

Amendments and additions to GCU Appendix 9: Proposal no. 6 Modification of
Annex 1: Procedure for thermal overload on wheelsets Annex 8 point 3

<p>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <p>Appendix 9 of the GCU sets out in Annex 1 binding provisions that govern the technical condition of wagons to be exchanged between two or more railway undertakings (RUs), as established during a technical transfer inspection.</p>	<p>2.- Show what the GCU is lacking in this respect:</p> <p>The instructions to be followed are mentioned, from the point of view of operational safety and suitability in service, in the GCU, as well as in UIC leaflets, where they are of a compulsory nature, and in the directives.</p>
<p>3.- Explain why the problem can only be solved through the GCU contract:</p> <p>Implementation is the responsibility of all the participants in the GCU.</p>	<p>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</p> <p>Compliance with this provision forms the basis for the renewal of bi- or multilateral agreements and for the conclusion of new agreements..</p>
<p>5.- Describe how the proposed amendments or additions will help solve the problem:</p> <p>The amendments must permit qualitative compliance with the requirements of the TSI, with obligations imposed by public authorities, with the ECM and with the GCU.</p>	<p>6.- Assess the potential positive and negative impacts (on operations, costs, administration, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high):</p> <p>Impact on operations: net reduction in dwell times during exchanges at borders. Acceleration of traffic movements.</p> <p>Costs: savings thanks to the avoidance of downtime when underway and of the payment of unnecessary penalties.</p> <p>Administrative expenses: reduction in inspection and file handling operations for international transport movements.</p> <p>Interoperability: is guaranteed from the commencement of the movement by the sending RU.</p> <p>Safety: a guarantee of safety for railway operations exists from the commencement of the movement.</p>
<p>7. 7. Text proposal:</p> <p>Modification of Annex 1 to Appendix 9: clarification of action to be taken for code 1.2.2 in point 3 of Annex 8.</p>	

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We request the modification of action to be taken for code 1.2.2 as per the table below and also the integration of new point 3 of Annex 8:

Components	Code	Irregularities/Criteria/Notes	Action to be taken	Category
Solid cast	1.2			
	1.2.1	Groove marking the minimum thickness is no longer fully visible in cross-section ²⁾	Detach wagon	4
	1.2.2	Thermal overload due to braking <ul style="list-style-type: none"> recent paint burns at 50 mm or more at connection between rim and wheel plate 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) 	Measure as for code 1.7.1, except for the wheelsets for marked as being able to withstand high stresses thermal Proceed in accordance with Annex 8 point 3	
	1.2.2.1	- without gauge widening of the inner faces	K + R1 (isolate brake)	4
	1.2.2.2	- with gauge widening of the inner faces	Detach wagon	5

The exception for wheelsets marked as being able to withstand high thermal stresses is described in new point 3, which is to be introduced in Annex 8.

Dealing with wagons:

Annex 8

3. With wheels displaying the criteria for thermal overload as per no. 1.2.2

For wheels displaying indications of thermal overload as per no. 1.2.2 and not being marked as being able to withstand high thermal stresses, measure the widening of the inner faces (E value) at the running surface of the rail at 3 distant points of 120° and verify no. 1.7.1

Establish the traceability of Annex 12.

Colour codes for modifications

Black: Text in force, for info and remains unchanged

Red: new text

Blue : (may be crossed through): text will be deleted

Obvious mistakes

²⁾ The outer groove indicates the minimum thickness (wear groove) for wheels that have more than two grooves.