Proposed amendment to to the GCU

Title	*Adaptation of the actions to be taken following thermal overload*
Reference	*AP-MNT-2025-01*
Planned change date	*01/01/2026*
Topic proposal	*TP-MNT-2O25-01 Adaptation of the actions to be taken following thermal overload*
Proposer / working group	*WG MNT*
Section of the GCU	*GCU Appendix 10*
Concise description	*Delete code 1.2.2 because is not a rejection code. Correct linked form for rejection code 1.2.2.2 (M01.001 and M03.002 to be replaced with M01.003)*

Record of amendments:

Status	Date	Comment
Work order	*23/10/2024*	*By the WG MNT in Knittelfeld*
In creation	*02/12/2024*	*Creation by the modularisation WG*
Updates	*10/12/2024*	*Updated in the online WG MNT meeting*
…	*28/01/2025*	*Updated at the WG MNT meeting in Paris*
Decision Working group	*04/03/2025*	*Approved by the WG MNT*
Feedback loop WG MNT after UIC WU SG, UIP and ERFA meetings	*12/05/2025*	*After a request for clarification, made in point 1 of the amendment, it was approved by all*
Decision GCU JC	*12/06/2025*	*Approved by the GCU JC*

1. Subject matter and justification for the amendment:

    - GCU Appendix 10 indicates code 1.2.2, which has no irregularity class, and is not a code for detaching wagon. It is also linked to module M01.003 as an action to be taken in accordance with Appendix 10. The current code for detaching wagon 1.2.2.2 is linked to module M01.001 (which only indicates the replacement of wheelsets without the necessary checks) and M03.002.

    - The reasons for the planned change are to delete the link to the module for the general damage code (without irregularity class) and to correct the link to module M01.003 which includes all the necessary actions and checks required for this damage code.

    - Code 1.2.2.1 leads to the label K+R1. This means that after unloading, the wagon is under the responsibility of the ECM for further measures. Nevertheless, with the new amendment proposal AP-MNT-2025-07, criteria for additional check in accordance with the JNS report will be established for wagons which are handled following Appendix 10.

2. Description of the intended amendment and reason to implement it in the GCU:

    - Delete code 1.2.2 and the related module M01.003.
      For code 1.2.2.2 replace module M01.001 and M03.002 with module M01.003 (containing all the necessary checks and the reference to module M01.001 and M03.002)

    - The reason for implementing it into the GCU is that it is already part of Appendix 10.

3. Is it reasonable to amend the contract?

    - Is the change critical to keep the GCU up to date? yes

    - Is the implementation of the change urgent? yes

    - Estimated scope of application of the amendment: all wagons having a thermal overload

    - Consequences of not implementing the proposal: wrong linked module and consequently wrong actions to restore the fitness to run

    - Overall priority: high

Proposed amendment to the GCU:

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.

English:

Damage code Appendix 9	Measures to restore the fitness to run
1. Running gear	
~~1.2.2 Thermal overload due to braking: obviously recent paint burns of 50 mm or more at connection between rim and wheel plate (cracks or shelling on paint), traces of rust on rim (plate not painted), fusion of brake blocks, deterioration of wheel tread with build-up of metal (see also no. 1.3.4), uneven blueish appearance on rim due to the effect of thermal overload~~	~~M01.003: Handling of wagons after signs of thermal overload of wheelsets~~
1.2.2.2 Thermal overload due to braking with gauge widening of the inner faces	~~M01.001: Wheelset removal/installation~~ ~~M03.002: Carry out brake test to determine cause of damage~~ M01.003: Handling of wagons after signs of thermal overload of wheelsets

German:

Schadcode Anlage 9	Maßnahmen zur Wiederherstellung der Lauffähigkeit
1. Laufwerk	
~~1.2.2 Thermische Überbeanspruchung durch die Bremse: eindeutig neuer Farbabbrand an der Radkranzverbindung (Farbe rissig und abgeblättert) von 50 mm und mehr, Oxidationsspuren am Radkranz (Radscheibe nicht gefärbt), angeschmolzene Bremssohlen, Beschädigung der Lauffläche mit Metallauftragung (siehe auch Code 1.3.4), Radkranz durch Überhitzung nicht gleichmäßig bläulich verfärbt~~	~~M01.003: Wagen nach thermischer Überbeanspruchung der Radsätze behandeln~~
1.2.2.2 Thermische Überbeanspruchung des Vollrads durch die Bremse bei nicht eingehaltenen Toleranzen	~~M01.001: Radsatz aus/ein~~ ~~M03.002: Bremsprüfung zur Schadensursachenfeststellung durchführen~~ M01.003: Wagen nach thermischer Überbeanspruchung der Radsätze behandeln

French:

Code d'anomalie Annexe 9	**Mesures pour rétablir l'aptitude à la circulation**
1. Organes de roulement	
~~1.2.2 Surcharge thermique due au freinage : dégradation manifestement récente de la peinture de 50 mm ou plus dans le raccordement jante toile (peinture fissurée et écaillée), traces d'oxydation sur la jante bandage (toile non peinte), fusion des semelles de frein, détérioration de la table de roulement avec apport de métal (voir aussi code 1.3.4), jante bandage bleutée de manière inégale sous l'effet de la surcharge thermique~~	~~M01.003 : Traitement des wagons après sollicitation thermique élevée des essieux montés~~
1.2.2.2 Surcharge thermique due au freinage, écartement en dehors des tolérances	~~M01.001: Démonter/monter l'essieu monté~~ ~~M03.002 : Réaliser l'essai de frein pour déterminer la cause du dommage~~ M01.003 : Traitement des wagons après sollicitation thermique des essieux montés)

Annex: Safety assessment of proposed amendment

Description of actual/target system, and scope of change to be made (see concise description).

Performance of risk analysis is not necessary where only recognised standards are implemented.

This Safety Assessment is created and released by the working group and validated by the vote of the GCU signatories.

1.1. Does the proposed change have an impact on safety?	☒No ☐ Yes
Justification: editorial correction of a wrong link between damage code and module	
1.2. Is the proposed change significant?	☐No ☐ Yes
Justification:	
1.3. Determining and classifying risk, if necessary	☐ N/A
1.3.1. Effect of change in normal operation: 1.3.2. Effect of change in the event of disruption/deviation from normal operation: 1.3.3. Potential misuse of system: ☐ No ☐ Yes (describe possible misuse):	
1.4. Have safety measures been applied?	☐No ☐ Yes
For each type of risk, one of the following risk acceptance criteria is to be selected: • *Code of practice* • *Use of reference system* • *Explicit risk assessment*	
1.5. Has a risk analysis been submitted to the assessment body?	☐No ☐ Yes
If yes, Assessment body: Attach the verdict reached by the assessment body	[Appendix]