


## Study Group **WAGON USERS**

### Proposed amendments to GCU Appendices 9 and 11: No. 10

#### Record of amendments

Amended by	Date	Paragraph	Amendment
Stefan Zebracki	02.02.15		Entry and introduction of information from WG TI 07/08/10/2014 in Paris
Jean Marc Blondé	19-05-2015		Worked in WG TI held in Paris on 05/2015
Approved in WG TI	19-05-2015	-	Following minutes of WG TI 05/2015

<b>Title:</b>	Request for modification of markings – use of composite brake blocks
<b>Proposed amendment made by: RU / keeper / other body</b>	ERFA representative
<b>Proposed amendment concerns:</b>	<input type="checkbox"/> Appendix 9 <span style="margin-left: 200px;"><input checked="" type="checkbox"/> Appendix 11</span>
<b>Proposer:</b>	Dr. Axel Marquardt
<b>Location, date:</b>	Mainz, 02.02.2015
<b>Concise description:</b>	<p>According to the directive on the use of K-type composite brake blocks, 8th edition, chap. 1.3 and the directive on the application of LL-type composite brake blocks, 8th edition, chap. 1.3, the types of brake blocks permitted for this wagon must be marked on it. If several types are permitted, they must be shown here.</p> <p>Example:</p> <div style="text-align: center;">  </div>

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## 1. Starting-point (current situation):

### 1.1. Introduction

According to the directive on the use of K-type composite brake blocks, 8th edition, chap. 1.3 and the directive on the application of LL-type composite brake blocks, 8th edition, chap. 1.3, the types of brake blocks permitted for this wagon must be marked on it. If several types are permitted, they must be shown here.

Wagons equipped with K-type composite brake blocks must, in accordance with the provisions of UIC Code 545, Appendix F and RIV 2000, §23.2.5.3 (in future the General Contract of Use - GCU), carry the letter K (inside a circle) shown immediately on the right, next to the indication of the type of brake.

Given that it is not currently possible to guarantee complete interchangeability of the various types of brake block admitted or then only within the scope of certain conditions, all the brake blocks authorised (one or several types) for the vehicle must be inscribed next to the inscription. It is advisable, on this occasion, to use the designations of types shown in Appendix M1 of UIC Code 541-4.:



### 1.2. Mode of operation

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### 1.3. Anomaly / description of problem

The possibility of fitting two or several types of brake block on the same wagon is not foreseen in the GCU.

For the moment, only the wear or any eventual damage are taken into account (see Annex 1 of Appendix 9 to the GCU).

The brake blocks may be replaced within the scope of the GCU, without a prior request to the keeper. For the moment, no general regulation exists on this subject; it is desirable to avoid every keeper or RU outlining its own regulations to be complied with.

Not every workshop has all the possible variants of K-type and LL-type brake blocks in stock. To avoid all the brake blocks on a wagon being systematically replaced, there is a need to put in place a regulation that corresponds to operating requirements. The proposed regulation has no influence on the safety or use of wagons and reduces work in the workshop to the minimum necessary.

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

No  Yes (state which): - in accordance with the directive on the use of K-type composite brake blocks, 8th edition, chap. 1.3 and the directive on the application of LL-type composite brake blocks, 8th edition, chap. 1.3

\* "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)

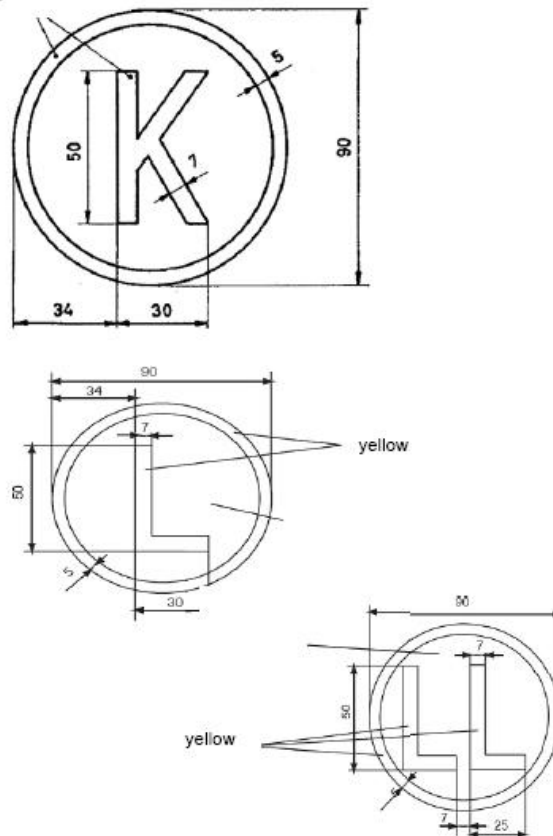
#### 4.4 Sign for wagons fitted with composite brake blocks

**Position:** On both sides of the wagon, directly to the right of the marking indicating the type of brake.

**Meaning:** Marking for vehicles fitted with composite brake blocks with a

- high coefficient of friction (type K block)
- medium coefficient of friction (type L block)
- low coefficient of friction (type LL block)

ivory to yellow



**Sign(s) (e.g. C810, J816M):** directly below or next to the symbol corresponding to the type of K brake block. Declaration of several types of block possible.



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

We request that Appendix 11 be modified:

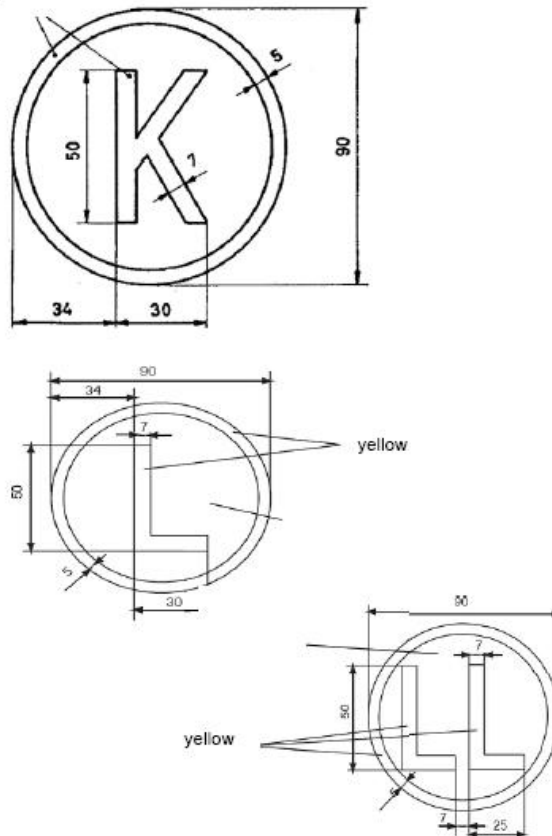
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**Position:** On both sides of the wagon, directly to the right of the marking indicating the type of brake.

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- high coefficient of friction (type K block)
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- low coefficient of friction (type LL block)

ivory to yellow



**Sign(s) (e.g. C810, J816M):** directly below or next to the symbol corresponding to the type of K brake block. Declaration of several types of block possible.



**4. Reason:**

The brake blocks may be replaced within the scope of the GCU, without a prior request to the keeper.

For the moment, no general regulation exists on this subject; it is desirable to avoid every keeper or RU outlining its own regulations to be complied with.

**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*

Operations:	+4
Costs:	+5
Administration:	+3
Interoperability:	+5
Security:	+0
Competitiveness:	+5

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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 :

<b>6.1. Does the change made impact on safety?</b>	<input type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
<b>6.2. Is the change significant?</b>	<input type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the "significant change?" test template	
<b>6.3. Determining and classifying risk:</b>	<input type="checkbox"/> 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:  <input type="checkbox"/> No  <input type="checkbox"/> Yes (describe possible misuse):	
<b>6.4. Have safety measures been applied?</b>	<input type="checkbox"/> No <input type="checkbox"/> Yes
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> <ul style="list-style-type: none"> <li>• Code of practice</li> <li>• Use of reference system</li> <li>• Explicit risk estimate</li> </ul>	
<b>6.5. Has a risk analysis been submitted to the assessment body?</b>	<input type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body:	[appendix]