

## Proposed amendment to Appendix 10 to the GCU

### Record of amendments

Amended by	Date	Module	Amendment
WG Neandertal	21/11/2023	M04.006	First draft
WG Neandertal	04/09/2023	M04.006	Update
WG MNT	30-31/01/2024	M04.006	Update
WG MNT decision	09-10/04/2024	M04.006	Update
WU SG decision	14/05/2024	M04.006	Approved by WU SG
GCU JC decision	04/06/2024	M04.006	Approved by GCU JC after minor rewordings

<b>Title</b>	M04.006: Remove damaged spark arrestor plate M04.006 : Retirer la tôle pare-étincelles endommagée M04.006: Schadhafte Funkenschutzbleche entfernen
<b>Proposed amendment made by RU/keeper/other:</b>	WG Neandertal
<b>Proposed amendment to:</b>	<input checked="" type="checkbox"/> GCU Appendix 10 <input type="checkbox"/> GCU Annex 6 (Appendix 10)
<b>Proposer:</b>	
<b>Location, date:</b>	21/11/2023
<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)</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**Green:** non-contractual text, only as explanation**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>
3.4.2 Plate hanging loose	M04.006: Remove damaged spark arrestor plate
<b>Code d'anomalie Annexe 9</b>	<b>Mesures pour rétablir l'aptitude à la circulation</b>
3.4.2 Tôle décrochée	M04.006: Retirer la tôle pare-étincelles endommagée
<b>Schadcode Anlage 9</b>	<b>Maßnahmen zur Wiederherstellung Lauffähigkeit</b>
3.4.2 Blech hängt herunter	M04.006 Schadhafte Funkenschutzbleche entfernen

## EN

**M04.006: Remove damaged spark arrestor plate**

<b>Technical requirements:</b>	-
<b>Organisational preparations:</b>	-
<b>No.</b>	<b>Work task, technical target state and additional notes</b>
1.	If necessary, lift the wagon: <i>(variant with approval of modification proposal AP-MNT-2024-02) Note: when lifting the wagon, observe → 0.9</i> <i>(variant without approval of modification proposal AP-MNT-2024-02) Notes: One-sided lifting of the wagon is only permitted with the appropriate marking (according to Appendix 11, 7.1, 7.2 and 7.3). When lifting wagons, the permissible ramp angles must be observed (marking according to Appendix 11, 2.12). Lifting at the buffer is not permitted. Lifting with mounted bogies is permitted, if the bogie and underframe are locked together in a suitable manner, in order to unburden the load of the fastening of the centre casting kingpin. Hydraulic and pneumatic hoses, as well as electrical lines must not be damaged, kinked or disconnected without keeper instruction (1.36).</i>
2.	Remove the spark arrestor plate
3.	Turn the brake off and document restrictions of use

## FR

**M04.006: Retirer la tôle pare-étincelles endommagée**

<b>Conditions techniques :</b>	-
<b>Mesures préparatoires :</b>	-
<b>n°</b>	<b>Contenu de l'intervention, état technique théorique et autres indications</b>
1.	Si nécessaire, lever le wagon <i>(variante en cas d'approbation de la proposition de modification AP-MNT-2024-02) Indication : lors du levage du wagon, respecter → 0.9</i> <i>(variante sans autorisation de la proposition de modification AP-MNT-2024-02) Indications : Le levage d'un seul côté du wagon n'est autorisé qu'en présence d'une inscription correspondante (conformément à l'Annexe 11, points 7.1, 7.2, 7.3). Lors du levage des wagons, il convient de respecter les angles de cabrage admissibles (inscription selon annexe 11, point 2.12). Le levage par les tampons n'est pas autorisé. Le levage avec des bogies montés est autorisé si le bogie et le châssis sont reliés par des moyens appropriés, de manière que le verrouillage de la cheville ouvrière de la crapaudine soit délesté. Les accouplements de frein hydrauliques et pneumatiques ainsi que les câbles électriques ne doivent être ni endommagés ni pliés ou déconnectés sans instructions du détenteur (1.36).</i>
2.	Retirer la tôle pare-étincelles
3.	Isoler le frein et documenter les restrictions d'utilisation

## DE

**M04.006 Schadhafte Funkenschutzbleche entfernen**

<b>Technische Voraussetzungen:</b>	-
<b>Organisatorische Vorbereitungen:</b>	-
<b>Nr.</b>	<b>Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise</b>
1.	Ggf. Wagen anheben <i>(Variante bei Genehmigung von Änderungsvorschlag AP-MNT-2024-02) Hinweis: beim Anheben des Wagens → 0.9 beachten</i> <i>(Variante ohne Genehmigung von Änderungsvorschlag AP-MNT-2024-02) Hinweise: Das einseitige Anheben des Wagens ist nur bei entsprechender Anschrift (gemäß Anlage 11 Ziff. 7.1, 7.2, 7.3) gestattet. Beim Anheben von Wagen sind die zulässigen Knickwinkel zu beachten (Anschrift gemäß Anlage 11 Ziff. 2.12). Das Anheben an den Puffer ist nicht gestattet. Das Anheben mit angebauten Drehgestellen ist zulässig, wenn Drehgestell und Untergestell mit geeigneten Hilfsmitteln verbunden sind, so dass der Verschluss des Drehpfannenbolzens entlastet ist. Hydraulik- und Pneumatikschläuche, sowie elektrische Leitungen dürfen weder beschädigt noch abgeknickt oder ohne Halteranweisung getrennt (1.36) werden.</i>
2.	Funkenschutzblech entfernen
3.	Bremse ausschalten und Nutzungseinschränkungen dokumentieren

**4. Reason:**

Transforming the measures of GCU Annex 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]