Proposed amendment to GCU Appendix 10

Record of amendments

Amendment made by	Date	Paragraph	Amendment
B. Schlor, B. Lerche, WG UIC Maintenance	03/02/2020	App10 Chapter B, pt3	Development of proposal
B. Schlor, B. Lerche, WG UIC Maintenance	28/04/2020	App10 Chapter B, pt3	Final Version
SG UIC WAGON USERS	26/05/2020	App10 Chapter B, pt3	Approval
JC GCU	15/06/2020	App10 Chapter B, pt3	Approval

Title	Regulating exceeded concentrated loads in Chapter B, point 3 Appendix 10 GCU
Proposed amendment made by (RU / keeper / other body):	ÖBB-TS, DB Cargo AG
Proposed amendment concerns:	☒ Appendix 10
Proposer:	WG Maintenance, B. Schlor, B. Lerche
Location, date:	Frankfurt/Main, 03/02/2020
Concise description:	Regulating exceeded concentrated loads in Chapter B, point 3 Appendix 10 GCU

1. Starting point (current situation):

1.1. Introduction

Exceeded concentrated loads has not been regulated in Appendix 10 GCU to date. This is now being included in addition to “overloading”.

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): Appendix 9 GCU

* “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" (Source: BMJ Handbuch der Rechtsförmlichkeit – 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

3 Overloading and exceeded concentrated loads

When a wagon is brought in because it has been overloaded (whole wagon, bogie or wheelset), the following inspections and measurements should be carried out according to the overload percentage in relation to the maximum load for the wheelset concerned:

When a wagon is brought in because it has been overloaded (whole wagon, bogie or wheelset) or the concentrated loads are exceeded, the following inspections and measurements should be carried out according to the overload percentage in relation to the maximum load for the wheelset concerned.

	Overload %	Maintenance operations
1	0% to 2% (inclusive)	– No operation
2	> 2% to 10% (inclusive)	– inspection of axle and wheels in accordance with Chapter A, 1.1.2, 1.1.3, 1.6, 1.8, 1.10 to 1.18, 1.20 and 1.21. – visual inspection of suspension springs for ruptures, cracks and deformation – visual check for traces of contact on the springs and parts of the underframe or bogie – inspection of the underframe, running gear and bogies in accordance with Chapter A, points 4.1 to 4.6, 4.8 to 4.12, 4.14 to 4.18, 4.20, 4.21, 4.24, 4.25 – transmission of information on overloading and inspection results to the keeper
3	> 10%	- removal of the wheelset and transmission of information on overloading to the keeper by means of Model HR – visual inspection of suspension springs for ruptures, cracks and deformation – visual check for traces of contact on the springs and parts of the underframe or bogie – inspection of the underframe, running gear and bogies in accordance with Chapter A, points 4.1 to 4.6, 4.8 to 4.12, 4.14 to 4.18, 4.20, 4.21, 4.24, 4.25 – transmission of inspection results to the keeper
4	Overloaded wagon	– visual inspection of suspension springs for ruptures, cracks and deformation – visual check for traces of contact on the springs and parts of the underframe or bogie – inspection of the underframe, running gear and bogies in accordance with Chapter A, points 4.1 to 4.6, 4.8 to 4.12, 4.14 to 4.18, 4.20, 4.21, 4.24, 4.25 – transmission of inspection results to the keeper

All of the information provided to the keeper must relate to the maximum permissible load per wheelset or the maximum permissible concentrated loads. If this value is not indicated on the wheelset, the maximum permissible line classification marked on the wagon must be taken into account.
In case of doubt, the wheelset(s) should be replaced without prior inspection and marked as having been subject to overloading (Form H^R) before being sent back to the wagon keeper.

4. Reasoning:

5. Assess 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).
Justify observations

Positive impacts:
Impact on costs, administration, interoperability, safety, competitiveness:

6. Safety aEraisal 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
Reasoning:	
6.2. Is the change significant?	☒No ☐ Yes
Reasoning:	
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 estimate*	
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]