

Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Module	Amendment
Burkhard Lerche	23/12/2022	General section	First draft
AG Neandertal	05/01/2023	General section	Update
WG MNT decision	18/04/2023	General section	Update and approval (see minutes of the Maintenance WG meeting)
WU SG decision	23/05/2023	General section	WU SG approval
GCU JC decision	07/06/2023	General section	GCU JC approval

Title	Introduction of modular measures to restore the fitness to run
Proposed amendment made by RU/keeper/other:	Working Group Modularisation Appendix 10
Proposed amendment to:	<input checked="" type="checkbox"/> Appendix 10 <input type="checkbox"/> Annex 6 (appendix 10)
Proposer:	DB Cargo AG
Location, date:	Mainz, 23/12/2022
Concise description:	

1. Starting point (current situation):

1.1. Introduction
The task of the Working Group for the modularisation of Appendix 10 of the GCU is to describe new modules containing the measures to restore fitness to run and to create a link to the damage codes of appendix 9 as well as to the coding of the works of appendix 10 annex 6
1.2. Mode of operation
The results of the working group are submitted as amendments to the Working Group Appendix 10 and so introduced in the regular process for validation of amendments
1.3. Anomaly/description of problem
Appendix 10 does not currently provide a comprehensive package of works to be carried out in order to restore the fitness to run. By introducing modularisation, this problem is solved. Modularisation supports the further digitalisation.
1.4. Does this concern a recognised code of practice* (e.g. ISO, EN)?
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (state which): <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)</small> <small>"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)

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

Symbols are used as follows:

→ Link to other section of the GCU

✉ Communication between keeper and workshop

📄 Documentation of the work acc. to app. 10 annex 6

Note: if changes of the annex 6 are required, they have to be named below.

EN

Chapter A (Corrective Maintenance) is structured in the same way as Annex 1 to Appendix 9 (Catalogue of irregularities). This structure is as follows:

- Modules with measures to restore the fitness to run
- Minimum condition and limit values for dimensions
- Indications ~~for corrective maintenance operations~~ – Acceptable and prohibited practices.

From 1 January 2024, the text passages on the minimum condition and limit values in Chapter A will gradually be replaced by so-called modules. Modules describe a package of works (measures)

to be carried out. Until all modules are fully included, both the modules and the previous text passages are listed side by side in Chapter A. Modules and text passages do not contradict each other. Modules are mandatory to implement.

The measures to restore the fitness to run are composed of:

- Technical requirements: special conditions that need to be in place in the workshop, in order to carry out maintenance operations (for example, pits, measuring tracks, torque wrenches)
- Organisational preparations: organisational measures e.g.: procuring materials, communicating with the keeper beforehand, etc. in order to carry out the maintenance operations.
- Work task: Describing the technical maintenance operations to be carried out on the vehicle or component.
- Technical target state: written descriptions of the individual steps, criteria to be met/limit values.
- Additional notes: references to other parts of the GCU esp. Appendix 10, information regarding the carrying out of individual steps, and safety-related information, where necessary
- Documentation: special requirements for documenting the maintenance operations carried out; The documentation of the performed maintenance operations shall be done by naming the number of the measure to restore the fitness to run.

The following table describes the modules with measures required to restore fitness to run, depending on the damage codes:

Damage code Appendix 9	Measures to restore the fitness to run
1-running gear	
	In abeyance.
2. Suspension	
	In abeyance.
3. Brake	
	In abeyance.
4. Wagon underframe and bogies	
	In abeyance.
5. Buffing and draw gear	
	In abeyance.
6. Vehicle body and accessories	
	In abeyance.

FR

La structure du chapitre A – Maintenance curative – est la même que celle de l'Appendice 1 de l'Annexe 9 « Catalogue des anomalies ». Sa structure est la suivante :

- Modules contenant les mesures destinées à rétablir l'aptitude à la circulation
- Etat minimum et cotes limites
- Indications ~~relatives aux mesures de maintenance curative~~ – procédures admissibles – Interdictions

À partir du 1er janvier 2024, les passages du chapitre A concernant l'état minimum et cotes limites seront progressivement remplacés par ce que l'on appelle des modules. Les modules décrivent un ensemble des travaux à effectuer (mesures). Durant la phase d'intégration de tous les modules, les modules et les passages de texte actuels coexisteront dans le chapitre A. Les modules et les textes ne se contredisent pas. L'application des modules est obligatoire.

Mesures pour rétablir l'aptitude à la circulation des wagons :

- Conditions techniques : conditions particulières devant être mises en place dans l'atelier en vue de la réalisation des interventions de maintenance (p. ex. fosse, voie de mesure, clé dynamométrique).

- Mesures préparatoires : mesures d'ordre organisationnel, p. ex. mise à disposition de matériel, communication avec le détenteur en amont, en vue de la réalisation des interventions de maintenance.
- Contenu de l'intervention : Description des interventions techniques de maintenance à effectuer sur un wagon ou un composant.
- Etat technique théorique : description écrite des différentes étapes, des critères à satisfaire/valeurs limite à garantir.
- Autres indications : Renvoi à d'autres parties du CUU, notamment Annexe 10, informations concernant certaines étapes et, le cas échéant, informations ayant trait à la sécurité.
- Documentation : Exigences particulières concernant la documentation des interventions de maintenance réalisées. La documentation des interventions de maintenance se fait en indiquant le numéro de la mesure prise afin de rétablir l'aptitude à la circulation.

Le tableau ci-dessous indique les modules contenant les mesures à prendre afin de rétablir l'aptitude à la circulation en fonction du code d'anomalie :

Code d'anomalie Annexe 9	Mesures pour rétablir l'aptitude à la circulation
1- Organes de roulement	
	en suspens
2. Suspension	
	en suspens
3. Frein	
	en suspens
4. Châssis du wagon et bogies	
	en suspens
5. Organes de choc et de traction	
	en suspens
6. Caisse et accessoires	
	en suspens

DE

Die Struktur des Kapitels A – Instandsetzung - ist dieselbe wie die des Anhang 1 der Anlage 9 „Fehlerkatalog“. In Unterkapiteln ist folgende Struktur eingehalten:

- Module mit Maßnahmen zur Wiederherstellung der Lauffähigkeit
- Mindestzustand und Grenzmaße
- Hinweise zu Instandsetzungsmaßnahmen – zulässige Verfahren – Verbote

Ab dem 1. Januar 2024 werden in Kapitel A die Textpassagen zu Mindestzustand und Grenzmaßen schrittweise durch sogenannte Module ersetzt. Module beschreiben ein Paket von durchzuführenden Arbeiten (Maßnahmen). Bis zur vollständigen Aufnahme aller Module werden in Kapitel A sowohl die Module als auch die bisherigen Textpassagen nebeneinander aufgeführt. Module und Textpassagen widersprechen sich nicht. Module sind verbindlich umzusetzen

Maßnahmen zur Wiederherstellung der Lauffähigkeit:

- Technische Voraussetzungen: besondere Bedingungen, die in der Werkstatt zur Durchführung der Instandhaltungsarbeiten gegeben sein müssen (z.B. Grube, Messgleis, Drehmomentschlüssel).
- Organisatorische Vorbereitungen: organisatorische Vorkehrungen im Hinblick auf die Durchführung der Instandhaltungsarbeiten, z.B. Materialbeschaffung, Kommunikation mit dem Halter vorab.
- Arbeitsinhalte: Beschreibung der technischen Instandhaltungsarbeiten, die am Wagen oder an der Komponente durchzuführen sind.
- Technischer Sollzustand: schriftliche Beschreibungen einzelner Schritte, zu erfüllender Kriterien/einzuhaltender Grenzwerte.

- Sonstige Hinweise: Verweise auf andere Teile des AVV, insbesondere Anlage 10, Informationen zur Durchführung einzelner Schritte und ggf. sicherheitsrelevante Informationen.
- Dokumentation: Besondere Anforderungen an die Dokumentation der durchgeführten Instandhaltungsarbeiten. Die Dokumentation der durchgeführten Instandhaltungsarbeiten erfolgt unter Angabe der Nummer der Maßnahme zur Wiederherstellung der Lauffähigkeit.

In der nachstehenden Tabelle sind die Module mit Maßnahmen zur Wiederherstellung der Lauffähigkeit entsprechend dem Schadcode aufgeführt:

Schadcode Anlage 9:	Maßnahmen zur Wiederherstellung Lauffähigkeit
1 - Laufwerk	
	(noch offen)
2. Federung	
	(noch offen)
3. Bremse	
	(noch offen)
4. Wagenuntergestell und Drehgestell	
	(noch offen)
5. Zug- und Stoßeinrichtungen	
	(noch offen)
6. Wagenkasten und Bestandteile	
	(noch offen)

4. Reason:

Please refer to 1.1 and 1.2

5. Assess potential positive/negative impacts
<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>This measure describes the good practice in maintenance and should not have a positive or negative effect on operations, costs, administration, interoperability, competitiveness, but presents an increase on safety.</p>

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 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]