express Operating Company Limited
Defect System: Bogie equipment Vehicles Affected: 185 (DMU) 350 (FMU) 350 (FMU) 380 EMU (EMU) 380 EMU (EMU) 450 (EMU) 380 EMU (EMU) 450 (EMU) 450 (EMU) 450 (EMU) 450 (EMU) 6eographical 150m from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical 150m from the buffer stops in platform 3 and travelling at between 12 and 14mph. Root Cause: n/a Action Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro Uk units as scona sreasonably practical and no later than the next scheduled Exam in accordance with Engineering and stopped pending examination and rectification. Justification For Root cause: Not cause: n/a Advice: Identified. RAIB urgent safety divice has been appended since the NIR was initially raised. Siemen have indicated that this i applicable to al Desiro IV thus 5500.33 & 350/3 & are excluded). The incorrect setup of the secondary suspension on or unit out of the secondary suspension and aniticated that this i scenaria may subpension and anindicate discusted scenaria applicable documen	Empty stock	1	Empty stock movement / stabled
Vehicles Affected: 185 (DMU) 350 (EMU) 350 (EMU) 360 (EMU) 360 (EMU) Defect Description: Unit 36005 was travelling ECS from Old Oak Common to Paddington (DMOS2 leading in preparation for entering passenge At 05:20hrs, both sets of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle was abit from the buffer stops in platform 3 and travelling at between 12 and 14mph. Geographical Location: 150m from the buffer stops in platform 3 and travelling at between 12 and 14mph. Root Cause: n/a Root Cause: n/a Action Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later tima the next scheduled Exam in accordance with Engineering Stock Engineering and stopped pending examination and rectification. Justification For Advice: Root cause: n/a Advice: applicable to all Desiro UK shows hear been appended since the NIR was initially raised. Siemen have indicated that this specified and on or unit out of a fleet of smaintaned at a single peopt. However, there is applicable documented in procedures of a beer on the other show hear appended since the NIR was initially raised. Siemen have indicated that this scenario may have arisen on other bogies of Desiro Riese maintained at a ther peopt. However, there is appendiate documented in procedures or contain cortor to detect and prevent imbalances in the secondary suspension and and roll are. Examination on the sta the earliest opportunity is considered to be reasonably practical and necessary to minimize potential risk. Investigat collation of results is ongo	Platform 3 n	Applied: I	Platform 3 remained closed for the remainder of the day for unit recovery and infrastructure inspection. Unit Quarantined
350 (EMU) 360 (EMU)	Bogie equip	ms: I	Bogie equipment
At 05:20hrs, both sets of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle was abited from the buffer stops in platform 3 and traveling at between 12 and 14mph. Geographical Location: 150m from the buffer stops in platform 3 Paddington Root Cause: n/a Action Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later than the next scheduled Exam in accordance with Engineering and Stopped pending examination and rectification. Justification Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later than the next scheduled Exam in accordance with Engineering and stopped pending examination and rectification. Justification For Root cause: Not acuse that the sponding by Siemens ARB and HEX. An Interim NIR was secondary suspension mism and art-indicate and an Desiro Uk units thar may have abd vick undertaken on the bogie secondary suspension mism and art-indicate in the secondary suspension and spitem bar and abare that this thar may have after of after of 5 maintained at a single Depot. However, there is appendiate documented ma procedures contain cortorito to detect and prevent imbalances in the secondary suspension and and roit lane. Examination on the secondary suspension and and roit lane. Examination on the secondary suspension and and roit lane. Examination on thest stat the acute stop opportunity is considered to be reasonably practical and necessary to minimize p	350 (EMU) 360 (EMU) 380 EMU (EM 444 (EMU)		350 (EMU) 360 (EMU) 380 EAU (EMU) 380 EAU (EMU)
Location: n/a Root Cause: n/a Action Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an bar vertical link lengths on all Desiro Uk units as soon as reasonably practical and no later than the next scheduled Exam in accordance with Engineering and stopped pending examination and rectification. Justification For Akove: Root Cause investigation is ongoing by Siemens, RAIB and HEX An Interim NIR was issued as the root cause was prematured that this applicable to all Desiro UK units that may have that work undertaken on the boge secondary suspension shims and anti-trail vertical links pode unit antibiation is ongoing by Siemens, RAIB and HEX An Interim NIR was issued as the root cause was prematured that this applicable to all Desiro UK units that may have that work undertaken on the boge secondary suspension shims and anti-trail vertical links of unit on the strain solution of the stopped product on the solution of the stopped product on the social vertical links and particular solution of the stopped product on the social vertical links as a principated documented ma procedures contain corrotals to detect and prevent imbalances in the secondary suspension and anti roll vertical links contain corrotal to detect and prevent imbalances in the secondary suspension and and roll and suspension on the beside of the stopped productions. Existing applicable documented ma procedures contain corrotals to detect and prevent imbalances in the secondary suspension and and roll and - Examination on the stopped productions. Existing and and roll and and the Examination of nests the artifiest ongoing. For Information: Currently open for Interfleet Technology Ltd Notified: n/a	At 05:20hrs,	· /	Unit 360205 was travelling ECS from Old Oak Common to Paddington (DMOS2 leading) in preparation for entering passenger serv At 0520hrs, both sets of wheels on the leading bogie of the third vehicle (TOS2) derailed to the left when the vehicle was about 15 from the buffer stops in platform 3 and travelling at between 12 and 14mph.
Action Taken: Siemens are measuring and recording the 21 primary suspension clearance, 29 secondary suspension packing thickness, an Bar vertical link lengths on all Desiro UK units as soon as reasonably practical and no later than the next scheduled Exam In accordance with Engineering Stock Engineering and stopped pending examination and rectification. Justification For Advice: Advice	150m from t	I 1	150m from the buffer stops in platform 3 Paddington
bar vertical link lengths on all Desiro ÜK units as soon as reasonably practical and no later tima the next scheduled Exam in accordance with Engineering asfery Bulletin US008. Any units with bogies that full outside of the specified criteria shall be r immediately to Rolling Stock Engineering and stopped pending examination and rectification. Justification For Akorce. Root cause investigation is ongoing by Siemens, RAIB and HEX. An Interim NIR was issued as the root cause was prematurely Advice. Justification For Akorce. Root cause investigation is ongoing by Siemens, RAIB and HEX. An Interim NIR was issued as the root cause was prematurely Advice. Justification For Akorce. Root cause investigation is ongoing by Siemens, RAIB and HEX. An Interim NIR was issued as the root cause was prematurely Advice. Justification For All Desiro UK units that may have had work undertaken on the bogie secondary suspension shines and arti-rol vertice links pool unit commissioning (thm S2008 a S0)4 are excluded). The incorrect setup of the secondary suspension spinses and arti-rol procedures contain corritos to other out on ore unit suit of a fleet of Smainland at a single Depot. However, there is a potential risk investigation on results is ongoing. For Information: Currently open for Interfleet Technology Ltd Notified: rn/a	n/a		n/a
Âdvice: identified. RAIB urgent safety ádvice has been appended since the NIR was initially raised. Siemen have indicated that this i applicable to all Desiro UK units thet may have had work undertaken on the bogic secondary suspension simis and articular vertical links post unit commissioning (flus 350/3 & 350/4 are excluded). The incorrect setup of the secondary suspension as of arbeen found on one unit out of a fleet of 5 maintained at a single Depot. However, there is a potential risk: scenario may have arisen on other bogies of Desiro fleets maintained at a single Depot. However, there is a potential risk: scenario may have arisen on other bogies of Desiro fleets maintained at other locations. Existing applicable documented ma procedures contain controls to detect and prevent imbalances in the secondary suspension and and roll Bar. Examination on fleets at the earliest opportunity is considered to be reasonably practical and necessary to minimize potential risk. Investigat collation of results is ongoing. For Information: Currently open for Interfleet Technology Ltd Notified: n/a	bar vertical l accordance	1	accordance with Engineering Safety Bulletin US0008. Any units with bogies that fall outside of the specified criteria shall be notified
Notified: n/a	dentified. R applicable to vertical links system has s scenario ma procedures fleets at the		Root cause investigation is ongoing by Semens, RAIB and HEx. An Interim NIR was issued as the root cause was prematurely identified, RAB urgent safety advectes has been appended since the NIR was initially raised. Semens have indicated that this fault is applicable to all Deairo LW units that may have had work undertaken on the bogic secondary suppersion thims and articular bit at the single applicable to all Deairo LW units that may have had work undertaken on the bogic secondary suppersion/aintrol bar wertical links good unit commissioning (thus 3503 & 3504) are excluded). The incorrect stup of the secondary suppersion/aintrol system has so far been found on one unit out of a fleet of 5 maintained at a single Depot. However, there is a potential scenario may have arisen on other bogics of Deairo Hests maintained at other locations. Existing applicable documented maintene procedures contain controls to detect and prevent imbalances in the secondary suspension and onti roll bar. Examination of theses fleets at the earliest opportunity is considered to be reasonably practical and necessary to minimize potential risk. Investigation and collation of results origoning.
Acknowledged: D/a	n/a		n/a
5	n/a	ed: r	n/a
Last Review: n/a	n/a	1	n/a



Raise NIR – confirming your identity

When raising an NIR, the declaration of your identity has been separated from the actual wizard steps for clarity.

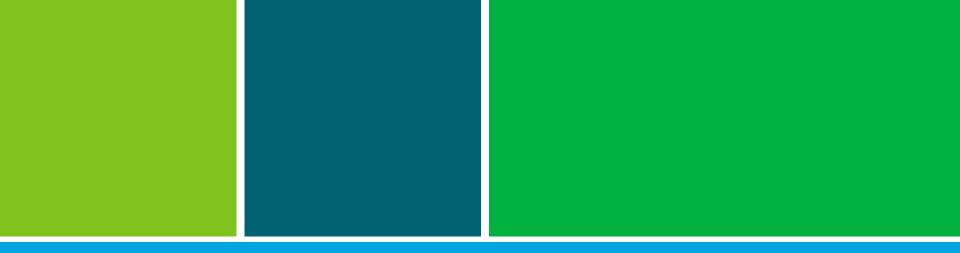
	ctions Raise NIR Management KPIs Admin Help								Simon Per
Raise NIR			1	2	3	4	5	6	Need He
Declaration									
To raise a new NIR you	must complete all 6 stages, you can go back to a previous stage and change infor	mation wi	thout	losi	ng ai	ny pr	ogre	ss.	
Name:	Simon Perkin								
Job Title:	Section Head - Systems & Information Solutions								
Phone:	+44 1332 223288								
Fax:	+44 (1332) 223401								
Email:	simon.perkin@snclavalin.com								
Employer:	Interfleet Technology Ltd								
Address:	SNC-Lavalin House 2 Roundhouse Road Pride Park Derby Derbyshire DE24 8JE								
Initiated Date:	03 November 2015								



Raise NIR – example wizard stage

- The raise NIR wizard steps are deliberately very closely aligned to the existing version (v2).
- Clear identification of current wizard stage (top right).
- All context help is available via the 'Need Help?' link (top right).
- No process or information input changes.
- Reminder: if you need to stop raising an NIR and carry on later, simply click 'Save & Exit'.

ne NIR Search Actions	Raise NIR Management KPIs Admin Help	Simon Perkin
aise NIR	1 Stage 2: Vehicles. 3 4 5 6	Need Help?
	T Stage 2: venicles. 3 4 5 0	Need Help:
Stage 2: Vehicles.		
Define vehicle information		
The defect occurred on a:	Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)	
	O On-Track Plant – Possession Only O Depot / Lineside Equipment	
	O Depot / Eineside Equipment	
	Define the vehicle / identification number of the above:	
Vehicle No.:*	Check Reset	
	(Normally vehicle number NOT unit number)	
Class:*		
Hirer:*		
Sub-hirer:		
Owner:*		
Use being made of vehicle:*	Choose a use being made 🔻	
Operating restrictions		
applied (following incident):*		^
		\sim
System giving rise to defect:*	Choose a system 🔻	
Likely affected vehicle classes:		
Vehicle:	Choose a vehicle class	
On-Track Plant:	Choose an On-Track Plant vehicle class	
Depot Lineside Equipment:	Choose an Depot / Lineside Equipment	



Thank you

