

## Proposed amendment to Appendix 10 to the GCU

### Record of amendments

Amended by	Date	Module	Amendment
Luca Mandelli/Fabian Jeuniaux	30/08/2022	M03.004	First draft
WG Neandertal	04/01/2023	M03.004	Update
WG Neandertal	04/09/2023	M03.004	Update
WG MNT decision	30-31/01/2024	M03.004	Update
WG MNT decision	09-10/04/2024	M03.004	Update
WU SG decision	14/05/2024	M03.004	Approved by WU SG
GCU JC decision	04/06/2024	M03.004	Approved by GCU JC

<b>Title</b>	M03.004: Reattach, remove loosen parts of brake rigging M03.004 : Rattacher, démonter les pièces de timonerie déseparées M03.004: Lose Teile des Bremsgestänges hochbinden, abbauen
<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>	L. Mandelli/F. Jeunieaux
<b>Location, date:</b>	30/08/2022
<b>Concise description:</b>	Restoring the fitness to run after damage codes 1.6.3. and 3.1.1

## 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)</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

<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>
1.6.3 Part rubbing against axle	M03.004: Reattach, remove loosen parts of brake rigging
<b>Code d'anomalie Annexe 9</b>	<b>Mesures pour rétablir l'aptitude à la circulation</b>
1..6.3 Pièce frottante sur l'essieu-axe	M03.004: Rattacher, démonter les pièces de timonerie déseparées
<b>Schadcode Anlage 9</b>	<b>Maßnahmen zur Wiederherstellung Lauffähigkeit</b>
1.6.3 Ein auf der Radsatzwelle schleifendes Teil	M03.004: Lose Teile des Bremsgestänges hochbinden, abbauen

**EN**

M03.004: Reattach, remove loosen parts of brake rigging

<b>Technical requirements:</b>	Put the wagon on a pit and/or lifting device recommended
<b>Organisational preparations:</b>	-
<b>No.</b>	<b>Work task, technical target state and additional notes</b>
1.	Check defective brake rigging regarding the cause: <ul style="list-style-type: none"> <li>• Missing, broken parts of the brake rigging, continue with point 2</li> <li>• Missing bolts, continue with point 3</li> </ul>
2.	Reattach or remove loosen and hanging parts of the brake rigging, turn the brake off and document restriction of use. The working steps 3 and 4 have are not to be carried out.
3.	Restore connection points of the brake: <ul style="list-style-type: none"> <li>• Replace missing fastening devices</li> <li>• Lubricate, if necessary</li> </ul>
4.	Carry out a functional check of the brake →M03.001

M01.001 Wheelset removal/installation

4. If the axle becomes damaged through rubbing, rectify cause →M03.004 ([in creation](#))**FR**

M03.004: Rattacher, démonter les pièces de timonerie déseparées

<b>Conditions techniques :</b>	Fosse et/ou dispositif de levage recommandé(e)(s)
<b>Mesures préparatoires :</b>	-
<b>n°</b>	<b>Contenu de l'intervention, état technique théorique et autres indications</b>
1.	Rechercher l'origine de la timonerie défectueuse : <ul style="list-style-type: none"> <li>• En cas de pièces de timonerie manquantes et cassées, passer au point 2</li> <li>• En cas de boulons manquants, passer au point 3</li> </ul>
2.	Rattacher ou démonter les pièces de timonerie déseparées et décrochées, isoler le frein et documenter la restriction d'utilisation. Les étapes d'intervention 3 et 4 ne sont pas à effectuer.
3.	Rendre fonctionnelles les liaisons de frein : <ul style="list-style-type: none"> <li>• Remplacer les éléments de fixation manquants</li> <li>• Lubrifier, si nécessaire</li> </ul>
4.	Effectuer un test de fonctionnement du frein →M03.001

M01.001 : Démonter/monter l'essieu monté

4. En cas d'endommagement de l'essieu-axe par des pièces frottantes, éliminer la cause → M03.004 ([en cours de création](#))**DE**

M03.004: Lose Teile des Bremsgestänges hochbinden, abbauen

<b>Technische Voraussetzungen:</b>	Arbeitsgrube bzw. Hebevorrichtung empfohlen
<b>Organisatorische Vorbereitungen:</b>	-
<b>Nr.</b>	<b>Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise</b>
1.	Ursache des defekten Bremsgestänges feststellen: <ul style="list-style-type: none"> <li>• Bei fehlenden, gebrochenen Teilen des Bremsgestänges, weiter nach Punkt 2</li> <li>• Bei fehlenden Bolzen, weiter nach Punkt 3</li> </ul>
2.	Lose, herunterhängende Teile des Bremsgestänges hochbinden oder abbauen, Bremse ausschalten und Nutzungseinschränkung dokumentieren. Die Arbeitsschritte 3 und 4 werden nicht ausgeführt.
3.	Verbindungsstellen der Bremse wiederherstellen: <ul style="list-style-type: none"> <li>• Fehlende Sicherungselemente ersetzen</li> <li>• Schmieren, wenn nötig</li> </ul>
4.	Funktionsprobe der Bremse durchführen →M03.001

M01.001: Radsatz aus/ein

4. Bei Beschädigung der Radsatzwelle durch schleifende Teile, Ursache beheben →M03.004 ([in Erstellung](#))

**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]