

Amendments and additions to GCU Appendix 9: Proposal no. 1

Modification of annex 1: Clarification of grooves, furrows/hollows and false flanges

<p>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <p>Appendix 9 of the GCU sets out in annex 1 binding provisions that govern the technical condition of wagons to be exchanged between two or more railway undertakings (RUs), as established during a technical transfer inspection.</p>	<p>2.- Show what the GCU is lacking in this respect:</p> <p>The instructions to be followed are mentioned, from the point of view of operational safety and suitability in service, in the GCU, as well as in UIC leaflets, where they are of a compulsory nature, and in the directives.</p>
<p>3.- Explain why the problem can only be solved through the GCU contract:</p> <p>Implementation is the responsibility of all the participants in the GCU.</p>	<p>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</p> <p>Compliance with this provision forms the basis for the renewal of bi- or multilateral agreements and for the conclusion of new agreements.</p>
<p>5.- Describe how the proposed amendments or additions will help solve the problem:</p> <p>The amendments must permit qualitative compliance with the requirements of the TSI, with obligations imposed by public authorities, with the ECM and with the GCU.</p>	<p>6.- Assess the potential positive and negative impacts (on operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high):</p> <p>Impact on operations: net reduction in dwell times during exchanges at borders. Acceleration of traffic movements.</p> <p>Costs: savings thanks to the avoidance of downtime when underway and of the payment of unnecessary penalties.</p> <p>Administrative expenses: reduction in inspection and file handling operations for international transport movements.</p> <p>Interoperability: is guaranteed from the commencement of the movement by the sending RU.</p> <p>Safety: a guarantee of safety for railway operations exists from the commencement of the movement.</p>
<p>7. Text proposal (modifications in red)</p> <p>Modifications to annex 1 of Appendix 9. Integration of irregularity codes 1.3.8 Formation of grooves, hollows/furrows, false flanges (hollows) on the wheel tread pursuant to EN 16452 dated 15.10.2012 and to the usage guidelines for composite brake blocks (LL) of the UIC « Development and technology » Forum, Study Group 7 « Braking and Bogies ». Integration is carried out in chapter 1.3 this is where the tyre and the rim of the tyre are dealt with.</p>	

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We request the introduction of irregularity codes 1.3.8, 1.3.8.1 and 1.3.8.2 as per the table below:

A definition of grooves, furrows/hollows and false flanges can be found at the bottom of the page.

Components	Code	Irregularities/Criteria/Notes	Action to be taken	Category
Wheel tread	1.3.8	Formation of grooves, hollows/furrows, false flanges (hollows)* on the wheel tread		
	1.3.8.1	Grooves (with sharp edges) < 1 mm deep	K+ R1	4
	1.3.8.2	Grooves (with sharp edges) ≥ 1 mm deep	Detach wagon	5
	1.3.8.3	Furrows and false flanges > 2 mm deep	Detach wagon	5

*Grooves appear on the entire circumference of the wheel and may affect the whole width of the wheel tread; they are characterised by transitions to sharp edges. Hollows/furrows appear on the entire circumference of the wheel and may affect the whole width of the wheel tread; they are characterised by a rounded contour, with no transition to sharp edges. False flange: there is a false flange when the outer part of the wheel tread is higher than the wheel tread at the level of the tread section.

Colour code for modifications

Black: Text in force, for info and remains unchanged

Red : new text

Blue : (may be crossed through): text will be deleted