

Amendment Proposal to GCU Appendix 10 - Code 1.18

<p>1. Present the issue (with examples and, if possible, figures outlining the extent of the issue):</p> <p>In the case of thermal overload, code 1.18 does not specify how the wagon should be handled to resolve the irregularity relating to the brake. Furthermore, it does not specify that it is necessary to remove traces of thermal overload on the axles. According to Appendix 10, labels must be applied, but this is not the role of the workshop.</p>	<p>2. Show why and where the GCU is lacking in this respect:</p> <p>Code 1.18 of Appendix 10 indicates the same follow-up steps as code 1.2.2 of Appendix 9, even though the purpose of Appendix 10 is to indicate how the wagon should be handled.</p>
<p>3. Explain why the problem described can only be resolved through the GCU:</p> <p>The anomaly code already exists in the GCU and should be added to.</p>	<p>4. Outline why the problem should be solved as it is envisaged in the proposed amendment/addition:</p> <p>The amendment will provide an indication of how to handle the wagon in order to remove traces of thermal overload and monitor the status of the brake system.</p>
<p>5. Describe how the proposed amendment or addition will help resolve the issue</p> <p>Better understanding of how to handle the wagon following thermal overload.</p>	<p>6. Assess the possible positive and negative impacts (operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high):</p> <p>Operations: 1 Costs: 2 Administration: 2 Interoperability: 1 Safety: 4 Competitiveness: 0</p>

7.- Proposed modifications (in blue)

Amendment colour code:

Black: Current text, for info and remains unchanged

Blue: new text

Blue if crossed out: text to be deleted

- 1.18 Monobloc wheels may not display marks of thermal overload caused by the brake:
- a paint burn of 50 mm or more at the connection between the rim and wheel centre or recent traces of rust on the tyre (unpainted wheels) or
 - fusion of brake blocks or
 - deterioration of wheel tread with build-up of metal.

If thermal overload is suspected, ~~the distance between the inner faces of the tyres of the tyres of axles must be measured as indicated in points 1.1.2 and 1.17~~ a brake test must be performed in accordance with UIC Leaflet 543-1 and the keeper must be consulted in order to obtain instructions. If the keeper does not provide instructions, the wheelsets concerned must be replaced using Form H^R.

~~If this distance is within the specified tolerances, the air brake must be isolated and the vehicle fitted with labels R1 and K (Appendix 9, annex 11) marked~~

~~"Brake and wheel tread to be verified for thermal overload".~~

~~These checks are not to be carried out on~~ Wheels that withstand heavy thermal load and marked by a continuous vertical white line on the ~~cover of the axle box (Appendix 11, Number 6.1)~~ are exempt from the measures listed above.