

Study Group **WAGON USERS**
Groupe d'Etudes **UTILISATEURS WA GONS**
Studiengruppe **WAGENVERWENDER**

Amendments and additions to the GCU: Appendix 9, Proposal 4

Modification of Annex 1: codes 8, 8.1, 8.2, 8.3 and 8.4, and check-list

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|--|---|
| <p>1.- Present the issue (with examples and if possible figures outlining the extent of the issue)</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>2.- Show why and where the GCU is deficient concerning this issue</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>3.- Explain why the issue can only be resolved through the GCU contract</p> <p>Implementation is incumbent upon all participants in the GCU.</p> | <p>4.- Explain why it is advisable to resolve the issue through the planned amendment / addition</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>5.- Explain how the amendment / addition will contribute towards resolving the issue</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>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)</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>7.- Proposed text</p> <p>The amendments are attached as an appendix</p> | |

Concerning Annex 1, new Code 8

| Component | Code no. | Irregularities/Criteria/Notes | Action to be taken | Category |
|---------------|----------|---|--|----------|
| Miscellaneous | 8 | | | |
| | 8.1 | Irregularities in operations | | |
| | 8.1.1 | Derailment | Detach wagon, apply procedure in Annex 9, I + K, | |
| | 8.1.2 | Heavy impact, abnormal heavy buffing impact | Detach wagon, apply procedure in Annex 9, I+K | |
| | 8.2 | Force majeure: Flood, damage due to bad weather | Detach wagon | |
| | 8.3 | Damaged by electric current • Wagon which has come into contact with catenary | Detach wagon | |
| | 8.4 | Fire | Detach wagon | |

Checklist for Fitness to Run (Annex 9)

Fitness to run – Catalogue of checks specified in Annex 1, [point 8](#), to be carried out on **empty wagons** **in addition to those when the validity of their maintenance plate (overhaul deadline) is exceeded by >6 months and ≤ 5 years.**

➤ Reference: **Annex 8**, Point 4

Each point on the list must be comprehensively examined. Reasons for unfitness to run shall be documented.

| 1 | 2 | 3 | 4 | 5 |
|---|---|-----------|--------------|--|
| Number | Question | Answer | Go to number | Comments |
| Provisions common to vehicles with individual axles and bogies | | | | |
| 1 | Is the wagon marked with the RIV sign or is it covered by a bi- or multilateral agreement – are the corresponding RUs marked in the agreement plate? | Yes No | 2 12.2 | |
| 2 | Is the loading gauge of the participating RUs respected? | Yes No | 3 2.1 | |
| 2.1 | Have the participating RUs agreed for the wagon to be handed over? | Yes No | 3 12.2 | |
| 3 | Do the wheelsets have an identification mark or the date of their last overhaul? | Yes No | 3.1 12.2 | |
| 3.1 | Is the wheelset overhaul date legible? | Yes No | 3.2 12.2 | |
| 3.2 | Is the wheelset overhaul date exceeded? | No Yes | 4 12.2 | Where necessary ask keeper. If not possible, 12.2 (replace wheelsets where necessary). |
| 4 | Does the wheel tyre thickness conform to the criteria of point 1.1.1 of Annex 1? | Yes No | 5 12.2 | Measure |
| 5 | Do the values of Sd, Sh, qR and distance E lie within the permissible limits? | Yes No | 6 12.2 | Measure |
| 6 | Does the back-to-back distance between wheels satisfy the following criteria: – no more than 1426 mm? – at least 1410 mm for a wheel diameter ≥840 mm? – at least 1415 mm for a wheel diameter < 840 mm? | Yes No | 7 12.2 | Measure |
| 7 | Is the wagon clearly fitted with a uniform type of suspension springs? Are the springs in place? | Yes No | 8 12.2 | |

| | | | | |
|---|--|--|--------------|---------|
| 8 | Does the buffer height lie within the permissible tolerances? | Yes No | 9 12.2 | Measure |
| 9 | Does the wagon have superstructures (or a load) that are liable to rotate, be displaced or otherwise move during the journey? | Yes No | 10 11 | |
| 10 | Are there sufficient devices (outwardly visible) for securing moving superstructures or the wagon's load and are they present and effective? | Yes No | 11 12.2 | |
| 11 | Is the wagon otherwise free of safety-critical damage or defects? | Yes No | 12.1 12.2 | |
| Results of the examination of fitness to run | | Measures | | |
| 12.1 | The wagon may continue to run at the marked speed, empty and with the brake isolated, as a special consignment. | Fill out Label I, indicate wagon as fit to run. | | |
| 12.2 | The wagon may not be included in trains in its present condition. | Do not fill out Label I, indicate wagon as unfit to run, giving reasons. | | |