

Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Paragraph	Amendment
Charles-Antoine Alavoine - SNCF	3 May 2021	5.13 and 5.14.1	Presentation of proposal
Charles-Antoine Alavoine - SNCF	30 November 2021	5.13 and 5.14.1	Minor corrections and validation by the WG
WG MNT decision	29/03/2022	5.13 and 5.14.1	See minutes of Maintenance WG meeting of March 2022
WU SG decision	16/05/2022	5.13 and 5.14.1	See minutes of WU SG of May 2022
GCU JC decision	09/06/2022	5.13 and 5.14.1	Approved

Title	Amendment of points 5.13 and 5.14.1 in Appendix 10 and inclusion of new codes 5.6.1.1 and 5.6.1.2 (5.5 - Screw coupler, Appendix 9)
Proposed amendment made by RU/keeper/other:	Maintenance WG
Proposed amendment to:	<input checked="" type="checkbox"/> Appendix 10
Proposer:	Charles-Antoine Alavoine
Location, date:	Video conference, 20 April 2021
Concise description:	Amendment of codes 5.13/5.14.1 in Appendix 10; introduction of checks for irregularities relating to screw couplers

1. Starting point (current situation):

1.1. Introduction				
Alignment of the appendices to the GCU is necessary to follow through on the vote on and acceptance of amendment AP-TTI-2021-07 by the members. An amendment of points 5.13 and 5.14.1 of Appendix 10 is proposed.				
1.2. Mode of operation				
The GCU represents the core basis for contractual relations between keepers and ECMs. The text must be clear so that it can be applied by all parties in a simple and unequivocal manner. Alignment of Appendices 9 and 10 to the GCU, to be applied by members.				
1.3. Anomaly/description of problem				
The new proposal for Appendix 9 results in the amendment of points 5.13 et 5.14.1 in the following section: Draw gear. Up until now, there has been only a single code (5.6.1) for missing, damaged, or inoperative parts. There is a need to resolve the issue by taking a simple action to limit withdrawals from service resulting in wagons being immobilised. The new proposal for Appendix 9 is outlined below				
Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Screw coupler	5.6			
	5.6.1	Part missing, damaged, or inoperative		
	5.6.1.1	Damaged or part missing or inoperative	Rectify or use a different screw coupling + K, if not possible, detach wagon	3
	5.6.1.2	Lack of lubricant and jammed	Rectify, if not possible: K	3
	5.6.2	Hook for hanging coupler	M	3
	5.6.3	damaged, inoperative or missing Coupler unhooked	Hook into position and tie up if necessary	3
1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?				
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (state which):				
<p>* "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)</p> <p>"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)</p>				

2. Target situation

2.1. Elimination of anomaly/problem (solution sought)

Introduce the concept of additional checks relating to greasing of screw couplers to forestall withdrawal upon return to service and to eliminate the risk of the wagon being withdrawn from operations.

3. Additional text (relates only to proposed amendments to GCU Appendix 10):

Colour codes for amendment proposals:

Black: Currently applicable text; provides information and remains unchanged

Red: New text

Blue: (may be crossed out): Text to be deleted

Draw gear

- 5.11 No part of the screw coupling gear (coupled or uncoupled) must hang down within 140 mm of the top of the rails.
- 5.12 The length of the screw coupler must be such that the buffers can at least be brought into contact.
- 5.13 The screw couplers and draw hooks must not be missing. Any clearance between the chain link and the screw

must be less than 10 mm. **All of the screw coupler's component parts must be in place.**
- 5.14.1 The screw coupler must be easy to operate and the coupling screw must be sufficiently lubricated **and/or greased.**
- 5.14.2 The screw couplers and draw hooks must not be cracked. Nor must they have sustained any damage liable to

prevent the vehicle from being coupled to another vehicle or to stop them performing properly.
- 5.15 Draw bars must not be broken or cracked. Sleeves, bolts or cotter pins must not be broken or missing.
- 5.16 Draw hook rods and guides must not be worn to such an extent that the draw hook is able to rotate on its axis within the guides.

4. Reason:

Alignment of Appendices 9 and 10 to the GCU

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):
Reasoning behind amendment:*

A positive impact both on:

- costs (+3) because an unlubricated coupler will deteriorate prematurely at the very least,
- safety (+3) because such deterioration may cause a traffic incident.

Positive impacts:

Operations, interoperability, competitiveness (+3)

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Updated on 09/06/2022

6. Safety appraisal of proposed amendment

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

Performance of risk analysis is unnecessary where only recognised standards are implemented.

Risk analysis conducted by:

6.1. Does the change have an impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Reason: impact on safety as this deterioration may lead to a traffic incident.	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: The Maintenance WG (Appendix 10 GCU) concluded that the change is not significant	
6.3. Determining and classifying risk	<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):	
6.4. Have safety measures been applied?	<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"> • Code of practice • Use of reference system • Explicit risk assessment 	
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]