

Proposed amendment to Appendix 10 to the GCU

Record of amendments

Amended by	Date	Module	Amendment
Burkhard Lerche	23/12/2022	M05.004	First draft
WG Neandertal	04/01/2023	M05.004	Update
WG Neandertal	04/09/2023	M05.004	Update
WG MNT decision	09-10/04/2024	M05.004	Update
WU SG decision	14/05/2024	M05.004	Approved by WU SG
GCU JC decision	04/06/2024	M05.004	Approved by GCU JC

Title	M05.004: Renew danger marking M05.004 : Renouveler la marque d'avertissement M05.004: Warnanstrich erneuern
Proposed amendment made by RU/keeper/other:	WG Neandertal
Proposed amendment to:	<input checked="" type="checkbox"/> GCU Appendix 10 <input type="checkbox"/> 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)?
<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

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
5.5.3 Anti crash component warning mark missing or incomplete 5.9.2 Danger marking (diagonal black bands on yellow background) missing on overlapping wagon surfaces on which the front part is liable to be displaced in relation to the underframe during impact (impact absorption devices, etc.)	M05.004: Renew danger marking M05.004: Renew danger marking
Code d'anomalie Annexe 9	Mesures pour rétablir l'aptitude à la circulation
5.5.3 La marque d'avertissement pour l'élément crash manque ou est incomplète 5.9.2 Absence de repérage d'avertissement (bandes diagonales noires sur fond jaune) sur le wagon avec avant-corps pouvant se déplacer par rapport au châssis en cas de choc (dispositif d'absorption des chocs, etc.), sur les surfaces présentant un danger et pouvant se chevaucher	M05.004 : Renouveler la marque d'avertissement M05.004 : Renouveler la marque d'avertissement
Schadcode Anlage 9	Maßnahmen zur Wiederherstellung Lauffähigkeit
5.5.3 Warnanstrich für Crashelemente fehlt oder ist unvollständig 5.9.2 Warnanstrich (schwarzer Diagonalstreifen auf gelbem Grund) an Wagen mit Vorbauten, die sich bei Stößen gegenüber dem Untergestell verschieben können (Stoßverzehreinrichtungen usw.), an den gefahrbringenden Flächen, die sich dabei überdecken können, fehlt	M05.004: Warnanstrich erneuern M05.004: Warnanstrich erneuern

EN

M05.004: Renew danger marking

Technical requirements:	-
Organisational preparations:	-
No.	Work task, technical target state and additional notes
1.	Prepare surface: <ul style="list-style-type: none"> • Dry • Clean • Free of lubricant • No corrosions
2.	Renew/restore danger marking: <ul style="list-style-type: none"> • Black and yellow diagonal stripes (→Appendix 11 Chap. 5.7-5.9, if necessary, orientate to the other side of the wagon)

FR

M05.004 : Renouveler la marque d'avertissement

Conditions techniques :	-
Mesures préparatoires :	-
n°	Contenu de l'intervention, état technique théorique et autres indications
1.	Préparer la base : <ul style="list-style-type: none"> • sèche • propre • dégraissée • sans traces de corrosion
2.	Renouveler la marque d'avertissement <ul style="list-style-type: none"> • Bandes diagonales noires et jaunes (→Annexe 11 chap. 5.7-5.9, si nécessaire, s'orienter vers l'autre côté du wagon)

DE

M05.004: Warnanstrich erneuern

Technische Voraussetzungen:	-
Organisatorische Vorbereitungen:	-
Nr.	Arbeitsinhalt, technischer Sollzustand und sonstige Hinweise
1.	Untergrund vorbereiten: <ul style="list-style-type: none"> • trocken • sauber • fettfrei • korrosionsfrei
2.	Warnanstrich erneuern bzw. ausbessern: <ul style="list-style-type: none"> • schwarze und gelbe Diagonalstreifen (→Anlage 11 Kap. 5.7-5.9, ggf. an der anderen Wagenseite orientieren)

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]