

## Proposal to amend Appendix 10 and 7 to the GCU

### Record of amendments

Amended by	Date	Paragraph	Amendment
A. Brozy, UIP	14/03/2020	ChapD Pt1 App10 ChapE App7	First version
A. Brozy, UIP	28/04/2020	ChapD Pt1 App10 ChapE App7	Revision, replacement of examples (photos), final version
SG UIC WAGON USERS	26/05/2020	ChapD Pt1 App10	Approval
JC GCU	15/06/2020	ChapD Pt1 App10 ChapE App7	Approval

<b>Title</b>	Extension of Appendix 10 GCU with provisions and examples relating to the transport and storage of wagon wheelsets
<b>Proposed amendment made by: RU/keeper/other:</b>	UIP
<b>Proposed amendment to:</b>	<input checked="" type="checkbox"/> Appendix 10 <input checked="" type="checkbox"/> Appendix 7 (see A2020-13)
<b>Proposer:</b>	WG Maintenance, Andre Brozy
<b>Location, date:</b>	28/04/2020
<b>Concise description:</b>	Insertion of provisions and examples relating to the transport and storage of wagon wheelsets in Chapter D Appendix 10 GCU

## 1. Starting point (current situation)

### 1.1. Introduction

Chapter D of Appendix 10 to the CUU governs the principles applicable to the storage and transport of wheelsets and other parts which are requested to the wagon keeper by the workshops using the H / H<sup>R</sup> model.

### 1.2. Mode of operation

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### 1.3. Anomaly/description of problem

The provisions of point 1 Wheelsets relating to storage, transport and handling by means of cranes, forklifts etc. are not enough to exclude degradation of the anti-corrosion protection of wheelsets. In addition, the paragraph does not contain any provision on the storage wheelsets without axle boxes. Examples (photos) have been added to the text to a better understanding of these aspects.

### 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)

Insertion in chapter D "TRANSPORT AND STORAGE OF PARTS" paragraph 1 "Wheelsets with axle boxes" of provisions already mentioned in well-known maintenance standards.

### 3. Additional text and/or change relates to proposed amendments to GCU Appendix 10 Chapter Point 1, and Appendix 7 Chapter E (see A2020-13)

Amendment colour code:

**Black:** Current text, for info and remains unchanged

**Red:** new text

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

#### 1. Wheelsets with axle boxes

##### 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 **as well as protection against corrosion.**
- 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.

##### Permissible example of storage



Photo 1: Storing on track using safety scotches



Photo 2: Storing in staggered formation on track using safety scotches



Photo 3: Storing in staggered formation (with double rail)

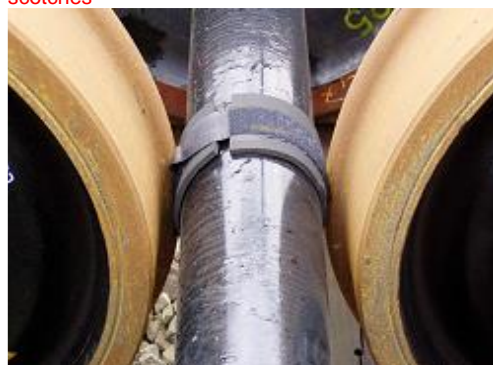


Photo 4: Storing in staggered formation on track with protections against contact



Photo 5: Stacking of wheelsets in loading cradles



Photo 6: individual storage using lockers storage for single axles



Photo 7: Storing in staggered formation (with double rail) with spacers



Photo 8: wheelsets storage without axles boxes (running gear protected by paint)

## 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 as well as protection against corrosion rolling off the forks should be prevented.
- If load handling attachments are used, the wheelsets and protection against corrosion 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 damage to the wheelset with axle box, its component parts as well as protection against corrosion contact between them during transit. A tightening with straps passing on the axles shafts without protection is not permissible.

Permissible example of handling



Photo 1: Lifting device of crane for wheelsets with axles boxes (axle shaft.)



Photo 2 : Lifting device of crane for wheelsets with axles boxes, release protective

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Photo 3: Lifting device of crane for wheelsets (wheel disc)



Photo 4: Wheelset holder for fork-lift truck



Photo 5: Wheelset holder for fork-lift truck



Photo 6: Wheelset holder for fork-lift truck



Photo 7: Wheelset holder for fork-lift truck (loaded)



Photo 8: Wheelset holder for fork-lift truck (several wheelsets)

**4. Reasoning:**

<b>5. Assessment of potential positive/negative impacts</b>
<p><i>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):</i> <i>Reasoning behind amendment:</i></p> <p>Positive effects: Impact on costs/administration/interoperability/safety/competitiveness:</p>

## 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 made impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
<b>6.2. Is the change significant?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
<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 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]