

## Proposed amendment to Appendix 10 to the GCU

### Record of amendments

Amended by	Date	Module	Amendment
WG Neandertal	05/09/2023	M02.005	First draft
WG MNT	24-25/10/2023	M02.005	Update
WG MNT decision	09-10/04/2024	M02.005	Update
WU SG decision	14/05/2024	M02.005	Approved by WU SG
GCU JC decision	04/06/2024	M02.005	Approved by GCU JC

<b>Title</b>	M02.005: Damper ring removal/installation M02.005 : Monter/démonter l'anneau d'amortisseur M02.005: Dämpferschake ab/an	
<b>Proposed amendment made by RU/keeper/other:</b>	WG Neandertal	
<b>Proposed amendment to:</b>	<input checked="" type="checkbox"/> Appendix 10 <input type="checkbox"/> Annex 6 (appendix 10)	
<b>Proposer:</b>		
<b>Location, date:</b>	05/09/2023	
<b>Concise description:</b>		

**1. Starting point (current situation):**

<b>1.1. Introduction</b>
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
<b>1.2. Mode of operation</b>
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
<b>1.3. Anomaly/description of problem</b>
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.
<b>1.4. Does this concern a recognised code of practice* (e.g. ISO, EN)?</b>
<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 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)</small>

**2. Target situation**

<b>2.1. Elimination of anomaly/problem (solution sought)</b>
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.

The damage codes of section 2 of this amendment proposal will be updated in the three languages in table in the introduction.

<b>Damage code Appendix 9</b>	<b>Measures to restore the fitness to run</b>
2.5.3.2 More than one damper ring missing or broken 2.5.4.2 More than one spring cap in contact per bogie	M02.005: Damper ring removal/installation M02.005: Damper ring removal/installation
<b>Code d'anomalie Annexe 9</b>	<b>Mesures pour rétablir l'aptitude à la circulation</b>
2.5.3.2 Plus d'un anneau d'amortisseur par bogie manquant, cassé ou inefficace 2.5.4.2 Plus d'un chapeau de ressort en contact avec le châssis du bogie	M02.005 : Monter/démonter l'anneau d'amortisseur M02.005 : Monter/démonter l'anneau d'amortisseur
<b>Schadcode Anlage 9</b>	<b>Maßnahmen zur Wiederherstellung Lauffähigkeit</b>
2.5.3.2 Mehr als eine Dämpferschake je Drehgestell fehlt, gebrochen oder wirkungslos 2.5.4.2 Mehr als 1 Federhaube berührt den Drehgestellrahmen	M02.005: Dämpferschake ab/ an M02.005: Dämpferschake ab/ an

**EN****M02.005 Damper ring removal/installation**

<b>Technical requirements:</b>	Lifting equipment for bogies
<b>Organisational preparations:</b>	<input checked="" type="checkbox"/> If necessary, request the damper ring from the keeper with →Form H in accordance with Appendix 7
<b>No.</b>	<b>Work task, technical target state and additional notes</b>
1.	Detach damper rings: <ul style="list-style-type: none"> <li>• Unload damper rings (e.g., lift bogie frame)</li> <li>• Remove damper rings</li> </ul>
2.	Attach damper rings: <ul style="list-style-type: none"> <li>• Install damper rings</li> <li>• Load damper rings</li> </ul>
3.	Check the position of the springs and spring caps: <ul style="list-style-type: none"> <li>• The springs are sitting correctly in the spring guide</li> <li>• The spring caps are not in contact with the bogie frame</li> </ul>
4.	Measure the vertical distance between the axle-box housing and bogie frame (→2.5.2): <ul style="list-style-type: none"> <li>• &gt; 8 mm</li> </ul>

**FR****M02.005 Monter/démonter l'anneau d'amortisseur**

<b>Conditions techniques :</b>	Equipement de levage pour bogie
<b>Mesures préparatoires :</b>	<input checked="" type="checkbox"/> Si nécessaire, demander l'anneau d'amortisseur auprès du détenteur avec → modèle H selon l'annexe 7
<b>n°</b>	<b>Contenu de l'intervention, état technique théorique et autres indications</b>
1.	Démonter l'anneau d'amortisseur : <ul style="list-style-type: none"> <li>• Délester l'anneau d'amortisseur (p. ex. lever le châssis de bogie)</li> <li>• Enlever l'anneau d'amortisseur</li> </ul>
2.	Monter l'anneau d'amortisseur <ul style="list-style-type: none"> <li>• Insérer l'anneau d'amortisseur</li> <li>• Lester l'anneau d'amortisseur</li> </ul>
3.	Vérifier la position des ressorts et des chapeaux de ressort <ul style="list-style-type: none"> <li>• Les ressorts sont situés correctement dans leur guide</li> <li>• Les chapeaux de ressort ne sont pas en contact avec le châssis de bogie</li> </ul>
4.	Mesurer la distance verticale entre le corps de la boîte d'essieux et le châssis de bogie (→2.5.2): <ul style="list-style-type: none"> <li>• &gt; 8 mm</li> </ul>

**DE****M02.005 Dämpferschake ab/ an**

<b>Technische Voraussetzungen:</b>	Hebevorrichtung für Drehgestelle
<b>Organisatorische Vorbereitungen:</b>	<input checked="" type="checkbox"/> ggf. Dämpferschake beim Halter mit → Muster H nach Anlage 7 abfordern
<b>Nr.</b>	<b>Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise</b>
1.	Dämpferschake abbauen: <ul style="list-style-type: none"> <li>• Dämpferschake entlasten (z.B. Drehgestellrahmen anheben)</li> <li>• Dämpferschake entnehmen</li> </ul>
2.	Dämpferschake anbauen <ul style="list-style-type: none"> <li>• Dämpferschake einsetzen</li> <li>• Dämpferschake belasten</li> </ul>
3.	Sitz der Federn und Federhauben prüfen: <ul style="list-style-type: none"> <li>• Federn sitzen korrekt in der Federaufnahme</li> <li>• Federhauben berühren den Drehgestellrahmen nicht</li> </ul>
4.	Senkrechten Abstand zwischen Radsatzlagergehäuse und Drehgestellrahmen messen (→2.5.2): <ul style="list-style-type: none"> <li>• &gt; 8 mm</li> </ul>

**4. Reason:**

Transforming the measures of GCU Appendix 10 into the new modular design

**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:

<b>6.1. Does the change have an impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: No change in the process	
<b>6.2. Is the change significant?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: No change in the process	
<b>6.3. Determining and classifying risk</b>	<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):	
<b>6.4. Have safety measures been applied?</b>	<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"> <li>• Code of practice</li> <li>• Use of reference system</li> <li>• Explicit risk assessment</li> </ul>	
<b>6.5. Has a risk analysis been submitted to the assessment body?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body:	
Attach the verdict reached by the assessment body	[Appendix]