

WAGON USERS Study Group

Proposed amendment to GCU Appendix 9

Amendment history

Amendment made by	Date	Paragraph	Amendment
Stefan Zebracki	3/3/2017		Drafted following TTI WG meeting of Jan 2017
Approved by TTI WG	31/3/2017		Following TTI WG minutes of March 2017

Title:	Friction modifiers (inclusion under Code 1.3.7)
Proposed amendment made by (RU / keeper / other body):	Drawn up by DB Cargo AG
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Stefan Zebracki
Location, date:	Mainz, 3.3.2017
Concise description:	In order to reduce noise, various train formation yards with gravity humps apply friction modifiers to the inner and outer faces of the wagon wheel. The application of such products is not a reason to detach wagons, and should be included under Code 1.3.7 as an exception.

1. Starting-point (current situation):

1.1. Introduction

In order to reduce noise, various train formation yards with gravity humps apply friction modifiers to the inner and outer faces of the wagon wheel (see photos):



The application of such products is not a reason to detach wagons.

1.2. Mode of operation

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1.3. Anomaly / description of problem:

As long as the friction modifiers applied are visible during technical wagon inspections, their presence is not a reason to detach the wagon under Code 1.3.7. Reference should thus be made to such friction modifiers under Code 1.3.7, which should authorise them as an exception (see point 3 of the present proposal).

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

No Yes (state which):

Friction modifiers and the associated facilities are already widely used and have proven their worth in practice.

* "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)**

Code 1.3.7 should include a reference to the possible presence of friction modifiers under the list of exceptions (see point 3 of the present proposal). Friction modifiers do not constitute grounds to detach wagons.

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

Component	Code	Irregularities/Criteria/Notes	Action to be taken	Category
Tyre or corresponding part of solid wheel	1.3.7	Deposits of paint, oil or lubricants on wheel tread edge except for: the - control marks (4 paint marks positioned 90° apart) - Friction modifiers	Detach wagon	5

4. Reasoning:

In order to reduce noise, various train formation yards with gravity humps apply friction modifiers to the inner and outer faces of the wagon wheel.

As long as the friction modifiers applied are visible during technical wagon inspections, their presence is not a reason to detach the wagon under Code 1.3.7. Reference should thus be made to such friction modifiers under Code 1.3.7, which should authorise them as an exception.

5. Assess potential positive/negative impacts

Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competitiveness, etc.) on a scale of 1 (very low) to 5 (very high). Justify observations

Impacts:

Operations, Interoperability, Competitiveness, Safety (value: 3)

The amendment will achieve uniformity which will have a moderately positive impact in the aforementioned areas.

Costs, Administration (value: 1)

The amendment creates no additional costs or administrative burden.

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:

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