

Proposed amendment to the GCU

Title	<i>Deletion of duplicate provisions between Appendix 9 and 10 (Buffing and draw gear)</i>
Reference	<i>AP-MNT-2026-16</i>
Planned change date	<i>01/01/2027</i>
Topic proposal	<i>TP-MNT-2026-16</i>
Proposer / working group	<i>WG MNT</i>
Section of the GCU	<i>GCU Appendix 10</i>
Concise description	With the modularisation of Appendix 10, the duplicate provisions between Appendix 9 and Appendix 10 have become unnecessary and need to be deleted

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>17/03/2026</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:

- With the modularisation of Appendix 10, it is now clear where the duplicate provisions between Appendix 9 and Appendix 10 are.

2. Description of the intended amendment and reason for implementing it in the GCU:

- Delete 5.12 and 5.14.1

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 of wagons affected, number of maintenance operations, etc.)? **All wagons requiring this kind of work**
- Consequences of not implementing the proposal: **Unclear rules in the GCU due to duplicate provisions**
- Define overall priority (High, Medium, Low): **Medium**

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:

A. CORRECTIVE MAINTENANCE

0. Principle

0.4 Chapter A of Appendix 10 contains criteria and guidance to be applied by workshops to remove irregularities as understood by Appendix 9. The measures carried out and documented under Appendix 9 (e.g., Annex 12) do not need to be repeated under Appendix 10. **Where no minimum condition or limit values are specified in Appendix 10, the provisions of Appendix 9 shall apply.** For measurements carried out under Appendix 10, suitable and calibrated measuring instruments should be used, following the provisions set out in EN ISO 10012 on processes and measuring instruments.

5.12 **Reserved**
~~The length of the screw coupler must be such that the buffers can at least be brought into contact.~~

5.14.1 **Reserved**
~~The screw coupler must be easy to operate and the coupling screw must be sufficiently lubricated and/or greased.~~

5.22 **Reserved**
~~Wagons fitted with long stroke shock absorbers whose sliding part is visibly not in the middle position must be dealt with in accordance with Appendix 9.~~

CU50110 Check draw hook and screw coupler 5.11, ~~5.12~~, 5.13, 5.14.**2**, 5.19

CU50141 **Reserved** ~~Lubricate screw coupling 5.14.1~~

CU50220 **Reserved** ~~Check shock absorber 5.9.1, 5.22~~

CU50221 **Reserved** ~~Repair shock absorber 5.9.1, 5.22~~

German:

A – INSTANDSETZUNG**0 Grundsatz**

0.4 Die Anlage 10 Kap. A beinhaltet die Kriterien und Ausführungsrichtlinien für die Werkstätten, wenn Mängel nach der Anlage 9 zu beheben sind. Messungen, die bereits im Rahmen der Anlage 9 (z.B. gemäß Anhang 12) durchgeführt wurden und dokumentiert vorliegen, sind im Rahmen der Anlage 10 nicht zu wiederholen. **Sofern kein Mindestzustand oder keine Grenzwerte in der Anlage 10 vorgegeben sind, gelten die Regelungen der Anlage 9.** Für die Messungen nach Anlage 10 sind für den jeweiligen Einsatzzweck geeignete und kalibrierte Messmittel zu verwenden. Regelungen zu Messprozessen und Messmittel enthält EN ISO 10012.

5.12 **Bleibt frei**
~~Die Länge der Schraubenkupplung muss so sein, dass die Puffer mindestens zur Berührung gebracht werden können.~~

5.14.1 **Bleibt frei**
~~Das Gewinde der Schraubenkupplung muss leichtgängig und ausreichend geschmiert und/oder gefettet sein.~~

5.22 **Bleibt frei**
~~Wagen mit Langhubstoßdämpfern, bei denen das Gleitelement augenscheinlich nicht in Mittelstellung steht, sind gem. Anlage 9 zu behandeln.~~

CU50110 Schraubenkupplung und Zughaken Inspektion 5.11, **5.12**, 5.13, 5.14.**2**, 5.19,

CU50141 **Bleibt frei** ~~Schmierung des Gewindes der Schraubenkupplung 5.14.1~~

CU50220 **Bleibt frei** ~~Rollrahmen Inspektion 5.9.1, 5.22~~

CU50221 **Bleibt frei** ~~Rollrahmen Instand setzen 5.9.1, 5.22~~

French:

A – MAINTENANCE CURATIVE**0 Principe**

0.4 L'Annexe 10 chapitre A contient, à l'intention des ateliers, les critères et directives d'exécution à appliquer pour éliminer des anomalies au sens de l'Annexe 9. Les mesures effectuées et consignées dans le cadre de l'Annexe 9 (par ex. conformément à l'Appendice 12) ne sont pas à répéter dans le cadre de l'Annexe 10. **Dans la mesure où l'annexe 10 ne prévoit pas d'état minimal ou de valeurs limites, les dispositions de l'annexe 9 s'appliquent.** Pour les mesures réalisées dans le cadre de l'Annexe 10, il convient d'utiliser des instruments de mesure étalonnés et adaptés à l'application. La norme EN ISO 10012 contient des dispositions relatives aux processus et aux instruments de mesure.

5.12	Réservé La longueur de l'attelage à vis doit être telle que l'on puisse amener les tampons au moins en contact.	
5.14.1	Réservé Le tendeur d'attelage doit être facilement maniable et la vis du tendeur suffisamment lubrifiée et/ou graissée	
5.22	Réservé Les wagons équipés d'amortisseurs de chocs à longue course dont l'élément coulissant n'est visiblement pas en position médiane doivent être traités selon l'Annexe 9.	
CU50110	Vérifier crochets et tendeurs d'attelage	5.11, 5.12 , 5.13, 5.14. 2 , 5.19
CU50141	Réservé Lubrifier tendeur d'attelage	5.14.1
CU50220	Réservé Vérifier amortisseurs de choc	5.9.1, 5.22
CU50221	Réservé Réparer amortisseur de choc	5.9.1, 5.22

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: Appendix 10 had operational minimum conditions. These minimum conditions will be preserved in Appendix 9.	
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> • Code of practice • Use of reference system • Explicit risk assessment	
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]