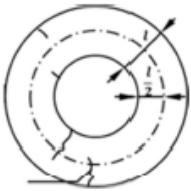


**Amendments and additions to GCU Appendix 9: Proposal no. 1**  
**Modification of annex 1: Integration of disc brakes**

<p><b>1.- Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</b></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><b>2.- Show what the GCU is lacking in this respect:</b></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><b>3.- Explain why the problem can only be solved through the GCU contract:</b></p> <p>Implementation is the responsibility of all the participants in the GCU</p>	<p><b>4.- Outline why the problem should be solved as envisaged in the proposed amendment/addition:</b></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><b>5.- Describe how the proposed amendments or additions will help solve the problem:</b></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><b>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):</b></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><b>7. – Text proposal:</b></p> <p>Modifications to annex 1 of Appendix 9. Integration of irregularity codes for disc brakes for freight wagons. Codes 3.2.4, 3.2.5 and 3.2.6</p>	

April 2014

We request the introduction of irregularity codes 3.2.4.1 - 3.2.4.4, 3.2.5 and 3.2.6 mentioned in the table below:

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Category
<b>Disc brakes*</b> *Observed during a special inspection outside the technical inspection	3.2.4			
	3.2.4.1	The inspection groove on the brake discs brake discs is no longer completely visible (maximum wear)	K + R1 (isolate brake)	3
	3.2.4.2	Defective brake disc fixing on the axle pin	Detach wagon	5
	3.2.4.3	Brake disc : unacceptable cracks > l/2 as per diagram	K + R1 (isolate brake)	3
		Crack > l/2 unacceptable 		
	3.2.4.4	crack in cross-section	Detach wagon	5
	3.2.5	Brake linings - missing - cracked	K + R1 (isolate brake)	3
Brake indicator	3.2.6	defective or brake indicator data not true to the status of the brake or display not synchronous with the indicator (other than indications relating to the handbrake)	K + R1 (isolate brake)	4

**Colour Code for modifications:**

**Black:** text in force, for info and remains unchanged

**Red:** new text

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