

Amendments and additions to the GCU 6 - Proposal sheet
Article 3.8.3 Appendix 10

<p>1. Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <p>According to the Design rules for composite brake blocks (9th edition), chapter 1.3 (http://www.uic.org/IMG/pdf/rili_k_9_ausgabe_en.pdf) and the Usage guidelines for composite (LL) brake blocks (10th edition), chapter 1.3 (http://www.uic.org/IMG/pdf/rili_ll_10_edition_en.pdf), 'Wagons fitted with composite brake blocks (K) must be marked with a "K" in a circle immediately to the right of the marking showing the type of braking system, in accordance with the requirements of EN 15877-1:2012, section 4.5.30.2.10.</p> <p>Since it is currently impossible, or possible only under specific basic conditions, to guarantee that the various certified blocks are fully interchangeable, all blocks approved for the vehicle are to be indicated next to the  (one or several types of brake block). The type descriptions of brake blocks set out in Appendix M1 of UIC Leaflet 541-4 are to be used.'</p> <div style="text-align: center;">  C810 J816M </div>	<p>2. Show why and where the GCU is lacking in this respect:</p> <p>There is no provision within the GCU for the possibility of two or more types of brake blocks being fitted to the same wagon. Currently only wear and damage are covered (see Annex 1 of Appendix 9 to the GCU).</p>
<p>3. Explain why the problem can only be solved through the GCU:</p> <p>Under the GCU, brake blocks can be replaced without first seeking the keeper's consent. For the moment there is no general rule regarding this issue; it would be advisable to avoid a situation in which each keeper or RU formulates their own rules.</p>	<p>4. Outline why the problem should be solved as is envisaged in the proposed amendment/addition:</p> <p>Workshops do not each keep a stock of all of the different possible brake block models. To avoid all the brake blocks of a wagon being systematically replaced, it makes sense to create a rule which meets operational needs. The proposed rule does not impact safety or wagon use and it means that workshop activities are limited to the necessary tasks.</p>

5. Describe how the proposed amendment and/or addition will help to solve the problem:

See point 4.

6. Evaluate the possible positive and negative impacts (on operations, costs, administration, interoperability, safety, competitiveness etc.), using a scale from 1 (very low) to 5 (very high):

Operations:	+4
Cost:	+5
Administration:	+3
Interoperability:	+5
Safety:	+0
Competitiveness:	+5

7. Text proposal (changes in blue)

3.8.3

Where several types of brake block are approved and marked as suitable for use on a wagon, all the brake blocks around a single wheelset must be of the same type.