

Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Module	Amendment
André Brozy	10/08/2022	M01.003	First draft
Ben Levin Krause	10/08/2022	M01.003	Update
AG Neandertal	04/01/2023	M01.003	Update
WG MNT decision	18/04/2023	M01.003	Update and approval (see minutes of the Maintenance WG meeting)
WU SG decision	23/05/2023	M01.003	WU SG approval
GCU JC decision	07/06/2023	M01.003	GCU JC approval

Title	M01.003: Handling of wagons after signs of thermal overload of wheelsets M01.003 : Traitement des wagons après sollicitation thermique élevée des essieux M01.003: Wagen nach thermischer Überbeanspruchung der Radsätze behandeln
Proposed amendment made by RU/keeper/other:	AG Neandertal
Proposed amendment to:	<input checked="" type="checkbox"/> Appendix 10 <input type="checkbox"/> Annex 6 (appendix 10)
Proposer:	Working Group Modularisation Appendix 10
Location, date:	10/08/2022
Concise description:	Test for overheating

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 amendment to the Working Group Appendix 10 and so introduced in the regular process for validation of amendments. In this module there is no differentiation of the quality of the wheelset. The differentiation is made during the process of the wagon inspection, Appendix 9, Annex 1 point 1.2.2. Module M01.003 will just be carried out in case of failure 1.2.2.2 of Appendix 9, Annex 1, and there change of wheelset is the only consequence.
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)
This measure restores the fitness to run after following damage code Appendix 9: <ul style="list-style-type: none"> 1.2.2 - Thermal overload due to braking & detachment of the wagon according to appendix 9 annex 8

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**M01.003: Handling of wagons after signs of thermal overload of wheelsets**

Technical requirements:	-
Organisational preparations:	-
No.	Work tasks, technical target state and additional notes
1.	Check the brake to determine the cause of the damage →M03.002 (in creation)
2.	If the brake is defective: <input checked="" type="checkbox"/> inform keeper and switch off the brake
3.	Replace wheelset →M01.001
4.	Check the brake blocks in accordance with →3.7 or 3.8 <i>Additional notes: where appropriate, replace the brake blocks →M03.003 (in creation)</i>
5.	Check the operability of the brake, if the brake is not switched off →M03.001
	

FR**M01.003: Traitement des wagons après sollicitation thermique élevée des essieux**

Conditions techniques :	-
Mesures préparatoires :	-
n°	Contenu de l'intervention, état technique théorique et autres indications
1.	Contrôle du frein pour déterminer les causes du dommage →M03.002 (en cours de création)
2.	Si le frein est défectueux : <input checked="" type="checkbox"/> informer le détenteur et isoler le frein
3.	Remplacer l'essieu →M01.001
4.	Inspection des semelles selon → 3.7 ou 3.8 <i>Autres indications : le cas échéant, remplacer les semelles de frein →M03.003 (en cours de création)</i>
5.	Contrôle de fonctionnement du frein au cas où le frein serait isolé →M03.001
	

DE**M01.003: Wagen nach thermischer Überbeanspruchung der Radsätze behandeln**

Technische Voraussetzungen:	-
Organisatorische Vorbereitungen:	-
Nr.	Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise
1.	Bremsprüfung zur Schadensursachenfeststellung durchführen →M03.002 (in Erstellung)
2.	Bei defekter Bremse: <input checked="" type="checkbox"/> Halter informieren und Bremse ausschalten
3.	Radsatz ersetzen →M01.001
4.	Bremsklotzsohlen prüfen gemäß →3.7 oder 3.8 <i>Sonstige Hinweise: ggf. Bremssohlen ersetzen →M03.003 (in Erstellung)</i>
5.	Funktionsprobe der Bremse durchführen, sofern Bremse nicht ausgeschaltet →M03.001
	

4. Reason:

The basic process will not change, however the information provided by GCU is now updated to include the composite (LL- and K-) brake blocks and more occurring damage patterns.

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:

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.

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: It will higher the safety standards for thermally overstressed wheelsets since there was a ban on gray iron cast brake soles and thermal overheating is occurring at higher rates due to worse thermal properties of the new LL- and K-soles.	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: The GCU now will be adapted to the changed law. Also now including more photographic content for a better comparison.	
6.3. Determining and classifying risk	<input checked="" type="checkbox"/> N/A
6.3.1. Effect of change in normal operation: More defined informations on 1.18 6.3.2. Effect of change in the event of disruption/deviation from normal operation: - 6.3.3. Potential misuse of system: <input checked="" 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 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]