

## Amendments and additions to the GCU: Appendix 9, Proposal 3

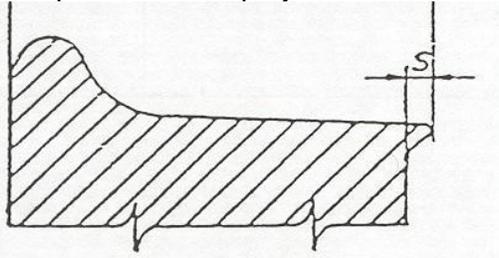
Modification of Annex 1: codes 1.2, 1.3, 1.5 and 1.8

<p><b>1.- Present the issue (with examples and if possible figures outlining the extent of the issue)</b></p> <p>Appendix 9 to the GCU governs and describes (in Annex 1) the mandatory technical condition of wagons for reciprocal handover between two or more railway undertakings (RUs) such as must be determined via a technical transfer inspection.</p>	<p><b>2.- Show why and where the GCU is deficient concerning this issue</b></p> <p>Mandatory requirements in terms of operational safety and suitability for traffic are listed in the GCU and in the mandatory UIC leaflets and directives.</p>
<p><b>3.- Explain why the issue can only be resolved through the GCU contract</b></p> <p>Implementation is incumbent upon all participants in the GCU.</p>	<p><b>4.- Explain why it is advisable to resolve the issue through the planned amendment / addition</b></p> <p>Compliance with this provision is the basis for the continuation of bilateral and multilateral agreements and the conclusion of new agreements. It is the responsibility of the keeper, who controls the use of his wagons, to select the RUs concerned for the dissemination of information.</p>
<p><b>5.- Explain how the amendment / addition will contribute towards resolving the issue</b></p> <p>The purpose of these amendments is to meet the requirements laid down by the TSIs, national authorities, ECMs and to comply with the GCU.</p>	<p><b>6.- Assess the positive and negative effects (operations, costs, administration, interoperability, safety, competition, etc.) on a scale of 1 (very minor) to 5 (very significant)</b></p> <p>Effects on operations: marked reduction in dwell times at border crossings. Will speed up traffic.</p> <p>Costs: reduced due to fewer stoppages during carriage and fewer unnecessary penalty payments.</p> <p>Administrative costs: inspection and processing tasks in international traffic kept to a minimum.</p> <p>Interoperability: already assured from the beginning of carriage by the consignor RU.</p> <p>Safety: safe operations already guaranteed from the beginning of carriage.</p>
<p><b>7.- Proposed text</b></p> <p>The amendments are attached as an appendix</p>	

Concerning Code 1.2

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Solid wheel	1.2			
	1.2.1	Groove marking the minimum thickness is no longer fully visible in cross-section	Detach wagon	4
	1.2.2	Thermal overload due to braking <ul style="list-style-type: none"> <li>recent paint burns of 50 mm or more at connection between rim and wheel plate</li> <li>traces of rust on rim (plate not painted)</li> <li>fusion of brake blocks</li> <li>deterioration of wheel tread with build-up of metal (see also no. 1.3.4)</li> </ul>	Measure as for 1.7.1 except for <b>axles wheels braked with cast-iron blocks</b> and marked as being able to withstand high thermal stresses	
	1.2.2.1	- without gauge widening of inner faces	K + R1 (isolate brake)	4
	1.2.2.2	- with gauge widening of inner faces	Detach wagon	5

Concerning Code 1.3

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Tyre or corresponding part of solid wheel	1.3			
	1.3.1 1.3.1.1 1.3.1.2	Width B > 139 mm and ≤ 140 mm Width B > 140 mm, < 133 mm <ul style="list-style-type: none"> <li>presence of a projection S</li> </ul> 	M Detach wagon	4 4
	1.3.2	Tread crushed in places, uneven contact surfaces or irregular protrusions on the wheel rim	Detach wagon	4

Concerning Code 1.5

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Wheel centre	1.5			
	1.5.1	Solid wheel Damage to wheel web or wheel hub: - cracked - defect repaired by welding	Detach wagon	5
	1.5.2	Tyred wheel Damage to wheel web, wheel hub, tyre clip or tyre: - cracked - broken - defect repaired by welding	Detach wagon	5

Concerning Code 1.8

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
Axle box	1.8			
	1.8.1	Housing		
	1.8.1.1	Housing not watertight Defect permitting water or dust to enter: - housing cracked or broken - plug missing (NB: the loss of the protective cover of the centring cone is permissible)	Detach wagon	4
	1.8.1.2	Loss of lubricant • projection of grease or oil onto wheel web		
	1.8.1.3	• traces of grease or oil on the axle box housing	K	4

