Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Module	Amendment
Burkhard Lerche	23/12/2022	M04.001	First draft
AG Neandertal	04/01/2022	M04.001	Update
WG MNT decision	18/04/2023	M04.001	Update and approval (see minutes of the Maintenance WG meeting)
WU SG decision	23/05/2023	M04.001	WU SG approval
GCU JC decision	07/06/2023	M04.001	GCU approval

Title	M04.001: Axle-guard tie removal/assembly M04.001 : Démonter/monter l'entretoise de plaque de garde M04.001: Radsatzhaltersteg ab/an
Proposed amendment made by RU/keeper/other:	Working Group Modularisation Appendix 10
Proposed amendment to:	☒ Appendix 10 ☐ 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)?

☒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)

This measure restores the fitness to run after following damage code Appendix 9 :

- 4.3.1 Axle guard tie bar missing, broken, visibly distorted, loose

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

M04.001: Axle-guard tie removal/installation

Technical requirements:	Torque wrench
Organisational preparations:	✉ If necessary, request axle-guard tie from the keeper with → Form H in accordance with Appendix 7

No.	Work tasks, technical target state and additional notes
1.	Remove axle-guard tie
2.	Test the bore holes of axle guard and axle guard tie: • Not deformed, worn out, knocked out • Properly fit of the bore hole and fitting screw
3.	Install axle-guard tie • Fitting screws not worn • Threads not damaged • Tightening torque 180 Nm with screw connections M20 class 8.8 *Additional notes: ✉ask the keeper for the torque for other type of screw connection.*
📝	

FR

M04.001 : Démonter/monter l'entretoise de plaque de garde

Conditions techniques :	Clé dynamométrique
Mesures préparatoires :	✉ Le cas échéant, demander l'entretoise auprès du détenteur avec → modèle H selon l'annexe 7

n°	Contenu de l'intervention, état technique théorique et autres indications
1.	Démonter l'entretoise de plaque de garde
2.	Vérifier les alésages de l'entretoise et de la plaque de garde : • Non déformés, usés, ovalisés • Ajustement précis de la gorge et de la vis épaulée
3.	Monter l'entretoise de plaque de garde • Vis épaulées non usées • Filetage non endommagé • Couple de serrage 180 Nm pour assemblages vissés M20 de la qualité 8.8 *Indications complémentaires : ✉demander le couple de serrage pour assemblage vissé d'autre type auprès du détenteur.*
📝	

DE

M04.001 : Radsatzhaltersteg ab/ an

Technische Voraussetzungen:	Drehmomentenschlüssel
Organisatorische Vorbereitungen:	✉ ggf. Radsatzhaltersteg beim Halter mit →Muster H nach Anlage 7 abfordern

Nr.	Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise
1.	Radsatzhaltersteg abbauen
2.	Prüfen der Bohrungen des Stegs und des Radsatzhalters: • nicht verformt, abgenutzt, ausgeschlagen • Passung der Bohrung und der Passschraube gegeben
3	Radsatzhaltersteg anbauen: • Passschrauben nicht verschlissen • Gewinde nicht beschädigt • Anzugsmoment 180 Nm bei Schraubverbindungen M20 der Güte 8.8 *Sonstige Hinweise: ✉Drehmomente für Schraubverbindung anderer Art beim Halter erfragen*
📝	

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:	
6.2. Is the change significant?	☒No ☐ Yes
Reason: No, the limit value is based on the maintenance rules of the keeper and therefore a standard in the Sector	
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]