# Proposed amendment to
# Appendix 10 to the GCU

## Record of amendments

| Amended by | Date | Module | Amendment |
|---|---|---|---|
| Burkhard Lerche | 23/12/2022 | M05.002 | First draft |
| WG Neandertal | 04/01/2023 | M05.002 | Update |
| WG Neandertal | 04/09/2023 | M05.002 | Update |
| WG MNT decision | 09-10/04/2024 | M05.002 | Update |
| WU SG decision | 14/05/2024 | M05.002 | Approved by WU SG |
| GCU JC decision | 04/06/2024 | M05.002 | Approved by GCU JC |

| | |
|---|---|
| **Title** | M05.002: Measure buffer height<br>M05.002 : Mesurer la hauteur de tamponnement<br>M05.002: Pufferstand messen |
| **Proposed amendment made by RU/keeper/other:** | WG Neandertal |
| **Proposed amendment to:** | ☒ GCU Appendix 10          ☐ GCU Annex 6 (Appendix 10) |
| **Proposer:** | DB Cargo AG |
| **Location, date:** | Mainz, 23/12/2022 |
| **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.

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 |
|---|---|
| | |
| Code d'anomalie Annexe 9 | Mesures pour rétablir l'aptitude à la circulation |
| | |
| Schadcode Anlage 9 | Maßnahmen zur Wiederherstellung Lauffähigkeit |
| | |

**EN**

**M05.002: Measure buffer height**

| Technical requirements: | Suitable measuring equipment, the wagon must be on a horizontal level track |
|---|---|
| Organisational preparations: | - |

| No. | Work task, technical target state and additional notes |
|---|---|
| 1. | Measure buffer height: <br> • the wagon has to be on a horizontal level track <br> • maximum 1065 mm <br> • minimum 940 mm |
| 2. | Document results of the measurements |

M01.001 Wheelset removal/installation
7. Measure buffer height →M05.002 ~~(in creation)~~

**FR**

**M05.002 : Mesurer la hauteur de tamponnement**

| Conditions techniques : | Moyen de mesure approprié, le wagon doit se trouver sur une voie horizontale et plane |
|---|---|
| Mesures préparatoires : | - |

| n° | Contenu de l'intervention, état technique théorique et autres indications |
|---|---|
| 1. | Mesurer la hauteur des tampons : <br> • la caisse doit être posée sur une voie horizontale et plane <br> • 1065 mm au maximum <br> • 940 mm au minimum |
| 2. | Documenter le résultat des mesures |

M01.001 : Démonter/monter l'essieu monté
7. Mesurer le niveau des tampons →M05.002 ~~(en cours de création)~~

**DE**

**M05.002: Pufferstand messen**

| Technische Voraussetzungen: | Geeignetes Messmittel, Wagen muss auf einem waagerechtem ebenen Gleis stehen |
|---|---|
| Organisatorische Vorbereitungen: | - |

| Nr. | Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise |
|---|---|
| 1. | Pufferstand messen: <br> • bei aufgesetztem Wagenkasten auf waagerechtem ebenen Gleis prüfen <br> • höchstens 1065 mm <br> • mindestens 940 mm |
| 2. | Messergebnis dokumentieren |

M01.001: Radsatz aus/ein
7. Pufferstand messen →M05.002 ~~(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):* <br> *Reasoning behind amendment:* <br><br> 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. |

AP-MNT-2024-20

**Updated on 04/06/2024**

## 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 |
| Reason: No change in the process | |
| **6.2.    Is the change significant?** | ☒No ☐ Yes |
| Reason: No change in the process | |
| **6.3.    Determining and classifying risk** | ☒ N/A |
| 6.3.1. Effect of change in normal operation:<br><br>6.3.2. Effect of change in the event of disruption/deviation from normal operation:<br><br>6.3.3. Potential misuse of system:<br><br>☐ No<br><br>☐ 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:*<br>• *Code of practice*<br>• *Use of reference system*<br>• *Explicit risk assessment* | |
| **6.5.    Has a risk analysis been submitted to the assessment body?** | ☒No ☐ Yes |
| Assessment body:<br>Attach the verdict reached by the assessment body | [Appendix] |