

Amendments and additions to the GCU: Proposal sheet
Appendix 10. Part B

<p>1.- Present the issue (with examples and, if possible, figures outlining the extent of the issue)</p> <p>In the GCU specific events are handled according Appendix 10 that mentions additional provisions to be complied with.</p> <p>These provisions might not be sufficient to fulfil the requirements of the keeper's SMS.</p>	<p>2.- Show where and why the GCU is lacking in this respect</p> <p>EN: The GCU does not require the mandatory application of the keepers maintenance rules after specific incidents.</p>
<p>3.- Explain why the issue can only be resolved via the GCU</p> <p>If the RU's do the inspection according GCU after specific events and check only described positions, they might declare a wagon fit to run that has potentially other damages that are not checked because not mandatory in appendix 10</p>	<p>4.- Outline why the problem should be resolved as envisaged by the proposed amendment/addition</p> <p>EN: Update and adaptation to new rules</p>
<p>5.- Describe how the proposed amendment or addition will help resolve the problem</p> <p>EN: Proposal would change the control scope after specific events to ensure a safe back to service of the wagon and also comply to the keeper's SMS.</p>	<p>6.- Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competition, etc.) on a scale of 1 (very low) to 5 (very high)</p> <p>EN: Operational impacts: Additional controls cause a certain increase of time efforts. Costs: Potentially higher costs if problems occur during check. Administrative burden: Reports have to be sent to the keeper in order to ensure that all controls have been carried out. Interoperability: No impact Safety: safer rail operations due to additional controls</p>

7.- Text proposal

Color code for modifications:

Black: Text in force, for info and remains unchanged
Red: new

Appendix 10

B. HANDLING OF WAGONS AFTER SPECIFIC INCIDENTS

0 Principle

After specific incidents, the user RU must ensure that any damage or presumed damage that the wagon has suffered will not give rise to consequential damage. To this end, this chapter sets out a number of provisions to be complied with when returning the wagon to running order. The decision on whether the wagon is fit for use rests with the keeper. **In the case of tank wagons, wagons with specific superstructures, which are not described in point 6 of chapter A, and if the workshop is not certain that the points defined are sufficient, the RU contacts the keeper to request specific instructions to restore the wagon's ability to run.**

The user RU shall perform additional tests to ensure that no wagon damage, which may affect the wagon's fitness for use, has not occurred. If workshops are unable to restore the wagon to the minimum condition specified, the wagon shall be referred to the keeper for a decision on what action to take (in accordance with Appendix 9).

The specific incident and the wagon associated with the number(s) of the wheelset(s) concerned must be indicated to the keeper.

1 Derailment

The inspection must be adapted according to the information available.

If a wagon derails, the following checks must be performed at a minimum:

- wheelsets, in accordance with Chapter A, 1.1.2, 1.1.3, 1.6.1, **1.6.2**, 1.8, 1.10 to 1.17, 1.20 and 1.21 **as well as notches in the wheel flange which are due to the derailment**
- springs, in accordance with Chapter A, points 2.1 to 2.8
- 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, 4.26
- traction and buffing gear: Chapter A, points 5.1 to 5.6.1, 5.7, 5.9, 5.10, 5.13, 5.14.2, 5.15, 5.17, 5.18, 5.20
- **Vehicle body and accessories according to point 6 of chapter A, if applicable**
- for tank wagons, inspection of the tank in accordance with the keeper's instructions
- inspection of damages at grounding cables In the case of wagons derailed at a speed of >10 km/h, or if the speed cannot be established, the wheelsets concerned must be removed without prior inspection. Before being sent, the wheelsets that have derailed must be clearly marked so that the keeper or the keeper's workshop can recognise that the wheelset has derailed (**Model H^R**).

2 Exceptional impacts

When a wagon has suffered an exceptional impact, it is assumed that the speed of impact was greater than 12 km/h. In this case, the following tests shall be carried out:

- wheelsets in accordance with Chapter A, 1.1.2, 1.1.3, 1.6.1, **1.6.2**, 1.8, 1.10 to 1.17, 1.20 and 1.21
- springs in accordance with Chapter A, points 2.1 to 2.8
- 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, 4.26
- traction and buffing gear: Chapter A, points 5.1 to 5.6.1, 5.7, 5.9, 5.10, 5.13, 5.14.2, 5.15, 5.17, 5.18, 5.20

– **Vehicle body and accessories according to point 6 of chapter A, if applicable**

– tank wagons: inspection of the tank in accordance with the keeper's instructions. If the speed of impact is found to have exceeded 25 km/h, the wheelsets must be removed. Before being sent back, the dismantled wheelsets must be marked so that the keeper or the workshop can identify them as having been subject to an exceptional impact (Model H^R)

Wenn die Auflaufgeschwindigkeit nachweislich 25 km/h überschritten hat, müssen die Radsätze ausgebaut werden. Ausgebaute Radsätze sind vor der Rücksendung so zu kennzeichnen, dass sie vom Wagenhalter oder dessen Aufarbeitungswerkstatt als Radsätze mit einem außergewöhnlichen Auflaufstoß erkannt werden können (Muster H^R).

UIP GCU WG	08/03/2016	Preparation of the draft
UIP GCU WG	20/05/2019	redrafted
UIP GCU WG	12/11/2019	redrafted
UIP	19/11/2019	Presentation of the proposal
GT UIC Maintenance	28/04/2020	Final version
GE UIC Utilisateurs Wagons	26/05/2020	Approval
CC CUU	15/06/2020	Approval