

## Study Group **WAGON USERS**

### Proposed amendment to GCU Appendix 9

#### Record of amendments

Amended by	Date	Paragraph	Amendment
Stefan Zebracki	25/1/16		Drafted
Stefan Zebracki	28/1/16		Insertion following TI WG meeting of January 2016
Decision of WG TI	31/3/16		See minutes of TI WG meeting of March 2016

<b>Title:</b>	Description code 6.7.6 "Anti-crash elements"-> Anti-crash system
<b>Proposed amendment made by: RU / keeper / other body</b>	DB Schenker Rail Deutschland
<b>Proposed amendment concerns:</b>	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
<b>Proposer:</b>	Stefan Zebracki – Technical Wagon Dept.
<b>Location, date:</b>	Mainz, 29/1/2015
<b>Concise description:</b>	Change the term "Anti-crash element" to the broader "Anti-crash system" – code 6.7.6

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

### 1.1. Introduction

The present term "Anti-crash element" in code 6.7.6 is too specific and does not include the roller lever valve in the event that it is damaged.

### 1.2. Mode of operation

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### 1.3. Anomaly / description of problem

In the event that it is damaged, the roller lever valve is not covered by the term "Anti-crash element". It is recommended that the term be modified.

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

No  Yes (state which):

\* "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)

It is suggested that the term be modified: see 3.

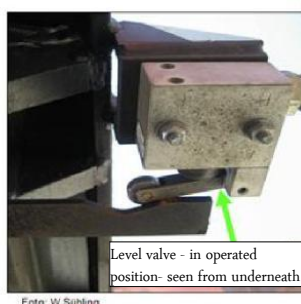
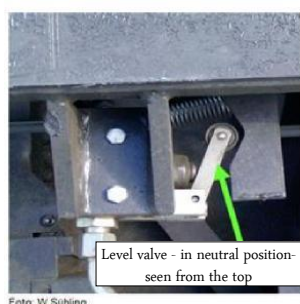
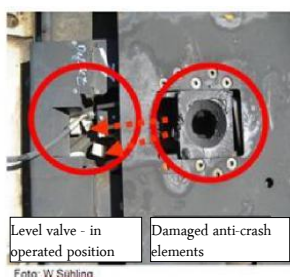
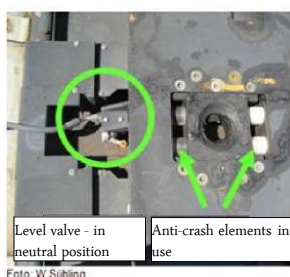
### 3. Additional text (relates only to proposed amendments to GCU Appendix 9):

We request amendment of codes 6. 7.6 (Appendix 9, Annex 1) in line with the table and text below

Component	Code	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Gear for securing load units (ILU) on container wagons</b>	6.7			
	6.7.6	Anti-crash <b>elements system</b> of trestle <b>triggered, deformed damaged elements</b>		
	6.7.6.1	- in use	Detach wagon	5
	6.7.6.2	- not in use	K (close emergency stop cock)	4

### 4. Reason:

As well as the anti-crash element, the roller level valve may also be damaged, hence the use of the broader term "Anti-crash system".



### 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: (Value: 3)  
Impact on costs & administration is very low: (Value: 1)

## 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 checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning:	
<b>6.2. Is the change significant?</b>	<input checked="" 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 checked="" type="checkbox"/> N/A
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 checked="" 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 checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body:	[appendix]