

## Proposal to amend Appendix 10 to the GCU

### Record of amendment

Amended by	Date	Paragraph	Amendment
B. Schlor, WG UIC Maintenance	21/11/2019	App10, Chapter B, paragr.3	Development of the proposal
WG UIC Maintenance	28/04/2020	App10, Chapter B, paragr.3	Final Version
SG UIC WAGON USERS	26/05/2020	App10, Chapter B, paragr.3	Approval
JC GCU	15/06/2020	App10, Chapter B, paragr.3	Approval

<b>Title</b>	Update to Appendix 10 GCU, Chapter B, Paragraph 3: Overloading
<b>Proposed amendment made by: RU/keeper/other:</b>	ÖBB-TS
<b>Proposed amendment to:</b>	<input checked="" type="checkbox"/> Appendix 10
<b>Proposer:</b>	WG Maintenance, B. Schlor
<b>Location, date:</b>	21/11/2019
<b>Concise description:</b>	Inclusion of additional information "white cross on the axle" as an indicator of overloading

**1. Starting point (current situation):****1.1. Introduction**

Marking axles affected by overloading has been included in Appendix 9, Annex 8, Chapter 2, “[Handling of wagons] with overloading”. Management of axles bearing this marking should also be described in Appendix 10 GCU.

**1.2. Mode of operation**

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**1.3. Anomaly/description of problem**

The markings to be provided on axles in accordance with Appendix 9, Annex 8, Chapter 2 are not described in Appendix 10 GCU.

**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 only to proposed amendments to GCU Appendix 10

Amendment colour code:

Black: Current text, for info and remains unchanged

Red: new text

Blue: (if crossed out): text to be deleted

#### B – HANDLING OF WAGONS AFTER SPECIFIC INCIDENTS

##### 3. Overloading

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All of the information provided to the keeper must relate to the maximum permissible load per wheelset. If this value is not indicated on the wheelset, the maximum permissible line classification marked on the wagon must be taken into account.

If the overloaded wheelsets are marked with a white cross on the axle, the maintenance operations described in the table above shall be limited to the marked axles only.

In case of doubt, the wheelset(s) should be replaced without prior inspection and marked as having been subject to overloading (Model H<sup>R</sup>) before being sent back to the wagon keeper.

#### 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:

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:

<b>6.1. Does the change have an impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: Process described sufficiently for axles that are not marked also	
<b>6.2. Is the change significant?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: No substantial change in comparison to the current process	
<b>6.3. Determining and classifying risk</b>	<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):	
<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</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]