

# Groupe d'Etudes **UTILISATEURS WAGONS**Studiengruppe **WAGENVERWENDER**Study Group **WAGON USERS**

## Amendments and additions to the GCU: Appendix 9, Proposal 6

Modification of Annexe 11: I, K and M labels

1 Present the issue (with examples and if possible figures outlining the extent of the issue)	2 Show why and where the GCU is deficient concerning this issue
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.	Mandatory requirements in terms of operational safety and suitability for traffic are listed in the GCU and in the mandatory UIC leaflets and directives.
3 Explain why the issue can only be resolved through the GCU contract	4 Explain why it is advisable to resolve the issue through the planned amendment / addition
Implementation is incumbent upon all participants in the GCU.	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.
5 Explain how the amendment / addition will contribute towards resolving the issue  The purpose of these amendments is to meet the requirements laid down by the TSIs, national authorities, ECMs and to comply with the GCU.	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)  Effects on operations: marked reduction in dwell times at border crossings.  Will speed up traffic.
	Costs: reduced due to fewer stoppages during carriage and fewer unnecessary penalty payments.
	Administrative costs: inspection and processing tasks in international traffic kept to a minimum.
	Interoperability: already assured from the beginning of carriage by the consignor RU.
7 Proposed text	Safety: safe operations already guaranteed from the beginning of carriage.

The amendments are attached as an appendix

## I, K, M, R1 and U labels - General

The labels mentioned in Annexes 1 and 8 (I, K, M, R1 and U) must be printed in either French, German, or Italian. Translations into other languages can be attached. When used, they must always be filled out completely.

#### Label I

Lauffähigkeitsbescheinigung (I Certificat d'aptitude à la circulat Certificato di idoneità alla circola	tion
Der Güterwagen mit der Nummer:	
(Wageng	attung)
ist wegen Ablaufs der Gültigkeitsdauer des Instandhaltungsrasters auf Lauffähigk untersucht. Er kann leer / beladen*) auf eigenen Rädern einmalig ohne Einschrän Geschwindigkeit	
(Abgangsbahnhof) (Ländercode) (Bestimmungsbahnho	f**)
(Stempel der erstellenden Stelle) (Datum)	Der/die untersuchende Wagenmeister/in
*) Unzutreffendes streichen **) wenn bekannt	(Unterschrift
	(Name in Druckbuchstaben)

yellow, size roughly 148 x 210 mm

Label I is used to indicate a vehicle's fitness to run when its overhaul period has expired after the examination of fitness to run as set out in Annex 9.

I labels are to be affixed to both sides of the wagon, next to the K label.

#### Label K

Label K is used to record damage and defects on wagons and load units which do not prevent operation but which must be repaired before reloading.

Im AVV Fehlerkatalog naci	Щ	ЩĻ	ЩЦ	Щ-І	」 k	
Anlage 9 Anhang 1 (Zutreffendes antreszen)	IVI		der zu be ung zur F	laden / Reparatur		7
1 Laufwerk	2 Fede	erung	3 Brems	e 4	Wagenuntergeste Drehgestellrahme	
Zug- und Stoßeinrichtung	6 Wag	enkasten	7 Ladung Ladeeir	gen und nheiten		
Nähere Angaben						
Stempel der		Tagesste	mpel	U	nterschrift	
Zur freien Verwendung de	s aussteller	iden EVU				

blue, size roughly 148 x 210 mm

K labels serve to indicate that there is a problem with the wagon or load unit, but that these can – for the time being – continue to be operated. However, the problems must be resolved prior to reloading; any reloading of the wagon will lead to its withdrawal.

The defect code must be filled out completely in accordance with GCU Appendix 9, Annex 1:

- 1. Circle or tick the number of the defect group/category
- 2. Enter the exact defect number in the empty boxes

K labels are to be affixed to both sides of the wagon in a clearly visible position, close to the label-holder or on the inscription plates. The printed version of the K label must contain the data provided for by this annex.

### Label M

<u> </u>		en 🛮 🕶 🖠
1 Laufwerk 2  Zug- und Stoßeinrichtung	2 Federuna 3 Bremse	en und
Nähere Angaben		
Stempel der Dienststelle Zur freien Verwendung des a	Tagesstempel ausstellenden EVU	Unterschrift

white, size roughly 148 x 210

Label M is used to record wagon damage and defects that do not prevent the vehicle from continuing to run or being reloaded, but which require particular examination by the user RUs.

The defect code must be filled out completely in accordance with GCU Appendix 9, Annex 1:

- 1. Circle or tick the number of the defect group/ category
- 2. Enter the exact defect number in the empty boxes

M labels are to be affixed to both sides of the wagon in a clearly visible position close to the label-holder or on the inscription plates. The printed version of the label M must contain the data provided for by this annex.