Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Paragraph	Amendment
Burkhard Lerche	10/11/2023	Introduction	First draft
WG MNT	12/12/2023	Introduction	Update
WG MNT	30-31/01/2024	Introduction	Update
WG MNT decision	09-10/04/2024	Introduction	Update
WU SG decision	14/05/2024	Introduction	Approved by WU SG with remarks
Editorial check	16/05/2024	Introduction	Editorial correction WG MNT
GCU JC decision	04/06/2024	Introduction	Approved by GCU JC after minor rewordings

Title	Specifying the principles of modularization
Proposed amendment made by RU/keeper/other:	Working group Modularization
Proposed amendment to:	☒ Appendix 10 ☐ Annex (Appendix 10)
Proposer:	B. Lerche
Location, date:	Mainz, 10/11/2023
Concise description:	

1. Starting point (current situation):

1.1. Introduction

The task of the working group for the modularization 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 402/2013, 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)

See below point 3

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
INTRODUCTION
[…]

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 measures to restore fitness to run with a title containing "remove/install" or "detach/attach" are authorised both for the replacement of damaged parts or components and for the removal/installation or detaching/attaching of the same parts or components essential for the technical performance of the maintenance (e.g. detaching/attaching of a wheelset to gain access to the damaged bogie component). For the replacement of parts or components the provisions described in the module concerned, as well as Appendix 7, must be complied with.

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

FR
PREAMBULE

[…]
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.

Les mesures nécessaires au rétablissement de l'aptitude à la circulation dont le titre contient « démonter / monter » ou « déposer / poser » sont autorisés aussi bien pour le remplacement des pièces ou organes avariés que pour le démontage/montage ou la dépose/la pose des mêmes pièces ou d'organes indispensable à la réalisation technique de la maintenance (exemple dépose/pose d'un essieu pour accéder à l'organe bogie avarié). Pour le remplacement des pièces ou organes, il convient de respecter les dispositions décrites dans le module concerné, ainsi que l'appendice 7.

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 :
[…]

DE

VORWORT

[…]
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.

Die erforderlichen Maßnahmen zur Wiederherstellung der Lauffähigkeit mit dem Titel „aus/ein“ oder „ab/an", sind sowohl für den Austausch von beschädigten Bauteilen oder Komponenten als auch für den zur technischen Durchführung der Instandhaltung unerlässlichen Aus-/Einbau oder den Ab-/Anbau dieser Bauteile oder Komponenten zulässig (z. B. Aus-/Einbau eines Radsatzes, um an das beschädigte Drehgestellbauteil zu gelangen).
Für den Ersatz der Bauteile oder Komponenten sind die entsprechenden Bestimmungen im jeweiligen Modul und in Anlage 7 zu beachten.

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

4. Reason:

The implementation of the modules to restore the fitness to run has shown the need for clarification.

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
No change of the content	
6.2. Is the change significant?	☒No ☐ Yes
No change of the content	
6.3. Determining and classifying risk	☒ N/A
6.3.1. Effect of change in normal operation: No change of the content 6.3.2. Effect of change in the event of disruption/deviation from normal operation: No change of the content - 6.3.3. Potential misuse of system: No change of the content ☒ 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]