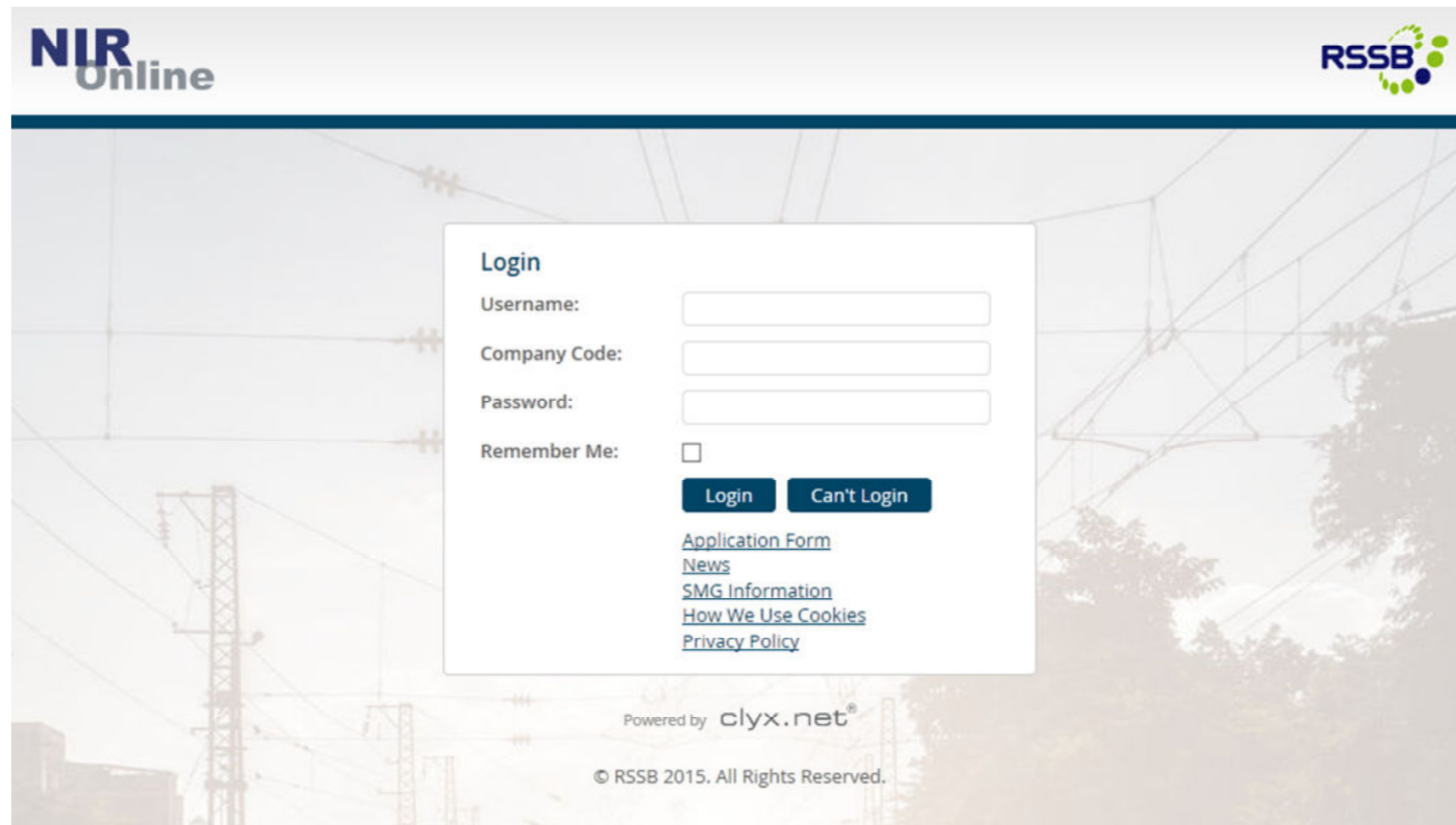


<u>Contents</u>	<u>Page</u>
Home .....	2
NIR Search .....	3 - 4
View NIR .....	5 – 9
Raise NIR .....	10 – 12
Validate NIR .....	13
Acknowledge NIR .....	14
Actions .....	15
Management .....	16
KPIs .....	17



The main menu is always accessible and provides access to all of the main features.

The 'My Actions' panel indicates the actions that are associated with your company. It includes actions that are not necessarily yours to complete, but are shown for information. Your user role within NIR-Online determines what you are permitted to do.

The quick search feature is good for doing simple searches where you probably know the NIR number or wish to search by keyword.

Use the 'NIR Search' menu item for more detailed search options.

This shows the logged in user and provides access to clyx.net, the clyx helpdesk and the logout feature.

Rail Notices can be accessed using this button if you have access to it.

Most pages have context sensitive help. Click this link to read the help.


Users authorised to raise new NIRs or update existing NIRs (initial or interim) can do so either via the main menu or using these buttons.

The most recently raised NIRs are presented here. Click a record in the list to view the NIR in more detail. Throughout NIR-Online the search results are shown in a consistent format to improve usability.

This page provides you with a wide variety of search options for finding NIRs. Each search property is logically ANDed so the more search parameters you use the fewer search results should be expected (or none).

The advanced search parameters are not shown by default (click tab title to expand and collapse).

All of these parameters are multi-select, find as you type. Simply select as many entries from each list as you require.

It is possible to search by OEM part number.  **Note:** that there will be no data for any NIR raised prior to v3.0.3.

Use these options if you wish to sort the results in a non-default manner or wish to change the paging setting.

### NIR Search

Search For NIRs Using The Following Parameters

Saved Searches

**Search Criteria**

NIR Number:

NIR Type:

NIR Title/Defect Description:

Raise From Date:

Raise To Date:

**Advanced Search (Hide)**

NIR Status:  ( for your company only )

Initiating Companies:

Vehicle Type:

Owner (Raising):

Owner (Current):

Vehicle Class:

On-Track Plant Class:

Associated Systems:

OEM Part Number:

SMIS Numbers:

**Display**

Sort Order:

Results Per Page:

Note: Information relating to how a company has responded to each NIR [NIR Status] is not complete until NIR2121.

If you have previously saved a standard search, you can pre-load the search form using the 'saved searches' drop list.

No dates can be saved and you can still modify the search further, as required.

If you select certain vehicle types, you are provided with further additional search parameters.

This page presents the corresponding search results.

The number of matching results along with the search properties used in the search are displayed at the top of the page.

Click a record in the list to view the NIR in more detail. Throughout NIR-Online the search results are shown in a consistent format to improve usability.

If this is a search you are likely to use frequently, consider saving it for the future. Simply give the search a sensible name that you will remember and click the 'Save Search' button.

The search results can be exported as CSV data for analysis, sorting and filtering using MS Excel for example.

The number of pages along with paging controls are displayed at the bottom of the search results page.

**NIR Search**

Search Criteria

Matching Results = 771

Title/Description: brake

Export Print Search Again

Search Results

Enter name for a saved search. Save Search Raise Date (Descending) 10 Records

NIR 3193 Initial: BX1 - Detached Brake Hanger Bracket Defect Date: 29/10/2015 08:00  
 Class: RRV - Type 9B  
 Description: during the course of scheduled exam a detached brake hanger bracket was discovered on the No. 2 bogie of DMS B, vehicle No. 64394. All bolts were fractured and the bracket dowel pins were clear of the bogie lapping plate. The hanger bracket is likely ...

NIR 3187 Initial: BX1 Bogie Wheelset Disc Brake Fastening Split Nut Incorrect Material Defect Date: 30/09/2015  
 Class: 507 (EMU)  
 Description: On 30/09/2015 Merseyrail were notified by Unipart Rail that a number of wheelsets (BR Cat. No.880/501901 and 880/502001) delivered from July 2015 had the potential to be fitted with split nuts used to secure fitted bolts on brake discs that may be of...

NIR 3097 Concluding: Smouldering Leaves on Class 350 bogie Defect Date: 29/10/2014  
 Class: 350 (EMU)  
 Description: Driver reported unit bogies smoking and on fire. Control advised driver to detrain passengers, PAN down and battery off ASAP. Driver advised that the fire was extinguished (with cab fire extinguishers) and he states that it was caused by leaf build...

NIR 3180 Initial: Mark 3 BT10 Bogie - Brake Calliper Pad Holder Suspension Link Pin Missing Defect Date: 29/09/2015 11:00  
 Class: Mk 3 (LHCS)  
 Description: Whilst undergoing scheduled maintenance servicing exam; Technicians observed No.6 wheel outer brake pad holder to have the lower suspension link pivot pin entirely missing. See photos attached. Vehicle 11066 had C4 overhaul at Bombardier Ilford u...

NIR 2990 Concluding: Wrong side failure of ElectroMech Vigilance Unit Defect Date: 06/01/2014  
 Class: 158 (DMU)  
 Description: Whilst carrying out a Vigilance/DSD test on unit 158888, vehicle 57802 during an environmental exam the fitter remove his foot from the DSD pedal the brakes failed to apply within 5 to 7 seconds and no alarm was sent out to GSMR. The 158's are fit...

NIR 3175 Initial: Class 456 Seized Axle Defect Date: 19/06/2015  
 Class: 456 (EMU)  
 Description: Smoke reported from rear bogie of unit 456001 coach 64735. Driver states smoke is like a rubber smell. Asked if it could be dragging brakes and did he feel any retardation. Driver has not felt any retardation and has put key on in this cab and brakes...

NIR 3162 Concluding: TPWS Antenna Wiring Defect Date: 16/07/2015 08:00  
 Class: 357 (EMU)  
 Description: On the night of 15.07.15 unit 357038 failed the TPWS test on both DMOS A and DMOS B during a routine B exam. Investigation found that both TPWS Antenna's were wired incorrectly, this having occurred during bogie overhaul on 16.05.15. Normally dur...

NIR 1460 Concluding: WSP System Failing To De-activate The Rheostatic (hydrodynamic) Brake System. Defect Date: 28/10/2002 12:00  
 Class: 180 (DMU)  
 Description: During investigatory work to understand why only powered bogies on Class 180 units were suffering from significant tread damage, it was confirmed that under low adhesion conditions, when the WSP system activated it did not de-activate the hydrodynam...

NIR 3153 Interim: CL317 Brake Disc Bolts Defect Date: 08/06/2015 01:00  
 Class: 317 (EMU)  
 Description: Whilst undergoing an unplanned Traction Motor change at Ilford Seven Kings Depot on 8th June 2015 it was identified that #4 wheelset of Vehicle 62696 (unit 317892) had seven brake disc bolts missing, and showed signs of movement in a further five. ...

NIR 3163 Initial: Class 332 - Wheel Contact with Brake Hangar Bracket Post Overhaul Defect Date: 07/07/2015 01:00  
 Class: 332 (EMU)  
 Description: Damage was found to one of the wheelsets of recently overhauled Class 332 bogie no. 24 while under investigation for an unrelated issue at Lucchini Unipart Rail (LUR) Doncaster. On examination it was found that the wheel rim had been contacting t...

Page 1 of 78

<< < 1 2 3 4 5 6 7 8 9 10 > >>

This button takes you back to the search results page retaining your search parameters.


Click this button to view a printable version of all the corresponding search results.

The sort order and paging count can also be changed on this page.

This is the default NIR detail view. The NIR number is prominently displayed.

If the NIR has multiple issues (e.g. Initial, interim, concluding), you can switch between them using the drop list.

The different parts of the NIR can be accessed using the tabs across the top. Some of the tabs include the quantity of associated records (e.g. 3 photos).

The OEM part number is shown. Where  no data exists (pre v3.0.3), 'n/a' is displayed.

The following properties are in the context of your own company:

- when it was acknowledged (by whom)
- when it was last reviewed
- is it open or closed for your company

NIR 3180 Initial (30/09/2015) [Need Help?](#)

Details Photos (3) Documents (0) Vehicle Classes (1) SMIS (0) Comments (14) Fleet Review Review History Log Compare

Review Email Me Export Print Return To Results

**Mark 3 BT10 Bogie - Brake Calliper Pad Holder Suspension Link Pin Missing**

Raised By: [Chris Nesbitt](#) (Fleet Technical Manager), Abellio Greater Anglia Ltd

Defect Date: 29 September 2015 23:00

Vehicle Type: Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)

Vehicle Number: 11066

Vehicle Class: Mk 3 (LHCS)

Vehicle Hirer: Abellio Greater Anglia Ltd

Vehicle Sub Hirer: n/a

Vehicle Owner: Porterbrook Maintenance Ltd

Vehicle Use: Maintenance exam

Restrictions Applied: None

Defect Systems: Bogie equipment

OEM Part Number: n/a

Vehicles Affected: Mk 3 (LHCS)

Defect Description: Whilst undergoing scheduled maintenance servicing exam; Technicians observed No.6 wheel outer brake pad holder to have the lower suspension link pivot pin entirely missing. See photos attached.

Vehicle 11066 had C4 overhaul at Bombardier Ilford using BT10 bogies overhauled by Bombardier Crewe. The vehicle was released on 24th August 2015 and has covered circa 16,100 miles service since output.

BT10 bogies are overhauled to CR/CI0510 (Issue 2). The pins are detailed on drawing 9006680. The upper is Cat No. 070/050719 and the lower is Cat No. 063/009079. The pins are secured by M12 slotted nuts (003/175410) tightened to 55Nm and retained by a stainless steel split pin (3.2 dia x 32 long)

Geo Location: Crown Point Depot, Norwich

Action Taken: Porterbrook advised (as supplier of Heavy Maintenance) and requested to conduct appropriate investigations with supplier of C4 / bogie overhaul.

Fleet check to be implemented on ex-C4 vehicles to visually check for security of slotted nut / split pin. Consideration to be given to sample checks on torque tightness of M12 slotted nut/pivot pin to ensure assembly specifications have been followed. Consideration also to be given to metallurgical checks on sample of pins from 11066 to ensure correct materials used in the manufacture of pivot pins to drawing 9006680.

Technical Briefing to maintenance staff to alert their attention to this failure and to request diligence and vigilance when carrying out underframe/bogie inspections.

Total loss of pivot pin/slotted nut removes available evidence to determine exact cause of failure and reason for detachment from the bogie.

Justification For Advice: Loss/detachment and possible ejection of metal pin from railway vehicle with resultant risk to permanent way infrastructure and equipment, and risk of injury to members of staff and public.

NOTE - Whilst the details of vehicles affected are limited to Mark 3 / HST fitted with BT10 bogies; the arrangement of brake calliper and brake pad holders may be similar/same on other vehicle or bogie types, and other users of the pins detailed in drawing 9006680 may arise. Recipients of this NIR should ensure for themselves the installation arrangement of brake calliper/pad holder equipment on vehicle types they operate, and implement any action they consider necessary.

For Information: Currently open for Abellio Greater Anglia Ltd

Notified: 30/09/2015 11:41

Acknowledged: 30/09/2015 12:19 (Gemma Eley)

Last Review: n/a

Status: Open

This button takes you back to your set of search results.

To generate a printable view of the NIR, use this feature.

To export the NIR data to CSV format, use this feature.

You can request a PDF copy of the NIR using this button. The email will be sent to the email address associated with your clyx.net / NIR-Online user account.

Other primary NIR-Online functions such as validate, acknowledge and review will be presented here at the appropriate process stage and to relevant users.

This page displays any images associated with the NIR. The quantity of photos is indicated in the tab.

Click the image thumbnail to view a larger version of the image. From there further details about the image are displayed and you can also download the full-res image.

The screenshot shows the 'Photos (3)' tab selected. At the top, there are navigation tabs: Details, Photos (3), Documents (0), Vehicle Classes (1), SMIS (0), Comments (11), Fleet Review, Review, Log, and Compare. Below the tabs are two buttons: 'Add Photo' and 'Return To Results'. A disclaimer note is present: 'Note: This information is provided in good faith. It is the viewer's responsibility to use his/her professional judgement, skill and knowledge when viewing or interpreting the contents of any photographs and documents made available through NIR-Online and to accept responsibility for any use which is made thereof.' Three photo thumbnails are displayed, each with a caption: '11066 Brake Pad Suspension Link Pivot Pin', '11066 Brake Pad Suspension Link Pivot Pin', and '11066 Brake Pad Suspension Link Pivot Pin 2'. A red arrow points from the 'Add Photo' button to the text on the right.

Certain users are able to add photos or documents to the NIR after it has been published using these buttons.

This page displays any documents associated with the NIR. The quantity of documents is indicated in the tab.

Click the document icon to view further details about the document. You can then open and view the document depending on the document type and your browser settings.

The screenshot shows the 'Documents (1)' tab selected. At the top, there are navigation tabs: Details, Photos (3), Documents (1), Vehicle Classes (1), SMIS (0), Comments (11), Fleet Review, Review, and Log. Below the tabs are two buttons: 'Add Document' and 'Return To Results'. A disclaimer note is present: 'Note: This information is provided in good faith. It is the viewer's responsibility to use his/her professional judgement, skill and knowledge when viewing or interpreting the contents of any photographs and documents made available through NIR-Online and to accept responsibility for any use which is made thereof.' A single document icon is displayed with the caption 'Example document'. A red arrow points from the 'Add Document' button to the text on the right.

NIR 3180 Initial (30/09/2015) ▾

Details Photos (3) Documents (1) **Vehicle Classes (1)** SMIS (1) Comments (11) Fleet Review Review Log Compare

Add Affected Vehicle Print Return To Results

### Affected Vehicle Classes

Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)	
Mk 3 (LHCS)	Delete

### Affected OTP Vehicle Classes

No Affected OTP Vehicle Classes.

This page provides information about classes likely to be affected by the NIR. The quantity of classes is indicated in the tab.

Certain users are able to indicate that additional classes are relevant to the NIR after it has been published using this button.

NIR 3180 Initial (30/09/2015) ▾

Details Photos (3) Documents (1) Vehicle Classes (1) **SMIS (1)** Comments (11) Fleet Review Review Log Compare

Add SMIS Number Print Return To Results

### SMIS Numbers

SMIS Number		
12345	Edit	Delete

This page provides information about SMIS numbers known to be related to the NIR. The quantity of SMIS numbers is indicated in the tab.

Certain users are able to indicate that additional SMIS numbers are relevant to the NIR after it has been published using this button.

NIR 3180 Initial (30/09/2015) ▾

Details Photos (3) Documents (1) Vehicle Classes (1) SMIS (1) **Comments (11)** Fleet Review Review Log Compare

Add Comment Print Return To Results

### Comments

Show: All comments ▾

Paul Monument (Chiltern Railways Ltd)  
20/10/2015 11:47:29  
Current bogie overhauler is not Bombardier. Considered a "one off" no additional action implemented.

Tom Hopkins (Heathrow Express Operating Company Limited)  
16/10/2015 09:49:50  
Design and supply chain not common to HEx owned / operated fleets.

Jeff Doherty (Abellio ScotRail)  
08/10/2015 11:09:28  
ASB do not operate vehicles fitted with BT10 bogies, therefore NIR is not deemed applicable. We have however asked BR to confirm if this is a quality

This page provides access to comments made by users in relation to the NIR. The quantity of comments is indicated in the tab. Comments may have been made so that they can only be viewed by users from Transport Undertakings.

Certain users are able to add comments to the NIR using this button.

The comments can be filtered using this drop list.

Transport Undertakings are mandated to review each NIR to determine whether it is applicable to their organisation. This is done via the 'Review' tab and there is also a 'Review' button available on the 'Details' tab.

For the review, you need to state whether the NIR is applicable to your organisation or not.

If so, you also need to state what action is being taken to mitigate the issues associated with the NIR. When those actions have been completed the NIR can be reviewed a final time and closed.

An optional feature allows organisations to review each NIR at a class level, via the 'Fleet Review' tab. A company must first have defined the fleets that are relevant to them via the 'Management', 'My Fleets' feature.

Fleet review functions exactly the same as the main company level review, except they are optional and at a more granular level.

As part of each review, comments can also be added which will be presented via the 'Comments' tab.

### Review NIR

**NIR Number:** NIR 3180  
**NIR Type:** Initial  
**NIR Title:** Mark 3 BT10 Bogie - Brake Calliper Pad Holder Suspension Link Pin Missing

Please state whether this NIR is relevant to your company.

Yes, this NIR is relevant to Interfleet Technology Ltd.  
 No, this NIR is not relevant to Interfleet Technology Ltd.

**Action Taken**

Choose an Action ▼ NIR Status:

**Add Comment**

**Comment Type:**

Private  
 Public (NIR-Online users only)  
 Safety Case Holder Private

**Comment:**

You can keep this review up-to-date as  
 It is your responsibility to close this NIR

---

**NIR 3180** Initial (30/09/2015) ▼

**Fleet Review**

Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)	Status	
318 (EMU)	Open	<a href="#">Review</a>
On-Track Plant – Possession Only		Status
360° Excavator - Tracked (RRV - Type 9B)	Open	<a href="#">Review</a>
360° Excavator - Tracked (RRV - Type 9C)	Open	<a href="#">Review</a>
360° Excavator - Wheeled (RRV - Type 9C)	Open	<a href="#">Review</a>



This feature allows users to quickly and easily see the differences between consecutive issues of the same NIR.

This feature can only be used in conjunction with any NIR issue of type:

- Interim
- Concluding

Initial or complete NIR issues cannot be compared.

This is the NIR issue that you are currently looking at.

This is the previous issue of this NIR.

NIR 3056 Interim (16/07/2014)		NIR 3056 Initial (30/06/2014)	
Details	Photos (0)	Documents (1)	Vehicle Classes (0)
SMIS (0)	Comments (20)	Fleet Review	Review History
		Log	Compare
<a href="#">Return To Home</a>			
<b>NIR Compare</b> <span style="float: right;">Only show differences <input type="checkbox"/></span>			
	NIR 3056 Interim (16/07/2014)		NIR 3056 Initial (30/06/2014)
Raised By	Stuart Rawlings (Fleet Engineer), CrossCountry		Stuart Rawlings (Fleet Engineer), CrossCountry
Defect Date	28 June 2014 00:55		28 June 2014 00:55
Vehicle Type	Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)		Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)
Vehicle Number	60207		60207
Vehicle Class	220 (DMU)		220 (DMU)
Vehicle Hirer	CrossCountry		CrossCountry
Vehicle Sub Hirer	CrossCountry		CrossCountry
Vehicle Owner	GATX International Ltd		GATX International Ltd
Vehicle Use	Empty stock movement / stabled		Empty stock movement / stabled
Restrictions Applied	Pending further investigation, no operating restrictions have been applied.		Pending further investigation, no operating restrictions have been applied.
Defect Systems	Diesel engine		Diesel engine
OEM Part Number	n/a		n/a
Vehicles Affected	n/a		n/a
Defect Description	<p>Shortly after fueling on Eastleigh depot, the driver reported an underframe fire on vehicle 60207 of set 220007. Depot staff tried unsuccessfully to extinguish the fire using portable appliances and attendance by the fire brigade was therefore necessitated.</p> <p>Fire damage to the vehicle underframe is significant, but mainly concentrated in the engine bay and towards the No. 2 end traction motor.</p> <p>The unit was moved back to Central Rivers depot on 29/06/14 for investigation.</p> <p>Further detail will be provided once the investigation has determined the probable root cause.</p> <p>***** Update 16/07/14 *****</p> <p>An investigation was conducted at Cummins' Wellingborough site on 09/07/14. Due to the amount of fire damage sustained to the powerpack, a root cause has not yet been determined. However, evidence suggests that the main source of fuel for the fire probably originated from the hydrostatic hose between the pump and Charge Air Cooler (CAC) fan drive motor. This hose was re-routed beneath, rather than on top of, the powerpack circa 2005 (mod 819-81-3309) to facilitate changing the hose without dropping the powerpack.</p> <p>Likely ignition sources continue to be investigated, but are centring around the starter motor/24V wiring harness and the potential for hose/loom chafing in this area.</p>		<p>Shortly after fueling on Eastleigh depot, the driver reported an underframe fire on vehicle 60207 of set 220007. Depot staff tried unsuccessfully to extinguish the fire using portable appliances and attendance by the fire brigade was therefore necessitated.</p> <p>Fire damage to the vehicle underframe is significant, but mainly concentrated in the engine bay and towards the No. 2 end traction motor.</p> <p>The unit was moved back to Central Rivers depot on 29/06/14 for investigation.</p> <p>Further detail will be provided once the investigation has determined the probable root cause.</p>
Geo Location	Eastleigh depot		Eastleigh depot
Root Cause	n/a		n/a
Action Taken	<p>Any containment measures considered necessary will be notified once the root cause of the incident has been established.</p> <p>***** Update 16/07/14 *****</p>		<p>Any containment measures considered necessary will be notified once the root cause of the incident has been established.</p>

Tick this box to only show the parameters with different content when comparing the two NIR issues.

NIR Compare		NIR 3056 Interim (16/07/2014)		NIR 3056 Initial (30/06/2014)	
Defect Description		<p>Shortly after fueling on Eastleigh depot, the driver reported an underframe fire on vehicle 60207 of set 220007. Depot staff tried unsuccessfully to extinguish the fire using portable appliances and attendance by the fire brigade was therefore necessitated.</p> <p>Fire damage to the vehicle underframe is significant, but mainly concentrated in the engine bay and towards the No. 2 end traction motor.</p> <p>The unit was moved back to Central Rivers depot on 29/06/14 for investigation.</p> <p>Further detail will be provided once the investigation has determined the probable root cause.</p> <p>***** Update 16/07/14 *****</p> <p>An investigation was conducted at Cummins' Wellingborough site on 09/07/14. Due to the amount of fire damage sustained to the powerpack, a root cause has not yet been determined. However, evidence suggests that the main source of fuel for the fire probably originated from the hydrostatic hose between the pump and Charge Air Cooler (CAC) fan drive motor. This hose was re-routed beneath, rather than on top of, the powerpack circa 2005 (mod 819-81-3309) to facilitate changing the hose without dropping the powerpack.</p> <p>Likely ignition sources continue to be investigated, but are centring around the starter motor/24V wiring harness and the potential for hose/loom chafing in this area.</p>		<p>Shortly after fueling on Eastleigh depot, the driver reported an underframe fire on vehicle 60207 of set 220007. Depot staff tried unsuccessfully to extinguish the fire using portable appliances and attendance by the fire brigade was therefore necessitated.</p> <p>Fire damage to the vehicle underframe is significant, but mainly concentrated in the engine bay and towards the No. 2 end traction motor.</p> <p>The unit was moved back to Central Rivers depot on 29/06/14 for investigation.</p> <p>Further detail will be provided once the investigation has determined the probable root cause.</p>	
Action Taken		<p>Any containment measures considered necessary will be notified once the root cause of the incident has been established.</p> <p>***** Update 16/07/14 *****</p> <p>Special Check BT/SC/2014/012 Issue 1 'Powerpack Rock Guard and Starter Motor - Clean and Check', was issued on 04/07/14. This represents a one-off check to clean potentially flammable debris from the rock guard and conduct an 80% torque tightness check of starter motor electrical terminals.</p> <p>Consideration is being given to issuing further Special Checks, associated with the hydrostatic hose and powerpack wiring looms, depending upon findings of the investigation.</p>		<p>Any containment measures considered necessary will be notified once the root cause of the incident has been established.</p>	
Notified		16/07/2014 09:06		30/06/2014 13:31	
Acknowledged		16/07/2014 09:28 (Gemma Eley)		30/06/2014 13:39 (Gemma Eley)	
Last Review		16/07/2014 09:06 ()		30/06/2014 13:31 ()	
Status		Closed (16/07/2014 09:06)		Closed (30/06/2014 13:31)	

Parameters with different content when comparing the two NIR issues are highlighted.

The Raise / Update NIR process is broken down into a number of steps.

The first step is to confirm your identity. If any of these details are incorrect, please contact the clyx helpdesk to have them updated.

Assuming your details are correct, simply click the 'Confirm' button to enter the main part of the wizard process.

**Raise NIR** 1 2 3 4 5 6 [Need Help?](#)

**Declaration**

To raise a new NIR you must complete all 6 stages, you can go back to a previous stage and change information without losing any progress. Please ensure that you click the 'Save & Exit' button to save information before closing the browser, and the 'Submit New NIR' button at the final stage to raise the NIR.

<b>Name:</b>	Simon Perkin
<b>Job Title:</b>	Section Head - Systems & Information Solutions
<b>Phone:</b>	+44 1332 223288
<b>Fax:</b>	+44 (1332) 223401
<b>Email:</b>	simon.perkin@snclavalin.com
<b>Employer:</b>	SNC-Lavalin
<b>Address:</b>	SNC-Lavalin House 2 Roundhouse Road Pride Park Derby Derbyshire DE24 8JE
<b>Initiated Date:</b>	24 November 2015

Please confirm that you are this person and that the details are correct.

**Confirm**

Your current progress within the raise NIR wizard is clearly shown.

Stage 1 is limited to basic information.

Mandatory fields are highlighted with a red asterisk (\*).

**Raise NIR** **Stage 1: Basic details.** 2 3 4 5 6 [Need Help?](#)

**Stage 1: Basic details.**

Define the basic details

**NIR Title: \***

**Date of Defect: \***

**Time of Defect:**


**Save & Exit** **Continue >**

When you have satisfactorily completed the wizard stage, click 'Continue'.

At any stage, if you wish to finish raising the NIR later, you must click the 'Save & Exit' button. The NIR can be resumed later using the 'Actions' menu or via the actions panel on the homepage.

Stage 2 of the wizard is focussed on the vehicle or asset related to the NIR.

Select the type of vehicle and then enter the corresponding vehicle details.

It is possible to specify the  OEM part number, if relevant.

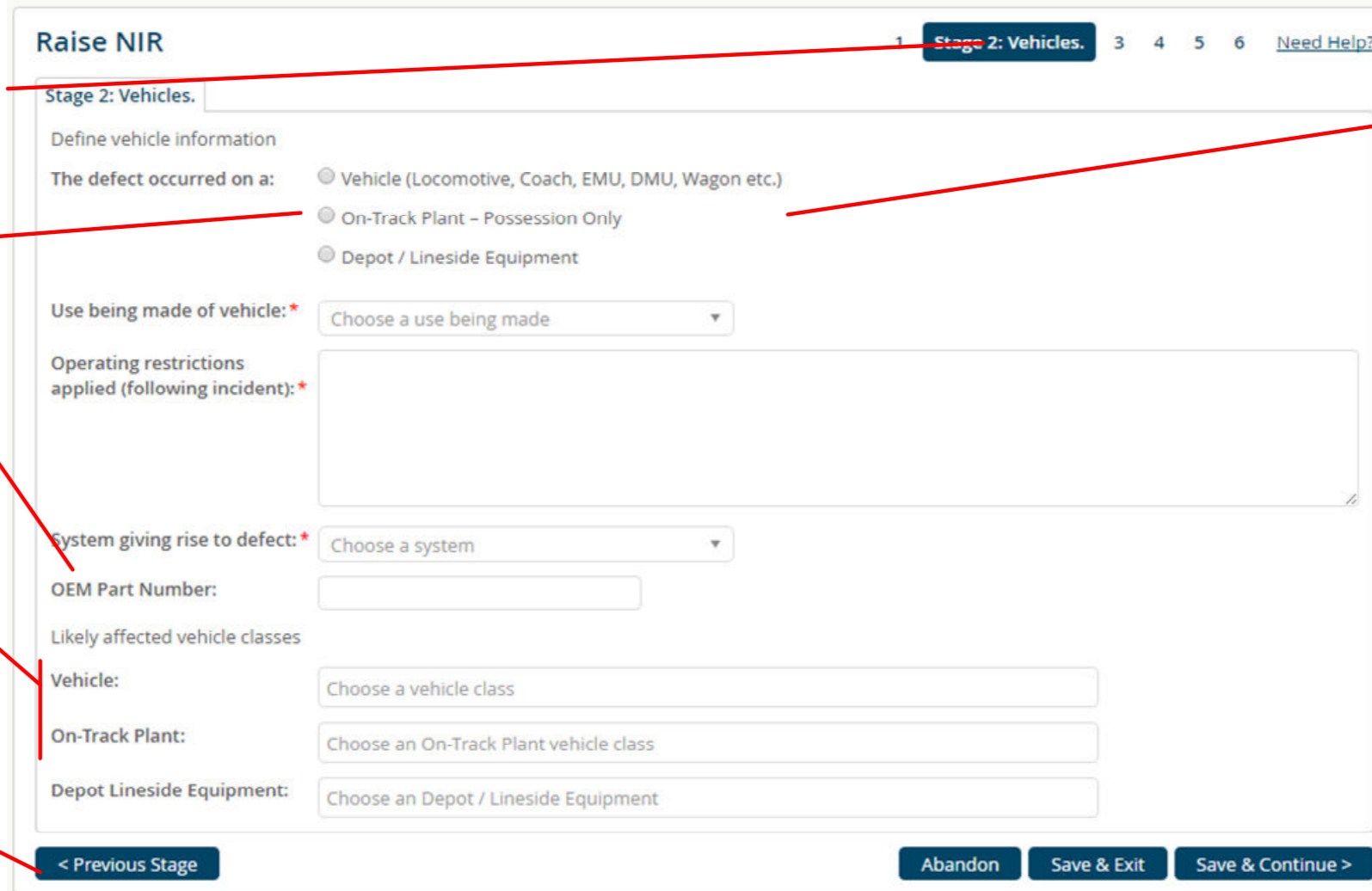
These properties are multi-select, find as you type drop lists. You can add as many entries as you need to each field.

If you need to go back to the previous wizard stage, simply use the 'Previous Stage' button.

Stage 3 of the wizard relates to the actual defect.

If you know the root cause of the problem, state this here. If the root cause is known, the NIR will be type 'Complete', otherwise it will be type 'Initial'. If the root cause is known you will also need to state the root cause description.

If you wish to add documents or photos to the NIR, select 'Yes' otherwise you will be taken directly to Stage 5.

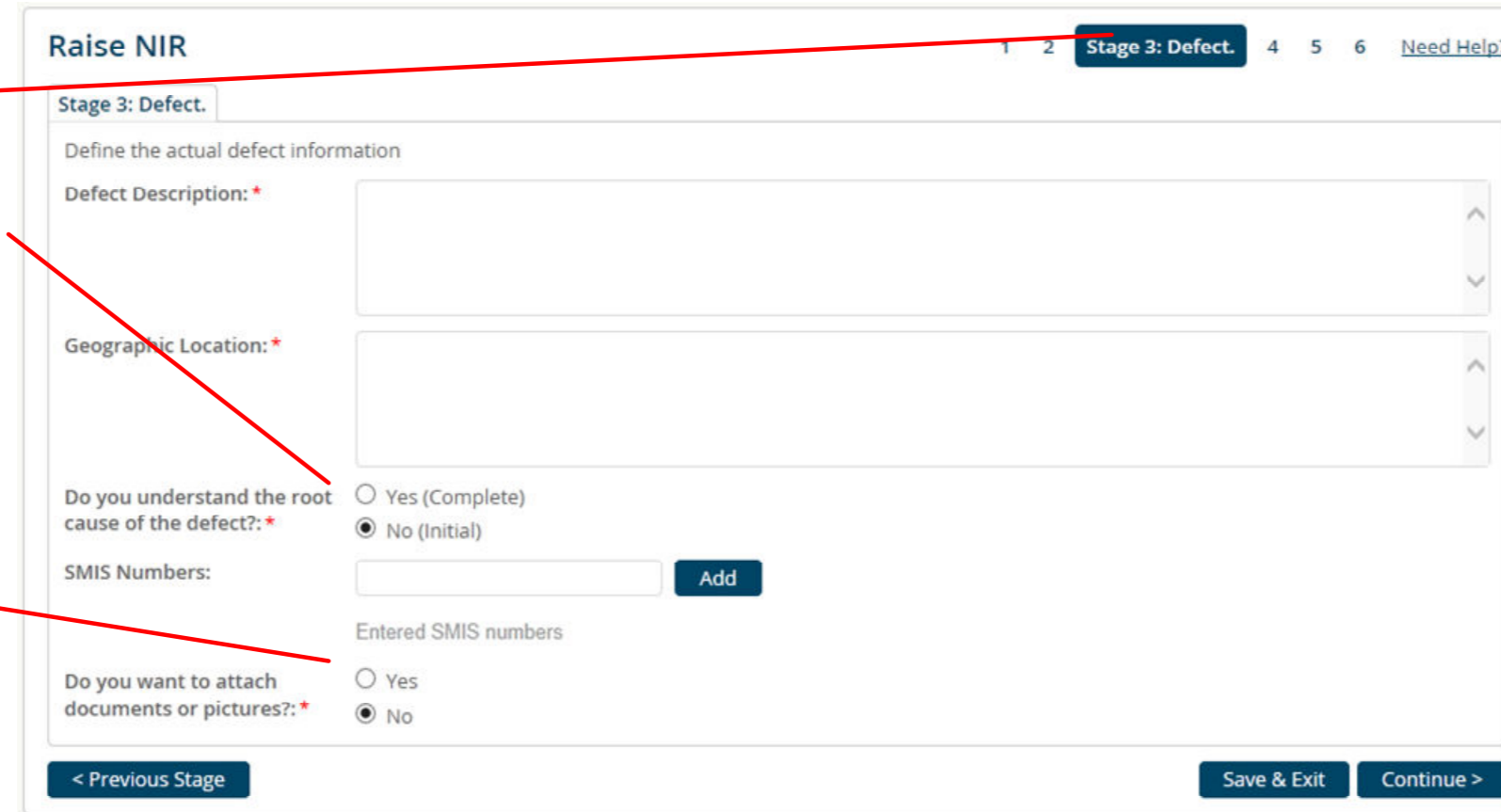


Guidance on asset type selection for on-track plant:

- Use "Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)" for a defect directly affecting **on-track plant that is permitted to run on the operational railway** (that is, outside a possession), for example a tamper. This allows the plant to be selected from the fleet database (rolling stock library).

- Use "On-Track Plant - Possession Only" for a defect directly affecting **on-track plant that is only permitted to operate within a possession**, for example a road-rail excavator. This allows the plant to be selected from a sub-set of the fleet database covering these vehicles only.

- Use "Depot / Lineside Equipment" where the defect occurred in an **attachment to the on-track plant** of either of the above types rather than the 'base equipment', for example a lifting beam. The equipment manufacturer and model / description fields should then be used to describe the attachment as fully as possible, to make it easy for other users to recognise.



With some on-track plant the definition of an attachment rather than the base equipment may not be clear, such as a road-rail machine with a bespoke manipulator (e.g. planting electrification masts). As a dedicated machine for this task, the manipulator would not be removable on-site, but equally may not form part of the machine as typically supplied by the contracting entity. In these situations, authors should use their discretion to consider which Vehicle Type best reflects the defect.

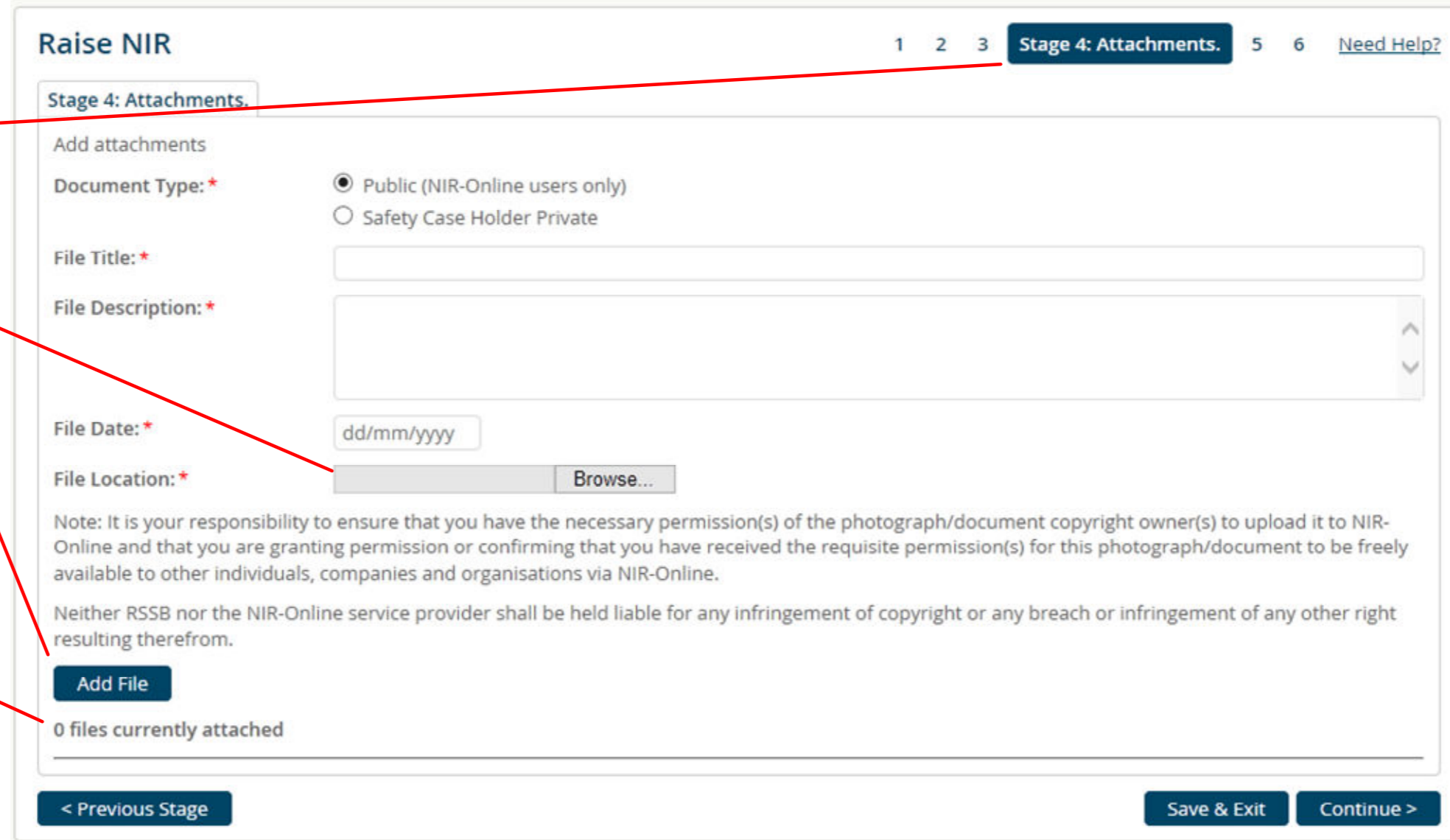
For example, the author may be aware that the modification only applies to machine(s) used by their company of a type more generally used within the industry, and thus is best served by being raised as "Depot / Lineside Equipment", since other users of the same type of machine will not be directly affected unless they are considering applying the modification.

Stage 4 of the wizard relates to uploading relevant photos or documents to support the NIR.

Enter some basic details about the file being uploaded and then select it from your local network or local computer.

Once you have selected the file to upload, add it to the NIR using the 'Add File' button.

Multiple files can be associated with the NIR. A list of files will be presented in the list below.



Stage 5 of the wizard relates to actions taken already by your company in relation to the NIR.



**Important**

The final stage of the wizard process (stage 6) presents you with a read-only view of the NIR you have compiled.

At this point you can have the draft NIR emailed to you for review within your organisation prior to submitting.

**Save & Email Draft**

You can go back to any wizard stage to update details, as needed.

**You must submit stage 6 to complete the raise / update NIR process.**

This feature enables Network Rail National Operations Centre (NOC) users to validate new NIRs (initial or complete) prior to their publication.

Once the NOC user has reviewed the NIR, they can validate it by either accepting or rejecting the NIR.

### Validate NIR

NIR Type:	Initial
NIR Title:	Class 172 Engine Fire
Raised By:	Simon Perkin (Section Head - Systems & Information Solutions), SNC-Lavalin
Email Address:	<a href="mailto:simon.perkin@snclavalin.com">simon.perkin@snclavalin.com</a>
Telephone No:	+44 1332 223288
Mobile No:	+44 7969 583288
Your Name:	Simon Perkin (Section Head - Systems & Information Solutions)
Your Company:	SNC-Lavalin

By clicking the corresponding button below, you can accept or reject the above NIR.

[Accept](#) [Reject](#) [< Back](#)

NOC users are alerted to NIRs requiring validation by email. They can view the pending NIRs via:

- the actions list on the home page
- the validate feature via the actions menu

### My Actions

Your company must:

- [Resume \(finish raising\) 10 NIRs](#)
- [Validate 2 NIRs](#)
- [Acknowledge 30 NIRs \(29 late\)](#)
- [Review 29 NIRs](#)
- [Close Out 77 NIRs](#)
- [17 NIRs Outstanding](#)

This feature enables key contact users to acknowledge receipt of new NIRs following their publication.

Companies either have 24 hours (Transport Undertakings) or 72 hours to acknowledge each NIR.

Once the key contact user has read the NIR, they can acknowledge it using the 'Acknowledge' function. There is no choice to make.

Key contact users are alerted to all published NIRs by email. They can view the pending NIRs via:

- the actions list on the home page
- the acknowledge feature via the actions menu

### Acknowledge NIR

NIR Number:	NIR 3187
NIR Type:	Initial
NIR Title:	BX1 Bogie Wheelset Disc Brake Fastening Split Nut Incorrect Material
Your Name:	Simon Perkin
Your Company:	SNC-Lavalin

By clicking the button below, you confirm that you have read and now acknowledge receipt of the above NIR.

[Acknowledge NIR](#) [< Back](#)

### My Actions

Your company must:

- [Resume \(finish raising\) 10 NIRs](#)
- [Validate 2 NIRs](#)
- [Acknowledge 30 NIRs \(29 late\)](#)
- [Review 29 NIRs](#)
- [Close Out 77 NIRs](#)
- [17 NIRs Outstanding](#)

The actions list provides users with another way of getting to specific sets of activities.

Not all actions are available to all users.

**My Actions** [Need Help?](#)

<b>Validate NIRs</b>	Use this feature to validate new NIRs (NOC only).
<b>NIR Acknowledge Report</b>	Use this feature to view the NIR acknowledge report (NOC only).
<b>Resume NIRs</b>	Use this feature to resume an NIR you have already started.
<b>Acknowledge NIRs</b>	Use this feature to acknowledge receipt of new NIRs.
<b>Review NIRs</b>	Use this feature to review new/existing NIRs.
<b>Close NIRs</b>	Use this feature to close out existing NIRs.
<b>Outstanding NIRs</b>	Use this feature to update NIRs for which an Initial has been raised with no Concluding.

Users can also get to the same list of activities via the 'My Actions' panel on the home page.

**My Actions**

Your company must:

- [Resume \(finish raising\) 10 NIRs](#)
- [Validate 2 NIRs](#)
- [Acknowledge 30 NIRs \(29 late\)](#)
- [Review 29 NIRs](#)
- [Close Out 77 NIRs](#)
- [17 NIRs Outstanding](#)

**Management** [Need Help?](#)

- Email Alerts** Use this feature to change whether you receive email alerts about new NIRs. Key contacts must receive email alerts.
- My Deputies** Use this feature to nominate deputies for your company.
- My Fleets** Use this feature to select the classes [optional], against which you wish to review NIRs.
- Update Key Contacts** Use this feature to update key contact details.
- Request New Account** Use this feature to request a new user account.
- My Saved Searches** Use this feature to update your saved searches and get emails based on them.

Users can choose whether to opt-in (or not) for email alerts when new NIRs are published. Key contacts do not have this choice and must receive them.

**Email Alerts**

Currently you **do not** receive email alerts about new NIRs.

**Automatically receive new NIR email alerts:**

Yes please

No, thank you

**Change**

Responsible Engineer users (those able to raise NIRs) can nominate deputies to support them.

**My Fleets**

**Add Class**

System Defined

Vehicle Type:

User Defined

Vehicle Class:

**Save**

Vehicle (Locomotive, Coach, EMU, DMU, Wagon etc.)	
318 (EMU)	Delete
<b>On-Track Plant - Possession Only</b>	
360° Excavator - Wheeled (RRV - Type 9A)	Delete
360° Excavator - Tracked (RRV - Type 9A)	Delete
Box Lorry (RRV - Type 9A)	Delete

Responsible Engineer users (those able to raise NIRs) can manage the fleets relevant to their organisation. These are used in conjunction with the NIR fleet review feature.

**My Deputies**

The following Users within Interfleet Technology Ltd have access to NIR-Online. Select which users need to be able to deputise for you and help you manage NIRs.

Please click the 'Save' button before changing pages to ensure that your changes are saved.

= Already has this role

User	Safety Case Holder Responsible Engineer	Industry Monitor Responsible Engineer	NOC Super User
Cesar Barreiras Coelho	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chen Ting Yee	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Wheatley	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chris Withington	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Chuke Umeh	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

All users can manage their previously saved searches using this feature. Each saved search can also be turned into an email alert, periodically highlighting when matching NIRs have been raised.

**My Saved Searches**

Use this page to manage your saved searches.

Saved searches can be used in two ways; the first is to be able to quickly reuse previously used search parameters on the Search NIR form. The second is to request periodic email alerts based on the saved search parameters.

When requesting an email alert the alert frequency can be set to Daily, Weekly (the default) or Monthly. Note that the alert start date must be provided and will be used as the initial value for the Raise Date From parameter. When a scheduled alert is ran the date of the alert will subsequently be used as the Raise Date From parameter.

Search Name	Frequency	Alert Start	Alert End	
Brake related	Weekly	DD/MM/YYYY	DD/MM/YYYY	Delete Save



A wide variety of reports are available within NIR-Online. Not all reports are available to all users.

## Key Performance Indicator Reports

[Need Help?](#)

- |                                  |  |
|----------------------------------|--|
| <b>Rejected NIR Submissions</b>  | This report allows you to view defect reports that were rejected by the NOC. |
| <b>NIR Acknowledgement</b>       | Find out who has (or has not) acknowledged a specific NIR.                   |
| <b>My NIRs</b>                   | Generate a company specific report containing a wide range of information.   |
| <b>Time of NIR Initiation</b>    | Find out when NIRs are raised.   |
| <b>Companies and Users</b>       | Use this report to find out who has access to NIR-Online.                    |
| <b>Annual System Report</b>      | Generate the annual system report for your company.                          |
| <b>Fully Closed NIRs</b>         | Find out which NIRs have been closed out by every single company.            |
| <b>Quality: Acknowledgements</b> | A quality metric to identify consistent late acknowledgers.                  |
| <b>Quality: NIRs In Progress</b> | A quality metric to identify time taken to issue concluding NIRs.            |
| <b>Quality: Statistics</b>       | A quality metric providing a range of NIR statistics.                        |
| <b>Emergency Contacts</b>        | View NIR-Online emergency contacts list.                                     |

Note: Information relating to how a company has responded to each NIR [NIR Status] is not complete until NIR2121.