

Proposed amendment to to the GCU

Title	<i>Deletion of the GCU provisions which are under the ECM's responsibility</i>
Reference	<i>AP-MNT-2026-03</i>
Planned change date	<i>01/01/2027</i>
Topic proposal	<i>TP-MNT-2026-03</i>
Proposer / working group	<i>WG MNT</i>
Section of the GCU	<i>GCU Appendix 10</i>
Concise description	<i>Appendix 10 includes provisions which are not part of the minimum conditions or restoration of the fitness to run, but should be defined by the ECM</i>

Record of amendments:

Status	Date	Comment
<i>Work order</i>	<i>6/11/2025</i>	<i>TP approved by GCU JC</i>
<i>In creation</i>	<i>17/10/2025</i>	<i>Ad hoc WG MNT meeting</i>
<i>Updates</i>	<i>02- 03/12/2025</i>	<i>By WG Maintenance</i>
<i>...</i>	<i>03- 04/02/2026</i>	<i>By WG Maintenance</i>
<i>Decision Working group</i>	<i>03- 04/02/2026</i>	<i>Approved by WG MNT</i>
<i>Feedback loop WG MNT after UIC WU SG, UIP et ERFA meetings</i>		<i>No change reported, approved by all</i>
<i>Decision GCU JC</i>	<i>23/06/2026</i>	<i>Approved by the GCU JC</i>

1. Subject matter and reason for the amendment:

- Appendix 10 of the GCU defines provisions for the maintenance and minimum condition of freight wagons, which are to be defined by the ECM

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

- Delete 1.2, 1.29, 1.30, 2.12, 4.7, 5.11, 5.16, 5.19 which are under the responsibility of the ECM

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**
- What is the estimated scope of application of the amendment (e.g. number wagons affected, number of maintenance operations...)? **All wagons**
- Consequences of not implementing the proposal: **Conflict between the GCU and the responsibilities of the ECM**
- Define overall priority (High, Medium, Low): **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:

- 1.2 **Reserved**
~~The diameter of the wheel running circle must not be less than:~~
~~— 840 mm for a nominal diameter of 920 to 1000 mm,~~
~~— 760 mm for a nominal diameter of 840 mm,~~
~~— 680 mm for a nominal diameter of 760 mm,~~
~~— 630 mm for a nominal diameter of 680.~~
- 1.29 **Reserved**
~~Existing wheelsets fitted with monobloc wheels of steel grades R2, R3, R8 and R9 must be tested by the keeper to check for the absence of cracking and lathe clamp jaw marks. After the test a triangular metal plate embossed with the steel grade is fixed to one of the bolts of the axle box cover.~~
- 1.30 **Reserved**
~~Wagons with load proportional tread brakes for running under SS conditions may not be fitted with monobloc wheels of steel grades R2, R3, R8 or R9.~~
~~If thermal overloading is suspected, the provisions of point 1.18 shall apply.~~
- 2.12 **Reserved**
~~Standard parabolic suspension springs for 22 and/or 22.5 tonne axle loads can be freely inter-changed in the event of damage.~~
- 4.7 **Reserved**
~~Axle wagons carrying the sign specified in Appendix 11, point 2.10 must be fitted with special spark arrestors.~~
- 5.11 **Reserved**
~~No part of the screw coupling gear (coupled or uncoupled) must hang down within 140 mm of the top of the rails.~~
- 5.16 **Reserved**
~~Draw hook rods and guides must not be worn to such an extent that the draw hook is able to rotate on its axis within the guides.~~
- 5.19 **Reserved**
~~The draw hook pin on the screw coupler must be at least 50 mm in diameter.~~

CU40060 ~~Reserved~~ Check spark-arrestor platesCU40061 ~~Reserved~~ Repair spark-arrestor plateCU40062 ~~Reserved~~ Replace spark-arrestor plateCU50110 Check draw hook and screw coupler 5.6.x ~~5-11~~, 5.12, 5.13, 5.14, ~~5-16~~**German:****1.2 Bleibt frei**~~Der Laufkreisdurchmesser der Räder darf nicht kleiner sein als:~~

- ~~— 840 mm bei einem Neudurchmesser von 920 mm bis 1000 mm,~~
- ~~— 760 mm bei einem Neudurchmesser von 840 mm,~~
- ~~— 680 mm bei einem Neudurchmesser von 760 mm,~~
- ~~— 630 mm bei einem Neudurchmesser von 680 mm.~~

1.29 Bleibt frei

~~Vorhandene Radsätze mit Vollrädern der Stahlsorten R2, R3, R8 und R9 müssen einer Kontrolle unterzogen werden, die von dem Wagenhalter durchgeführt wird und der Prüfung des Nichtvorhandenseins von Rissen und Spuren der Drehbankspannbacken dient. Nach der Prüfung wird an einer Deckelschraube eine dreieckige Blechmarke angebracht, die die Stahlsorte angibt.~~

1.30 Bleibt frei

~~Güterwagen mit Klotzbremse und selbsttätiger Lastabbremung für den SS-Verkehr dürfen nicht mit Vollrädern der Stahlsorten R2, R3, R8 und R9 ausgerüstet werden.~~

~~Bei Vermutung einer Überhitzung gelten die Bestimmungen der Ziffer 1.18.~~

2.12 Bleibt frei

~~Standardisierte Federn mit progressiver Kennlinie für 22 bzw. 22,5 t Radsatzlast sind im Falle eines Schadens beliebig gegeneinander austauschbar.~~

4.7 Bleibt frei

~~Wagen mit Einzelradsätzen, die das Zeichen nach Anlage 11, Ziffer 2.10 tragen, müssen mit besonderen Funkenschutzblechen ausgerüstet sein.~~

5.11 Bleibt frei

~~Der Zughakenschaft und die Zughakenführung dürfen nicht derart abgenutzt sein, dass sich der Zughaken in den Führungen drehen kann.~~

5.16 Bleibt frei

~~Der Zughakenschaft und die Zughakenführung dürfen nicht derart abgenutzt sein, dass sich der Zughaken in den Führungen drehen kann.~~

5.19 Bleibt frei

~~Der Durchmesser des Kupplungsbolzens von Schraubenkupplungen muss mindestens 50 mm sein.~~

CU40060 **Bleibt frei** Inspektion FunkenschutzblecheCU40061 **Bleibt frei** Funkenschutzblech instand setzenCU40062 **Bleibt frei** Funkenschutzblech ersetzenCU50110 Schraubenkupplung und Zughaken Inspektion 5.6.x ~~5-11~~, 5.12, 5.13, 5.14, ~~5-16~~

French:

- 1.2 **Réservé** ~~Le diamètre du cercle de roulement des roues ne doit pas être inférieur à :~~
~~— 840 mm pour un diamètre nominal de 920 à 1000 mm,~~
~~— 760 mm pour un diamètre nominal de 840 mm,~~
~~— 680 mm pour un diamètre nominal de 760 mm,~~
~~— 630 mm pour un diamètre nominal de 680 mm.~~
- 1.29 **Réservé** ~~Les essieux montés existants équipés de roues monobloc de nuances d'acier R2, R3, R8 et R9 doivent être soumis à un contrôle effectué par le détenteur. Ce contrôle, visant à vérifier l'absence de fissures et de traces de mors de tour, est matérialisé par l'apposition d'un cachet indiquant la nuance d'acier sur une tôle triangulaire fixée sur boulon de fixation du couvercle du corps de boîte d'essieu.~~
- 1.30 **Réservé** ~~Les wagons ayant un frein à sabot auto-variable pour le régime « SS » ne peuvent pas être équipés de roues monobloc en acier de nuances R2, R3, R8 et R9. En cas de présomption de surcharge thermique, les dispositions du numéro 1.18 sont d'application.~~
- 2.12 **Réservé** ~~Les ressorts de suspension paraboliques standardisés pour 22 et/ou 22,5 t de charge par essieu sont, en cas de dommage, librement interchangeables.~~
- 4.7 **Réservé** ~~Axle wagons carrying the sign specified in Appendix 11, point 2.10 must be fitted with special spark arrestors.~~
- 5.11 **Réservé** ~~Aucune partie des organes d'attelage (accouplés ou désaccouplés) ne doit descendre en dessous de 140 mm au dessus du sommet des rails.~~
- 5.16 **Réservé** ~~La tige du crochet de traction et les guides du crochet de traction ne doivent pas présenter une usure telle que le crochet de traction puisse pivoter sur son axe dans les guides.~~
- 5.19 **Réservé** ~~Le diamètre de l'axe du crochet de traction doit être au minimum de 50 mm.~~

CU40060 **Réservé** ~~Vérifier tôles pare-étincelles~~

CU40061 **Réservé** ~~Réparer tôle pare-étincelles~~

CU40062 **Réservé** ~~Remplacer tôle pare-étincelles~~

CU50110 Vérifier crochets et tendeurs d'attelage 5.6.x ~~5.11~~, 5.12, 5.13, 5.14, ~~5.16~~

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 change have an impact on safety?	☒ No ☐ Yes
Reason: The deleted provisions should be defined by the ECM	
1.2. Is the change significant?	☐ No ☐ Yes
Reason:	
1.3. Determining and classifying risk	☐ 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
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i> • <i>Code of practice</i> • <i>Use of reference system</i> • <i>Explicit risk assessment</i>	
1.5. Do we need to submit this change to an assessment body (when assessed as safety relevant <u>and</u> significant)?	☐ No ☐ Yes
If yes, Assessment body: Attach the verdict reached by the assessment body	[Appendix]