

Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Module	Amendment
André Brozy	16/01/2023	M03.007	First draft
WG Neandertal	04/09/2023	M03.007	Update
WG MNT	30-31/01/2024	M03.006	Update
WG MNT decision	09-10/04/2024	M03.007	Update
WU SG decision	14/05/2024	M03.007	Approved by WU SG
GCU JC decision	04/06/2024	M03.007	Approved by GCU JC

Title	M03.007: Check brake for leaks M03.007 : Vérifier l'étanchéité du frein M03.007: Bremse auf Dichtheit prüfen
Proposed amendment made by RU/keeper/other:	WG Neandertal
Proposed amendment to:	<input checked="" type="checkbox"/> Appendix 10 <input type="checkbox"/> Annex 6 (appendix 10)
Proposer:	A.Brozy
Location, date:	16/01/2023
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)?
<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

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.

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

Damage code Appendix 9	Measures to restore the fitness to run
3.3.1.1 Main brake pipe inoperative 3.3.6.3 DET 's (derailment detector) connection hose not air- tight	M03.007 Check brake for leaks M03.007 Check brake for leaks
Code d'anomalie Annexe 9	Mesures pour rétablir l'aptitude à la circulation
3.3.1.1 Conduite générale inutilisable 3.3.6.3 Boyau de raccordement du DET (Déecteur de déraillement) non étanche	M03.007 Vérifier l'étanchéité du frein M03.007 Vérifier l'étanchéité du frein
Schadcode Anlage 9	Maßnahmen zur Wiederherstellung Lauffähigkeit
3.3.1.1 Hauptluftleitung unbenutzbar 3.3.6.3 Luftverlust an der Luftleitung zum DET (Entgleisungsdetektor)	M03.007 Bremse auf Dichtheit prüfen M03.007 Bremse auf Dichtheit prüfen

EN

M03.007: Check brake for leaks

Technical requirements:	Appropriate devices and materials for checking the tightness of the brake system
Organisational preparations:	-
No.	Work task, technical target state and additional notes
1.	<p>Check the tightness of the brake system</p> <ul style="list-style-type: none"> • Attach testing equipment on one end of the wagon • On the other side of the wagon close brake coupling with air-tight plug • Set the stop cock on the air-tight plug side into the "closed" position. • Charge the brake system with compressed air to 5 bar • Set the stopcock on the air-tight plug side into the "open" position. • Check the brake for audible leaks. • Check that the pressure drop does not exceed 0.3 bar in 5 min.
2.	If leaks are detected, seal and obtain keeper instructions, if necessary →M00.001, repeat point 1

FR

M03.007 : Vérifier l'étanchéité du frein

Conditions techniques :	Equipement approprié pour tester l'étanchéité du système de frein
Mesures préparatoires :	-
n°	Contenu de l'intervention, état technique théorique et autres indications
1.	<p>Vérifier l'étanchéité du système de frein</p> <ul style="list-style-type: none"> • Raccorder l'équipement de contrôle sur une extrémité du wagon • A l'autre extrémité du wagon, obturer le demi-accouplement de frein avec un bouchon obturateur étanche à l'air • Mettre le robinet d'arrêt du côté du bouchon obturateur en position « fermée » • Mettre le système de frein sous pression à 5 bar • Mettre le robinet d'arrêt du côté du bouchon obturateur en position « ouverte » • Vérifier si le frein présente des fuites audibles • Vérifier que la chute de pression n'excède pas 0,3 bar en 5 min
2.	Si fuite avérée, étanchéifier et si nécessaire, demander les instructions au détenteur →M00.001, répéter point 1

DE

M03.007: Bremse auf Dichtheit prüfen

Technische Voraussetzungen:	Geeignete Prüfeinrichtung zur Prüfung der Dichtheit der Bremsanlage
Organisatorische Vorbereitungen:	-
Nr.	Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise
1.	<p>Prüfung der Dichtheit der Bremsanlage</p> <ul style="list-style-type: none"> • Prüfgerät an einem Wagenende anschließen • Am gegenüberliegenden Wagenende Bremskupplung mit Blindstopfen luftdicht verschließen • Luftabsperrhahn an der Blindstopfenseite in Stellung „geschlossen“ bringen • Bremsanlage mit 5 bar Druckluft beaufschlagen • Luftabsperrhahn an der Blindstopfenseite in Stellung „offen“ bringen • Bremse auf hörbare Undichtigkeit prüfen • Der Druckabfall darf nicht größer als 0,3 bar in 5 min sein
2.	Bei festgestellter Undichtigkeit abdichten, ggf. Halteranweisung einholen →M00.001, Punkt 1 wiederholen

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:

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