Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Module	Amendment
AG Neandertal	04/01/2023	M03.001	First draft
WG MNT decision	18/04/2023	M03.001	Update and approval (see minutes of the Maintenance WG meeting)
WU SG decision	23/05/2023	M03.001	WU SG approval
GCU JC decision	07/06/2023	M03.001	GCU JC approval

Title	M03.001: Brake function test M03.001 : Test de fonctionnement du frein M03.001: Funktionsprobe der Bremse
Proposed amendment made by RU/keeper/other:	AG Neandertal
Proposed amendment to:	☒ Appendix 10 ☐ Annex 6 (appendix 10)
Proposer:	
Location, date:	Mettmann, 04/01/2023
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 amendment 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)?

☐ No ☐ Yes (state which):

* “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)

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

M03.001 Brake function test

Technical requirements:	Air available for carrying out the function test
Organisational preparations:	-
No.	**Work tasks, technical target state and additional notes**
1.	Check brake-rigging adjustment: • Take wheel diameter and brake block thickness into account
2.	Carry out a function test by applying and disengaging the brake multiple times: • Slack adjuster must be able to readjust
📝	

FR

M03.001: Test de fonctionnement du frein

Conditions techniques :	Air pour test de fonctionnement disponible
Mesures préparatoires :	-
n°	**Contenu de l'intervention, état technique théorique et autres indications**
1.	Vérifier le réglage de la timonerie : • Tenir compte du diamètre des roues et de l'épaisseur des semelles de frein
2.	Effectuer un test de fonctionnement en serrant et desserrant le frein à plusieurs reprises : • Le régleur de la timonerie doit se réajuster
📝	

DE

M03.001: Funktionsprobe der Bremse

Technische Voraussetzungen:	Luft zur Durchführung der Funktionsprobe vorhanden
Organisatorische Vorbereitungen:	-
Nr.	**Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise**
1.	Einstellung des Bremsgestänges prüfen: • Raddurchmesser und Bremssohlendicke beachten
2.	Funktionsprobe durch mehrfaches Anlegen und Lösen der Bremse ausführen: • Bremsgestängesteller muss sich nachstellen
📝	

4. Reason:

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?	☒No ☐ Yes
Reason: No change in the process	
6.2. Is the change significant?	☒No ☐ Yes
Reason: No change in the proces	
6.3. Determining and classifying risk	☒ 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: ☐ No ☐ Yes (describe possible misuse):	
6.4. Have safety measures been applied?	☒No ☐ Yes
For each type of risk, one of the following risk acceptance criteria is to be selected: • *Code of practice* • *Use of reference system* • *Explicit risk assessment*	
6.5. Has a risk analysis been submitted to the assessment body?	☒No ☐ Yes
Assessment body: Attach the verdict reached by the assessment body	[Appendix]