

## WAGON USERS Study Group

### Proposed amendment to GCU Appendix 11

#### Amendments

| Amended by        | Date      | Paragraph | Amendment                                   |
|-------------------|-----------|-----------|---|
| Claude Weis       | 20/3/2016 |           | Initial proposal                            |
| Jean Marc Blondé  | 7/3/2017  |           | Following to instructions 03/2017           |
| Decision of WG TI | 31/3/2017 |           | See minutes of TTI WG meeting of March 2017 |
| Decision of WU SG | 1/6/2017  |           | See minutes of SG WU meeting of June 2017   |

|   |   |
|---|---|
| <b>Title:</b>   | Add marking on wagons with screw brakes to indicate holding force   |
| <b>Proposed amendment made by: RU / keeper / other body</b> | Developed by CFL Cargo  |
| <b>Proposed amendment concerns:</b>                         | <input type="checkbox"/> Appendix 9 <input checked="" type="checkbox"/> Appendix 11   |
| <b>Proposer:</b>  | Claude Weis, CFL Cargo  |
| <b>Location, date:</b>                                      | Düdelingen, 10/3/2016   |
| <b>Concise description:</b>                                 | Add a marking on wagons with screw brakes to indicate the holding force available, as stipulated by UIC Leaflet 545, point 4.2. |

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

### 1.1. Introduction

Appendix 11 currently contains no provisions concerning the holding force of wagons with screw brakes.

### 1.2. Mode of operation

### 1.3. Anomaly / description of problem

In the Wagons TSI of 12 March 2017 (L104/18), points 4.2.4.3.2.1, "Service brake" and 4.2.4.3.2.2, "Parking brake" refer to UIC Leaflet 544-1 (2012 edition), point 2.5.3 of which refers to UIC Leaflet 545, "Brakes - Inscriptions, marks and signs". Point 4.2 of this leaflet stipulates that the holding force must be marked on all wagons. All wagons fitted with screw brakes and on which the braked weight is marked must therefore have a marking indicating the holding force by 31.12.2020 at the latest.

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

No  Yes (state which): TSI Wagon +UIC Leaflet 544-1+UIC Leaflet 545

\* "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)

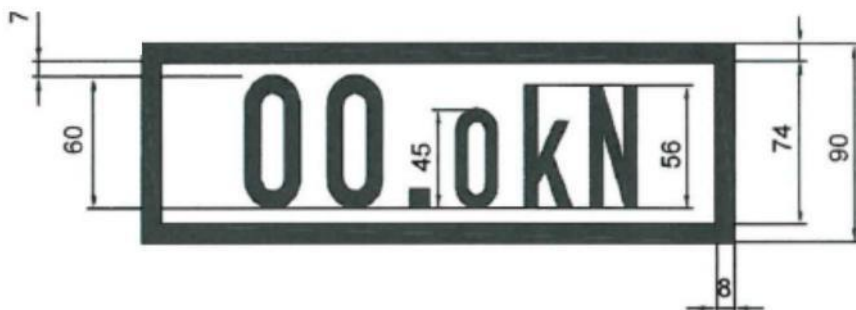
## 2. Target situation

### 2.1. Elimination of anomaly/problem (goal)

Include a marking in Appendix 11, point 4.2 describing how the holding force in KN is to be marked, as stipulated by UIC Leaflet 545, Appendix E.

**3. Additional text (relates only to proposed amendments to GCU Appendix 11):**

Fig. 4: Marking indicating the holding force in KN on wagons fitted with screw brakes.



Example: platform-operated handbrake

|           |
|-----------|
| 27.910 kg |
| 21 t      |
| 37 kN     |

Example: ground-operated handbrake

|           |
|-----------|
| 22.190 kg |
| 20 t      |
| 36 kN     |

Remark: This marking is mandatory as of 1/1/2021.

**4. Reason:**

Under UIC Leaflet 545, such markings are mandatory as of 1/1/2021.

**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*

Impacts:  
 Operations, Interoperability, Safety, Competitiveness: (Value: 3).  
 - This change will ensure compliance with UIC Leaflet 545.

Safety (Value: 4).  
 - This change will ensure that the holding force is known on each wagon.

## 6. Safety appraisal of proposed amendment

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

*No need for a risk assessment since a code of practice was applied.*

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 |
| Reasoning: see template<br>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:<br><br>6.3.2. Effect of change in the event of disruption / deviation from normal operation:<br><br>6.3.3. Potential misuse of system:<br><br><input type="checkbox"/> No<br><br><input type="checkbox"/> Yes (describe possible misuse): |   |
| <b>6.4. Have safety measures been applied?</b>   | <input type="checkbox"/> No <input checked="" 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>• <i>Code of practice</i></li> <li>• <i>Use of reference system</i></li> <li>• <i>Explicit risk estimate</i></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:<br>Attach the verdict reached by the assessment body:   | [appendix]  |