

Amendment Proposal Appendix 10 to the GCU

Record of amendments

Amended by	Date	Paragraph	Amendment
Burkhard Lerche	08/1/2018	1.6.1.	Amendment of 1.6.1
Maintenance WG (Appendix 10)	18/4/2018		Final version

Title:	Inclusion of cracks in 1.6.1
Proposed amendment made by RU/keeper/other:	DB Cargo AG
Proposed amendment to:	<input checked="" type="checkbox"/> Appendix 10
Proposer:	Burkhard Lerche
Location, date:	Frankfurt am Main, 08/01/2018
Concise description:	Inclusion in Appendix 10 of the points relating to cracks on the wheel tread described in EN 15313

1. Starting point (current situation):

1.1. Introduction
1.2. Mode of operation
-
1.3. Anomaly/description of problem
The provisions for cracking on the wheel tread - contained in EN 15313 - are not fully implemented in the GCU.

1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes (state which): EN 15313
<small>* "a written set of rules that, when correctly applied, can be used to control one or more specific hazards." (Source: Regulation (source: Regulation EC 352/2009, Article 3)</small>
<small>"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". (Source: BMJ Handbuch der Rechtsförmlichkeit – guide published by German Ministry of Justice)</small>

2. Target situation

2.1. Elimination of anomaly/problem (solution sought)

3. Amendments/additional text (relates to proposed amendments to GCU Appendix 10):

1.6.1 The wheel tread must not:

- be partly crushed;
- display wheel flats, shelling, exfoliation or metal build-up:
 - over 60 mm in length for wheels of diameter > 840 mm and axle load ≤ 22.5 t (maximum load limit D or less);
 - over 50 mm in length (maximum load limit E) for wheels of diameter > 840 mm and axle load > 22.5 t;
 - over 40 mm in length for wheels of diameter ≤ 840 mm and > 630 mm;
 - over 30 mm in length for wheels of diameter ≤ 630 mm;
- have cracks at the transition between the tread and the outer face or on the flange top;
- display any hollowing or "false flange" deeper than 2 mm or any sharp-edged grooves.
- show isolated transverse cracks on the tread of wheels with tread brakes (superficial thermal lattice-type cracking - "toad skin" cracking - is permitted).

4. Reason:

Implementation of the provisions of EN 15313.

5. Assess potential positive/negative impacts

Impact on costs/administration/interoperability/safety/competitiveness:
 Costs: 2 (additional costs for inspection)
 Management: 1 (inspection only entering workshop)
 Interoperability: 1
 Safety: 3
 Competitiveness: 2 (additional costs for inspection)

6. Safety appraisal of proposed amendment

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

Performance of risk analysis is unnecessary where only recognised standards are implemented.

Risk analysis conducted by:

6.1. Does the change have impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: EN 15313	
6.2. Is the change significant?	No <input type="checkbox"/> Yes
Reason:	
6.3. Determining and classifying risk	<input checked="" 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
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> <ul style="list-style-type: none"> • <i>Code of practice</i> • <i>Use of reference system</i> • <i>Explicit risk assessment</i> 	
6.5. Has a risk analysis been submitted to the assessment body?	No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body	[Appendix]