

WAGON USERS Study Group

Proposed amendment to GCU Appendix 7-Part B

Record of amendments

Amended by	Date	Paragraph	Amendment
Burkhard Lerche	27/02/17	Appendix 7 Part B	
Bernhard Schlor	15/03/17	Chapter 5	Amendment

Title:	Update of appendix 7, part B
Proposed amendment made by: RU / Keeper / Other bodies	ÖBB, DB Cargo
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 7
Proposer:	Bernhard Schlor, Burkhard Lerche
Location, date:	27.02.17
Concise description:	The Appendix 7 update will remove the outmoded term "U part" and insert a list of standard spare parts

1. Starting point (current situation)

1.1. Introduction

1.2. Mode of operation

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1.3. Anomaly / description of problem

The term "U part" comes from the RIV era and is now rarely used in its original sense.

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)

3. Additional text and/or change relates only to proposed amendments to GCU Appendix 7:

Proposal:**Part B****Other standard spare parts****4. Usage of standard spare parts**

4.1 When wagon parts have been damaged, the user RU shall preferably replace them using standard spare parts from its own stock. In principle, the spare parts should be of the same type as the removed parts or, if this is no longer available, as the other parts of the wagon. Mixing different designs is not permitted (unless stated otherwise in Appendix 10, e.g. brake blocks in accordance with 3.8.3).

The following are considered as standard spare parts:

- Safety straps
- Cast iron brake blocks, as well as K and LL brake blocks, if marked on the wagon
- Brake couplings
- Spark arrestor plates
- Earthing braids. The earthing braids must comply with UIC Leaflet 533
- Screw couplers, factoring in breaking strength. The screw coupler must comply with EN 15566 and UIC Leaflet 520 respectively
- Screw coupler suspension hooks
- Guiding and locking elements
- Steps and handles. The newly built steps must be of the exact same model to ensure that they remain within the loading gauge. The step surface must comply with UIC Leaflet 535-2 and/or EN 16116-2.
- Label holders, inscription plates
- Ventilation flaps, control gear, shutter retaining bracket
- Stanchions in accordance with UIC Leaflet 578
- End boards, crossing gangways

4.2 The value of any such standard spare parts shall be included in the cost of the repair operation.

4.3 When the user RU makes a cost estimation to the keeper, the keeper must indicate whether he wishes the damaged parts to be returned to him at his own expense. If the keeper does not specify the return of these parts, they shall remain with the user RU, together with the other spare parts removed from the wagon. There shall be no form of compensation for the value of these parts.

5. Order for standard spare parts

5.1 Due to the lack of **standard spare parts** of the same type in the workshop and if these parts cannot be obtained quickly, standard spare parts may be ordered from the keeper using an equivalent procedure to that in Part C (Form H).

5.2 This operation is coordinated exclusively through the logistics centres.

Current text:**Part B**

Other standard parts ~~(U parts)~~

4. Use of standard spare parts ~~(U parts)~~

4.1 In the event of damage to wagon parts, the user RU shall preferably fit its own standard spare parts. ~~Standard spare parts are marked with a U. In future other standard parts can be used in~~

~~accordance with the TSI.~~

4.2 The value of any standard spare parts belonging to the user RU shall be included in the cost of the repair operation.

4.3-When the user RU makes a cost estimation to the keeper, the keeper must indicate whether he wishes the damaged parts to be returned to him at his own expense. If the keeper does not specify the return of these parts, they shall remain with the user RU, together with the other spare parts removed from the wagon. There shall be no form of compensation for the value of these parts.

~~5. Exceptional order for standard spare parts (U parts)~~

~~5.1 In exceptional cases, standard spare parts may be ordered from the keeper using an equivalent procedure to that in Part C (Form H).~~

5.2 This operation is coordinated exclusively through the logistics centres.

4. Reason:

Since the GCU already makes provision for the use of wheelsets, springs, buffers etc. via Form HR, only part B is amended, with the aim of helping workshops perform their work safely. The term "U part" should be removed from Appendix 7.

5. Assess potential positive/negative impacts

Impacts on costs, administration, interoperability, safety and competitiveness:

Costs: 2 (fewer parts must be sent by the keeper)

Administration: 2 (fewer parts must be sent by the keeper)

Interoperability: 2

Safety: 2 (improves safety for workshops in relation to parts which may be installed)

Competitiveness: 2 (reduces costs)

6. Safety appraisal of proposed amendment

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

The safety appraisal should be removed since only known guidelines would be implemented.

Safety study conducted by:

6.1. Does the change made impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: The target situation would not change. Safety would be increased through the drafting of a list of spare parts that the workshop can install directly from its own stocks.	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the significant change test template	
6.3. Determining and classifying risk:	<input checked="" 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):	
6.4. Have safety measures been applied?	<input checked="" 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" (acknowledged technical rules) • Use of reference system • Explicit risk assessment 	
6.5. Has a risk analysis been submitted to the assessment body?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body:	[Appendix]