

Amendment proposal Appendix 10 to the GCU

Record of amendments


Amended by	Date	Paragraph	Amendment
L. Mandelli	01/03/2023	App 10 Ann 4 - second last line	Annex 4 – Insert an image for "brake block shelling" damage as well as the limit values from Appendix 2 to the Construction Guidelines V - BKS (K), 3rd edition, as of 29.03.2006.
WG MNT decision	18/04/2023	App 10 Ann 4 - second last line	Update and validation (see minutes of Maintenance WG meeting)
WU SG decision	23/05/2023	App 10 Ann 4 - second last line	Approved, see minutes of WU SG of May 2023
GCU JC decision	07/06/2023	App 10 Ann 4 - second last line	GCU JC approval

Title	Addition to Annex 4
Proposed amendment made by: RU/keeper/other:	ERFA
Proposed amendment of:	<input checked="" type="checkbox"/> Appendix 10 – Annex 4
Proposer:	Luca Mandelli
Location, date:	Chiasso, 01/03/2023
Concise description:	Annex 4 – Insert an image for "brake block shelling" damage as well as the limit values from Appendix 2 to the Construction Guidelines V - BKS (K), 3rd edition, as of 29.03.2006.

1. Starting point (current situation):

1.1. Introduction
Annex 4 – Insert an image for "brake block shelling" damage as well as the limit values from Appendix 2 to the Construction Guidelines V - BKS (K), 3rd edition, as of 29.03.2006.
1.2. Mode of operation
In Annex 4, there is currently no image and no limit values for the "brake block shelling" damage.
1.3. Anomaly/description of problem
This "brake block shelling" damage is listed without an image and without limit values.
1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes (state which): Appendix 2 to the Construction Guidelines V - BKS (K), 3rd edition, as of 29.03.2006. <small>* "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)</small>

2. Target situation

2.1. Elimination of anomaly/problem (solution sought)
Insert an image for "brake block shelling" damage as well as the limit values from Appendix 2 to the Construction Guidelines V - BKS (K), 3rd edition, as of 29.03.2006. Shelling of the friction material Designation: Shelling of the friction material along more than ¼ of the length of the block (correlating to a total length of > 63mm for a 250mm brake block or a total length of > 80mm for a 320mm brake block) Action to be taken: Replace.



3. Amendments/additional text (relates only to proposed amendments to GCU Appendix 10):

Amendment colour code:

Black: text in force remains unchanged, for information.

Red: new text

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

Picture	Description, limit value	Action to be taken
<p>No figure</p> 	<p>Crumbling (without carbonisation)</p> <p>Shelling of the friction material along more than ¼ of the length of the block (correlating to a total length of > 63mm for a 250mm brake block or a total length of > 80mm for a 320mm brake block)</p>	<p>Replace</p>

4. Reason:

Completion of the missing image according to the applicable technical regulations.

<p>5. Evaluation of the possible positive and negative impacts</p>
<p>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:</p>

6. Risk analysis 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 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:	
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]