

## Study Group **WAGON USERS**

### Proposed amendment to GCU Appendix 7-Form Hr

#### Record of amendments

Amended by	Date	Paragraph	Amendment
Bernhard Schlor	8.3.2017	Appendix 7	Form Hr

<b>Title</b>	Adjust Form Hr in line with the new Appendix 10
<b>Proposed amendment made by: RU / Keeper / other body</b>	UIC Maintenance Working Group
<b>Proposed amendment concerns:</b>	<input checked="" type="checkbox"/> Appendix 7
<b>Proposer:</b>	Bernhard Schlor
<b>Location, date:</b>	Vienna, 8.3.2017
<b>Concise description:</b>	Adjust Form Hr in line with the new Appendix 10 to clarify the reasons for removing wheelsets

## 1. Starting (current situation)

### 1.1. Introduction

Form Hr is used to exchange information between the keeper and the workshop responsible for changing wheelsets.

### 1.2. Mode of operation

Workshops responsible for changing wheelsets on damaged wagons provide the following information using Form Hr, which allows standard repair to be carried out on the wheelsets for the keeper and which is necessary for the full wheelset documentation required.

### 1.3. Anomaly / description of problem

Not all significant reasons for removal are documented and some codes have twofold significance.

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

No  Yes (state which): EN 15 313

\* "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)

Update the list of reasons for removal in Form Hr (see appendix)

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

See enclosure

## 4. Reason:

**5. Assess potential positive/negative impacts**

*Assessment of operations, costs, administration, interoperability, competitiveness etc., using a scale of 1 (very low) to 5 (very high).*

*Justify observations.*

Positive/negative impacts:

Impacts on

Operations, costs and administration (+1): No additional expense

Interoperability (+4): Guarantees collection of the data required

Safety (+3): Data from previous incidents will help with early detection of damage to wheelsets

Competitiveness (+2): Will highlight the sector's high level of safety awareness compared to competitors in the road/water/air modes.

## 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:

<b>6.1. Does the change made impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: Amendment to the documentation	
<b>6.2. Is the change made significant?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: No intervention in the rail system	
<b>6.3. Determining and classifying risk:</b>	<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):	
<b>6.4. Have safety measures been applied?</b>	<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"> <li>• "Code of practice" (acknowledged technical rules)</li> <li>• Use of reference system</li> <li>• Explicit risk assessment</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]

Issuing RU (LOGO)

# Form H<sup>R</sup>

No. \_\_\_\_\_

Drawn up on: \_\_\_\_\_

Wagon number:

□ □ □ □ □ □ □ □ □ □ - □

Damage report reference number: \_\_\_\_\_

Keeper: \_\_\_\_\_

Fax no.: \_\_\_\_\_

Email: \_\_\_\_\_

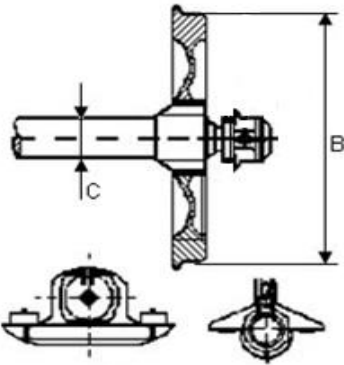
Remarks: \_\_\_\_\_

Condition of all the wheelsets of the wagon - for undamaged wheelset(s), complete only the fields "POS" and "B"

Pos	T/M	B measured	C	Monobloc yes / no	Type of wheelset	Wheelset number(s) of damaged wheelset(s)

Pos: position of axle (as per marking on wagon).  
If no marking present, count from either end of wagon.

Number of damaged wheelsets: \_\_\_\_\_



Reason for withdrawal from service T/M: always indicate code opposite the axle number

- 1.2.2 Thermal **overload**
- 1.3.2 Wheel wear (tread)
- 1.3.3 Wheel flats
- 1.3.4 Metal inclusions
- 1.3.5 Cavities/exfoliation
- 1.5.1 **Damage to** wheel centre
- 1.6.1 **Damage to axle**
- 1.7.2 Out-of-round wheel

- 1.8.1.1 Axle box leaking
- 1.8.1.2 Loss of lubricant
- 1.8.3 Hot axle box
- 1.8.4 Wear plate **displaced** or missing
- 7.1.7 Overload (**provide details**)
- 8.1.1 **Derailment**

Other: .....

Addresses:

Contact address: \_\_\_\_\_

\_\_\_\_\_

Delivery address: \_\_\_\_\_

Station code: \_\_\_\_\_

□ □ □ □ □ □ □ □

\_\_\_\_\_

Delivery restrictions, if applicable

\_\_\_\_\_

Tel.: \_\_\_\_\_

Fax: \_\_\_\_\_

Email: \_\_\_\_\_

Quotes: see page 2

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

Company stamp: \_\_\_\_\_

