

## Study Group **WAGON USERS**

### Proposed amendment to GCU Appendix 10

#### Record of amendments

Amended by	Date	Paragraph	Amendment
Geoffroy Maille	01/03/2016	4.14	Nr5_2017
Bernhard Schlor	14/03/2017	4.14	

<b>Title:</b>	4.14 – Side bearers
<b>Proposed amendment made by: RU / Keeper / Other bodies</b>	SNCF
<b>Proposed amendment concerns:</b>	<input checked="" type="checkbox"/> Appendix 10
<b>Proposer:</b>	Geoffroy MAILLE
<b>Location, date:</b>	01/03/2016
<b>Concise description:</b>	Adapt the provisions on damage to side bearers and, in particular, their fastening, in line with the new Appendix 9

## 1. Starting point (current situation)

### 1.1. Introduction

The text in Appendix 10, point 4.14 does not state that side bearer fastenings should be inspected, despite the fact that loose, broken or even missing screws are a common occurrence.

### 1.2. Mode of operation

The side bearer is a part that has a considerable influence on the wagon's behaviour in service. It influences the wagon's turning moment and thereby helps it run through curves. Therefore it must be carefully maintained.

### 1.3. Anomaly / description of problem

The side bearer is a part that has a considerable influence on the wagon's behaviour in service. It influences the wagon's turning moment and thereby helps it run through curves. Therefore it must be carefully maintained.

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

No  Yes (state which): Appendix 9, Code 4.8.3: incomplete fastening.

\* "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)

Check there are no loose, broken or missing screw fastenings.

## 3. Additional text and/or change relates only to proposed amendments to GCU Appendix 10:

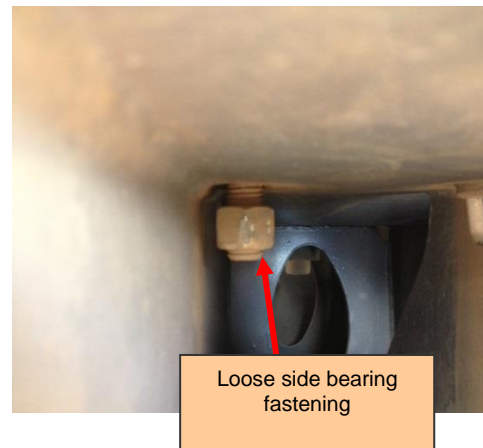
We propose an amendment to Appendix 10 as per the following text:

4.14 No side bearers, side bearer parts or springs must be missing or broken. No fastening screws should be loose.

GCU intervention code	Intervention	Any additional information necessary	Inspection as per Appendix 9	Rules as per Appendix 10
CU40140	Check side bearer fastenings		4.8.3	4.14
CU40141	Restore side bearer fastenings to working order		4.8.3	4.14
CU40142	Replace side bearer parts		4.8.3	4.14

#### 4. Reason:

We sometimes find non-compliant or incomplete side bearing fastenings which could lead, in the long term, to the side bearing falling off or to a malfunction in the connection between the bogie and the wagon body.



#### 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:  
Operations, Interoperability, Competitiveness, Costs (value: 1).  
Safety (value:3)

## 6. Safety appraisal of proposed amendments

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

Risk assessment conducted by:

<b>6.1. Does the change made impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: The amendment would increase safety, since it concerns a defect which has never been provided for to date.	
<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"/> 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]