

Amendment Proposal to GCU Appendix 9

Record of amendments

Amended by	Date	Paragraph	Amendment
Charles-Antoine Alavoine	10/12/2019	Appendix 9, 4.6.1	Drafted, presentation
Charles-Antoine Alavoine	20/01/2021	Appendix 9, 4.6.1	Presentation of proposal
TTI WG decision	23/03/2021	Appendix 9, 4.6.1	See minutes of TTI WG meeting of March 2021
WU SG decision	23/04/2021	Appendix 9, 4.6.1	See minutes of WU SG meeting of April 2021
GCU JC decision	14/06/2021	Appendix 9, 4.6.1	Approved

Title:	Wagon underframe and bogie frame – changes to 4.6.1 codes and introduction of codes 4.6.1.1 and 4.6.1.2
Proposed amendment made by: RU/keeper/other:	Prepared par SNCF/AFWP Appendix 9 subgroup
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Charles-Antoine Alavoine - SNCF
Location, date:	Tergnier, 10/12/2019
Concise description:	Underframe/bogie connection – changes to 4.6.1 codes and introduction of codes 4.6.1.1 and 4.6.1.2

1. Starting point (current situation):

1.1. Introduction

Code 4.6.1 relating to the underframe/bogie connection is not specific enough to highlight the lack of a locking system for the centre casting connection. The current code describes defects relating to the closure and locking system resulting in a displaced bogie.

Many different locking systems exist. There is a need to check that the keys and safety stirrup of the bogie pivot kingpin are in place. These elements may be assembled ineffectively, or the pin may be missing.

1.2. Mode of operation

The GCU represents the core basis for contractual relations between keepers and RUs. The text must be clear so that it can be applied by all parties in a simple, more specific and unequivocal manner.

The text has a section dedicated to irregularities relating to wagon bogie/underframe connection, which may be adapted

There is a need to add the requirement to check that the kingpin key or safety stirrup is present. This defect is an important rail risk topic and detection quality is a requirement that must be met.

1.3. Anomaly/description of problem

There is no code for verification of the presence of the elements of the locking system for the centre casting connection. The current code 4.6.1 refers to checking the connection. There is a need to introduce a code 4.6.1.2 to check for the presence of the relevant components.

There have been demonstrated cases of wagons with missing keys or safety stirrups. This presents a danger to circulation.

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

No Yes (state which):

* "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" (translation/source: BMJ Handbuch der Rechtsförmlichkeit – German Ministry of Justice)

2. Target situation

2.1. Elimination of anomaly/problem (goal)

Modify code 4.6.1 and create new codes 4.6.1.1 and 4.6.1.2 which specify the various possible scenarios.

The aim of this amendment is to provide clarity and precision. These will be the benefits of adding to the irregularity codes.

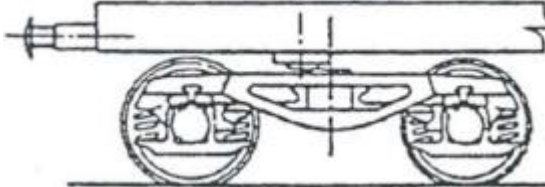
3. Additional text (relates only to proposed amendments to GCU Appendix 9):

Amendment colour code:

Black: Current text, for info and remains unchanged

Red: new text

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

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Connection between bogie and underframe	4.6			
	4.6.1			
	4.6.1.1	Defective, connecting and fastening elements broken, missing or ineffective <ul style="list-style-type: none"> bogie displaced 	Detach wagon	5
	4.6.1.2	Locking device for the bogie pivot kingpin missing or ineffective or pin missing	Detach wagon	4

4. Reason:

5. Assess potential positive/negative impacts

E.g. on operations, costs, administration, interoperability, safety, competitiveness, etc., using a scale of 1 (very low) to 5 (very high). Justify observations

A positive impact (+5):

- on quality due to better diagnosis of the damage
- on safety because there are currently wagons in circulation with missing bogie pivot kingpin keys or safety stirrups.

Positive impacts:

Operations, Interoperability, Competitiveness (value: 3)

6. Safety appraisal of proposed amendment

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

Safety appraisal performed by: not done, since adaptation results from the aforementioned standards.

6.1. Does the change made impact on safety?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the "significant change?" test template	
6.3. Determining and classifying risk:	<input 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):	
6.4. Have safety measures been applied?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> <ul style="list-style-type: none"> • Code of practice • Use of reference system • Explicit risk estimate 	
6.5. Has a risk analysis been submitted to the assessment body?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body:	[appendix]