Proposal to amend
Appendix 10 to the GCU

Record of amendments

Amended by	Date	Paragraph	Amendment
B. Lerche, WG UIC Maintenance	19/11/2019	App10 PartD App7 PartE	Development of the proposal
WG UIC Maintenance	28/04/2020	App10 PartD App7 PartE	Final version
SG UIC WAGON USERS	26/05/2020	App10 PartD App7 PartE	Approval
JC GCU	15/06/2020	App10 PartD App7 PartE	Approval after change

Title	Transfer of provisions on storage of material from Appendix 10 to Appendix 7 GCU
Proposed amendment made by: RU/keeper/other:	DB Cargo AG
Proposed amendment to:	☒ Appendix 10
Proposer:	WG Maintenance, B. Lerche
Location, date:	Frankfurt, 19/11/2019
Concise description :	Transfer of provisions on storage of material from Appendix 10 to Appendix 7 GCU

1. Starting point (current situation):

1.1. Introduction

As the provisions for storage of material and spare parts are currently contained in Appendix 10, the assumption is often that they apply only to maintenance. The Appendix 10 working group proposes moving these provisions to Appendix 7 GCU.

1.2. Mode of operation

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1.3. Anomaly/description of problem

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

☐No ☒ Yes (state which):

* “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)

"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)

2. Target situation

2.1. Elimination of anomaly/problem (solution sought)

3. Additional text and/or change relates to proposed amendments to GCU Appendix 10 and 7

Amendment colour code:

Black: Current text, for info and remains unchanged
Red: new text
Blue: (if crossed out): text to be deleted

Old text version: Appendix 10 Part 10

~~D - TRANSPORT AND STORAGE OF PARTS~~

~~0 Principle~~

~~When wagon parts are transported, transhipped and stored before they are fitted to wagons, after their removal and in preparation for being sent back to the wagon keeper, particular care must be taken to ensure that their inner components remain undamaged and their surfaces and anti-corrosion coatings intact.~~

~~1 Wheelsets~~

~~Storage~~

~~= When stored side-by-side on the track, there must be no contact in the wheel profile area. Flange-to- flange contact is permissible.~~
~~= When stored in staggered formation (with double rail) there must be no contact between axle-box / flange or flange / axle shaft.~~
~~= When storing wheelsets in loading cradles, similar precautions must be taken.~~
~~– Storage on flat surfaces is permissible if the wheelsets are resting on suitable materials (wood, rubber, plastic) so that the surfaces in contact are not damaged.~~
~~– The wheelsets must be placed and moved in such a way that no damage can occur to the wheelset or its component parts.~~
~~= Wheelsets shall be secured against rolling away using wheel scotches, scotch blocks or hollow seats in the track~~
~~= Stacking of wheelsets is permissible, if the above-mentioned provisions are applied for storage. Any axle-to-axle contact is forbidden.~~

~~Transport~~

~~= During transport by fork-lift truck, the tines of the fork and their ends must be fitted with protective padding. Damage resulting from wheelsets rolling off the forks should be prevented. Damage resulting from wheelsets rolling off the forks should be prevented.~~
~~– If load handling attachments are used, the wheelsets must not be damaged as a result.~~
~~= Wheelsets should be transported between workshops and spare parts centres in loading cradles wherever possible. The wheelsets must be loaded and secured in such a way that there is no possible contact between them during transit.~~

~~2 Other parts~~

~~= Buffers shall be stored in such a way that no water is able to penetrate between the buffer casing and the plunger~~
~~= If parabolic springs are transported directly by fork-lift truck, the tines of the fork and their ends must be fitted with protective padding (rubber inserts) to avoid damaging the anti-corrosion coating.~~

New: Appendix 7 Part E

E - TRANSPORT AND STORAGE OF PARTS

0 Principle

When wagon parts are transported, transhipped and stored before they are fitted to wagons, after their removal and in preparation for being sent back to the wagon keeper, particular care must be taken to ensure that their inner components remain undamaged and their surfaces and anti-corrosion coatings intact.

1 Wheelsets

Storage

- When stored side-by-side on the track, there must be no contact in the wheel profile area. Flange-to- flange contact is permissible.
- When stored in staggered formation (with double rail) there must be no contact between axle-box / flange or flange / axle shaft.
- When storing wheelsets in loading cradles, similar precautions must be taken.
- Storage on flat surfaces is permissible if the wheelsets are resting on suitable materials (wood, rubber, plastic) so that the surfaces in contact are not damaged.
- The wheelsets must be placed and moved in such a way that no damage can occur to the wheelset or its component parts.
- Wheelsets shall be secured against rolling away using wheel scotches, scotch blocks or hollow seats in the track
- Stacking of wheelsets is permissible, if the above-mentioned provisions are applied for storage. - Any axle-to-axle contact is forbidden.

Transport

- During transport by fork-lift truck, the tines of the fork and their ends must be fitted with protective padding. Damage resulting from wheelsets rolling off the forks should be prevented. Damage resulting from wheelsets rolling off the forks should be prevented.
- If load handling attachments are used, the wheelsets must not be damaged as a result.
- Wheelsets should be transported between workshops and spare parts centres in loading cradles wherever possible. The wheelsets must be loaded and secured in such a way that there is no possible contact between them during transit.

2 Other parts

- Buffers shall be stored in such a way that no water is able to penetrate between the buffer casing and the plunger
- If leaf springs are transported directly by fork-lift truck, the tines of the fork and their ends must be fitted with protective padding (rubber inserts) to avoid damaging the anti-corrosion coating.

4. Reason:

5. Assessment of potential positive/negative impacts

Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competitiveness, etc.) on a scale of 1 (very low) to 5 (very high):
Reasoning behind amendment:

Positive effects:
Impact on costs/administration/interoperability/safety/competitiveness

6. Safety appraisal of proposed amendment

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

The risk study becomes obsolete insofar as only the known repositories are implemented

Safety study conducted by:

6.1. Does the change have an impact on safety?	☒ No ☐ Yes
Reason: there are no changes to the provisions; they are simply being moved.	
6.2. Is the change significant?	☒ No ☐ Yes
Reason:	
6.3. Determining and classifying risk	☒ 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: ☐ No ☐ Yes (describe possible misuse):	
6.4. Have safety measures been applied?	☐No ☐ Yes
For each type of risk, one of the following risk acceptance criteria is to be selected: • *Code of practice* • *Use of reference system* • *Explicit risk assessment*	
6.5. Has a risk analysis been submitted to the assessment body?	No ☐ Yes
Assessment body: Attach the verdict reached by the assessment body	[Appendix]