

Amendments and additions to the GCU: Appendix 9, Proposal 2

Exceeding of the maximum load limit and entry of axle data for wagons in service

<p>1.- Present the issue (with examples and if possible figures outlining the extent of the issue)</p> <p>Appendix 9 to the GCU governs and describes (in Annex 1) the mandatory technical condition of wagons for reciprocal handover between two or more railway undertakings (RUs) such as must be determined via a technical transfer inspection.</p>	<p>2.- Show why and where the GCU is deficient concerning this issue</p> <p>Mandatory requirements in terms of operational safety and suitability for traffic are listed in the GCU and in the mandatory UIC leaflets and directives.</p>
<p>3.- Explain why the issue can only be resolved through the GCU contract</p> <p>Implementation is incumbent upon all participants in the GCU.</p>	<p>4.- Explain why it is advisable to resolve the issue through the planned amendment / addition</p> <p>Compliance with this provision is the basis for the continuation of bilateral and multilateral agreements and the conclusion of new agreements. It is the responsibility of the keeper, who controls the use of his wagons, to select the RUs concerned for the dissemination of information.</p>
<p>5.- Explain how the amendment / addition will contribute towards resolving the issue</p> <p>The purpose of these amendments is to meet the requirements laid down by the TSIs, national authorities, ECMs and to comply with the GCU.</p>	<p>6.- Assess the positive and negative effects (operations, costs, administration, interoperability, safety, competition, etc.) on a scale of 1 (very minor) to 5 (very significant)</p> <p>Effects on operations: marked reduction in dwell times at border crossings. Will speed up traffic.</p> <p>Costs: reduced due to fewer stoppages during carriage and fewer unnecessary penalty payments.</p> <p>Administrative costs: inspection and processing tasks in international traffic kept to a minimum.</p> <p>Interoperability: already assured from the beginning of carriage by the consignor RU.</p> <p>Safety: safe operations already guaranteed from the beginning of carriage.</p>
<p>7.- Proposed text</p> <p>Exceeding of the maximum load limit: see annex 1 Entry of axle data for wagons in service: see annex 2</p>	

Annex 1

Overloaded wheels, axles and wagons Model: all types of wagon

1. Initial situation

According to the GCU, Appendix 9, point 7.1.7, when an overload is observed wagons must be inspected by the inspector as part of the technical transfer inspection. If no irregularity is observed, the wagon may continue its journey once the load has been rectified, even though it has already been overloaded.

1.1. Introduction

The measures defined in Appendix 9, point 7.1.7, indicated below in red, no longer correspond to today's state of the art.

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Load limits	7.1.7			
	7.1.7.1	Exceeding of load limits (3.2), visually detected: <ul style="list-style-type: none">• different buffer heights• suspension spring play inadequate	Detach wagon. After rectification of load, K	5
	7.1.7.2	Exceeding of load limits (3.2), detection by: <ul style="list-style-type: none">• discrepancy between consignment data and load limit marked on wagon• measuring or diagnostics devices	Detach wagon. After rectification of load, K	5

1.2. Problem

If an overload is observed on a wagon, it must be withdrawn and the load must be rectified.

An overload level needs to be defined as of which a wagon must be conveyed to a workshop, either directly or following unloading.

1.3. Resolution of the problem

The measures described in point 7.1.7 need to be redefined.

The details are given in point 2.

2. Proposed text

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Load limits	7.1.7			
	7.1.7.1	Exceeding of load limits (3.2), visually detected: <ul style="list-style-type: none"> • different buffer heights • suspension spring play inadequate 	Detach wagon. After rectification of load, K Apply Annex 8, point 2	5
	7.1.7.2	Exceeding of load limits (3.2), detection by: <ul style="list-style-type: none"> • discrepancy between consignment data and load limit marked on wagon • measuring or diagnostics devices 	Detach wagon. After rectification of load, K Apply Annex 8, point 2	5

Change request regarding Appendix 9, Annexe 8

Point 1:

Handling of wagons with expired maintenance plate (after expiry of the overhaul period)

Contents remain unchanged.

Point 2 (NEW):

Procedural instructions regarding the continuation of transport following the observation of an overload and following the execution of the necessary correction

If it is observed on loaded wagons that the maximum load limit has been exceeded for the wheel, axle or wagon, either via technical measuring equipment (train inspection equipment) or via visual signs on the wagon, or if other irregularities have been recorded, the following procedure must be applied.

Once the wagon has been withdrawn, the wagon, axle and wheel are to be weighed on a weighbridge, assuming that no data is available from the infrastructure manager's dynamic measuring equipment.

- if the weight of the load exceeds the maximum load limit by less than 10% for axles designed for over 20 t (UIC Leaflet 510-1: type B or "+25 t") or by less than 5% for axles designed for less than or equal to 20 t (UIC Leaflet 510-1: type A or other), the load must be rectified. Following a technical inspection, the wagon is then to be labelled with a K label in accordance with the "Overload" check-list.
- if the weight of the load exceeds the maximum load limit by more than 10% for axles designed for over 20 t (UIC Leaflet 510-1: type B or "+25 t") or by more than 5% for axles designed for less than or equal to 20 t (UIC Leaflet 510-1: type A or other), transshipment is required. Following a technical inspection, the wagon is then to be labelled with a K label in accordance with the "Overload" check-list and is to be conveyed empty to a nearby workshop.

If the maximum load limit is not visible on the axle, the procedure for axles designed for less than or equal to 20 t (UIC Leaflet 510-1: type A or other) is to be applied.

Axle markings

The axle on which the maximum load limit has been exceeded must be marked with a white cross.

Wagon check-list

Wagon overload check	1. Axles / running gear	<p>Visual inspection for any damage.</p> <ul style="list-style-type: none"> • axles > 20 t overload < 10% • axles ≤ 20 t overload < 5% <p>Visual inspection for any damage and measure the three points after unloading the wagon (wagon empty).</p> <ul style="list-style-type: none"> • axles > 20 t overload > 10% • axles ≤ 20 t overload > 5% <p>Visual inspection for any damage, deformation or cracks on bogie frame.</p>
	2. Springs	Visual inspection for any damage, deformation or cracks on suspension springs and on the spring suspension gear.
	3. Brakes	Visual inspection for any damage, deformation or cracks on brake rigging.
	4. Underframe	Visual inspection for any damage, deformation or cracks on underframe.
	5. Buffing and draw gear	Visual inspection for any damage, deformation or cracks on on buffing and draw gear. Measure height of buffers.
	6. Body	Visual inspection for any damage, deformation or cracks on vehicle body.

Annex 1

Documentation of axles Model: all types of wagon

3. Initial situation

In certain cases (e.g. derailment, worn flange, etc.), the GCU requires axles' limit dimensions to be checked.

3.1. Introduction

These measurements are executed by the inspector using measuring and inspection instruments such as track gauge and/or wheel flange measuring jigs, which undergo periodic calibration. If such a measuring instrument can no longer be calibrated, one must assume that all previous measures are erroneous. The values currently measured are not documented or archived, and no monitoring is thus possible.

In the event of a derailment, no measured values are documented; it is simply confirmed that a check took place by including in the formal damage report (GCU Appendix 4) the indication "axle derailed, internal distance E measured, "in order" or "not in order"" in accordance with the check-list (Appendix 9, Annex 9).

3.2. Proposal for documentation of data

Measurement results need to remain available in electronic or paper format for the user RU concerned for a period of two years. The documentation will be retained as evidence by the user RU in charge of the execution.

For details see appendix.

The "Entry of axle data for wagons in service" template will be included in Appendix 9, Annex 9 after the check-list.

