Proposed amendments to
GCU Appendices 9 and 11: No. 3

Record of amendments

Amended by	Date	Paragraph	Amendment
Jean-Marc Blondé	4 February 2015		Entry
Jean-Marc Blondé	19 February 2015		Modifications following to WG TI held in Paris on 05/2015
WG TI Decision	19 February 2015	-	Following to the minutes of WG TI held on 5/2015

Title:	Entry of a new fault code for derailment detectors, codes 3.3.1.2 to 3.3.1.4
Proposed amendment made by: RU / keeper / other body	SBB Cargo
Proposed amendment concerns:	☒ annexe 9 ☐ annexe 11
Proposer:	Jean-Marc Blondé – Service technique des Wagons
Location, date:	Basle, 25/3/2015
Concise description:	New code 3.3.6 derailment detector

1.   Starting-point (current situation):

1.1.   Introduction

It is necessary to report to the keeper any anomalies affecting the status of the derailment detector in order to reduce the potential risk of derailment.

1.2.   Mode of operation

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1.3.   Anomaly / description of problem

Appendix 9 does not currently have a damage code incriminating the position of the derailment detector.

1.4.   Does this concern a recognised code of practice* (e.g. DIN, EN)?

☐No   ☒ Yes (state which): UIC Code 541-8, edition 06/2007

* "Code of practice: a written set of rules that, when correctly applied, can be used to control one or more specific hazards." (source: Regulation EC 352/2009, Article 3)

"Technical provisions laid down in writing or conveyed verbally and pertaining to procedures, equipment and modes of operation which are generally agreed by the populations concerned (specialists, users, consumer and public authorities) to be suitable for achieving the objective prescribed by law, and which have either proven their worth in practice or, it is generally agreed, are likely to within a reasonable period of time" (translation/source: BMJ Handbuch der Rechtsförmlichkeit – German Ministry of Justice)

2.   Target situation

2.1.   Elimination of anomaly/problem (goal)

Introduction of damage code 3.3.6 Derailment detector on the basis of UIC Code 541-08, edition dated June 2007. It must be inserted in Section 3.3, because this Section applies to both the pneumatic element (brake pipe) and the pneumatic surveillance system

3.   Additional text (relates only to proposed amendments to GCU Appendix 9):

We request for the code 3.3.6 in Annex 1 of Appendix 9 as per the table below:

Component	Code no.	Irregularities/Criteria/Notes	Actions to be taken	Category
Pneumatic part	3.3			
	3.3.6	DET		
	3.3.6.1	Derailment detector tripped	Rectify + M, proceed according to Point 4 of Appendix 8	3
	3.3.6.2	Detector not watertight	Isolate the detector +M	3
	3.3.6.3	Detector's connection hose not watertight	Rectify + M, if impossible: remove	4

Annex 8: Handling of wagons

Point 4: equipped with a derailment detector

- Tracing a tripped detector:
  When a tripped detector is detected, the wagon (all axles) must be examined in accordance with the check-list in order to determine the cause. If it has proved impossible to identify the cause, reset the display unit of the detector by pressing on the trip indicator.

- Detector not watertight (air leak)
  Isolate the detector using the isolation valve and replace it as soon as possible.
  - Isolation valve handle in a vertical position: DET tripped
  - Isolation valve handle in a horizontal position: DET not tripped

Low pressure in the pipe (air leak):
The wagon may not be moved except at the rear of the train and without the brake pipe being connected (the brake pipe and the brake are thus inoperable).

Resetting:

The detector does not reset itself automatically once the brake pipe is fully drained; this may therefore be refilled. These actions may be carried out using the isolation valve.

The trip indicator (red flap) remains visible at all times and must be reset manually.

After inspection of the wagon, the trip indicator (red flap) may be reset.

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Appendix 9 Examination of the ability to run of wagons equipped with derailment detectors.

➢ **Reference:** Appendix 8, point 4, procedure concerning continuation of the movement following the tripping of a derailment detector

Wagon check-list

Inspection of wagon after tripping of DET	1. Wheel	Check visually for any sign of damage. Check visually for any sign of damage, deformation or cracks on the running surface or on the flange
	2. Axles / running gear	Check visually for any sign of damage, deformation or cracks on the axles and the axle boxes
	3. Bogie	Check visually for any sign of damage, deformation or cracks on the bogies
	4. Link between bogie and underframe	Check visually for any sign of damage, deformation or cracks on the link between bogie and vehicle body.

4.   Reason:

No error code is currently foreseen for identification of an anomaly in the derailment detector.

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5.   Assess potential positive/negative impacts

E.g. on operations, costs, administration,
interoperability, safety, competitiveness, etc., using
a scale of 1 (very low) to 5 (very high).
Justify observations

Positive impacts:
Operations, Interoperability, Safety, competitiveness : this permits the code to be attached clearly to the derailment detector and ensures uniform utilisation of this damage code amongst the RUs: (Value:3)
Impact on costs & administration is very low:(Value:1)

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6. Safety appraisal of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2).

Safety appraisal done by : SBB Cargo, DB

6.1. Does the change made impact on safety?	☒No ☐ Yes
Reason: The presence of damage influences the capability of the wagon to operate	
6.2. Is the change significant?	☒No ☐ Yes
Reason: see template. Attach the "significant change?" test template	
6.3. Determining and classifying risk:	☒ deleted
6.3.1. Effect of change in normal operation: 6.3.2. Effect of change in the event of disruption / deviation from normal operation: 6.3.3. Potential misuse of system: ☐ No ☐ Yes (describe possible misuse):	
6.4. Have safety measures been applied?	☐No ☐ Yes
For each type of risk, one of the following risk acceptance criteria is to be selected: • *Code of practice* • *Use of reference system* • *Explicit risk estimate*	
6.5. Has a risk analysis been submitted to the assessment body?	☒No ☐ Yes
Assessment body: Attach the verdict reached by the assessment body:	[appendix]