

Proposed amendment to GCU Appendix 9

Background

Amendment made by	Date	Paragraph	Amendment
Luca Mandelli ERFA	01/12/2023	Code 5.3.4	Drafted
Luca Mandelli ERFA	19/01/2024	Code 5.3.4	Updated according to TTI WG meeting of January 2024
Decision by TTI WG	19/03/2024	Code 5.3.4	Validated in accordance with TTI WG minutes of the meeting of March 2024
Decision by WU SG	14/05/2024	Code 5.3.4	Approved by WU SG
Decision by GCU JC	04/06/2024	Code 5.3.4	Approved by GCU JC

Title:	Stopping/securing device for the plunger
Proposed amendment made by (RU/keeper/other body):	ERFA
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Luca Mandelli, ERFA
Location, date:	Chiasso, 01/12/2023
Concise description:	Introduction of a new damage code for the plunger stopping/securing device

1. Starting point (current situation):**1.1. Introduction**

In the current version of Appendix 9, the stopping/securing component of the plunger is not mentioned.

If this part is damaged, there is no corresponding code.

Other codes must be entered with Appendix 4, but these are not correct.

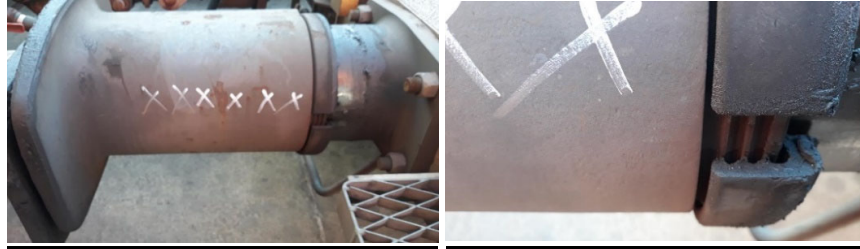
1.2. Mode of operation

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1.3. Anomaly/description of problem:

This defect occurs regularly during operation.

Images are provided below as examples of different types of plunger stopping/securing devices



Appendix 9 and the wagon damage report have to specify/document this issue in more detail. This requires specific codes to be provided, and a corresponding code for the detected defect to be created.

1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?

No Yes (state which):

* "Code of practice: a written set of rules that, when correctly applied, can be used to control one or more specific hazards."
(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" (translation/source: BMJ - Handbuch der Rechtsförmlichkeit – German Ministry of Justice)

2. Target situation**2.1. Elimination of anomaly/problem (goal)**

Introduction of a new damage code 5.3.3.3 for the plunger stopping/securing device

3. Amendments/additional text (relates only to proposed amendments to GCU Appendix 9):

Amendment colour code:

Black: Current text, for info and remains unchanged

Red: new text

Blue: (if crossed out): text to be deleted

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Plunger	5.3			
	5.3.1	Missing, broken	Detach wagon	5
	5.3.2	Cracked at the transition to buffer head	Detach wagon	5
	5.3.3	Operation jeopardised		
	5.3.3.1	Cracked longitudinally and no longer capable of guiding buffer casing	Detach wagon	5
	5.3.3.2	More than 2 grooves distributed over the circumference, each > 2 mm in depth, sharp-edged, and > 60 mm in length	Detach wagon	5
	5.3.4	Plunger stopping/securing device		
	5.3.4.1	Missing/does not work	Detach wagon	5
	5.3.4.2	Displaced	K	4

4. Reason:

For a proper technical transfer inspection and documentation via a wagon damage report, a code for the component needs to be inserted

5. Assess potential positive/negative impacts
<p><i>Assess the possible positive and negative impacts (operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high): Justify observations</i></p> <p>Impacts: Operations (Value: 1) Interoperability (Value: 1) Competitiveness (Value: 1) Costs (Value: 1) Administration (Value: 3) Safety (Value: 4)</p>

6. Safety appraisal of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2).

Safety appraisal done by:

6.1. Does the change made impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Reason: Hazards can lead to derailment	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reasoning: see template Attach the "significant change" test template.	
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 type="checkbox"/> No <input checked="" 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 estimate 	
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]