

**Amendments and additions to GCU Appendix 9: Proposal no. 7**  
**Modification of Annex 1: Build-up of metal No. 1.3.4**

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| <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. 7. Text proposal:</b></p> <p>Modification of Annex 1 of Appendix 9: modification of No. 1.3.4 and introduction of Nos. 1.3.4.4, 1.3.4.5 and 1.3.4.6 (definition of limit values in service as per EN project 15313 of July 2013)</p>  |  |

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

**We request the modification of No. 1.3.4 and the introduction of Nos. 1.3.4.4, 1.3.4.5 and 1.3.4.6 conforming to E DIN EN 15313 of July 2013 as per the table below:**

| Components | Code    | Irregularities/Criteria/Notes   | Action to be taken     | Category |
|------------|---------|---|------------------------|----------|
|            | 1.3.3   | Wheel flats   |                        |          |
|            | 1.3.3.1 | - Wheels $\varnothing \geq 630$ mm and flats longer than > 60 mm  | Detach wagon           | 4        |
|            | 1.3.3.2 | - Wheels $\varnothing < 630$ mm and flats longer than > 30 mm   | Detach wagon           | 4        |
|            | 1.3.4   | Build-up of metal   |                        |          |
|            | 1.3.4.1 | - Wheel $\varnothing > 840$ mm and metal build-up over a length of > 60 mm or $\geq 1$ mm thick               | Detach wagon           | 4        |
|            | 1.3.4.2 | - Wheel $\varnothing > 840$ mm and metal build-up over a length of >10 mm $\leq$ 60 mm and <1 mm thick        | M + R1 (isolate brake) | 3        |
|            | 1.3.4.3 | - Wheel $\varnothing < 630$ mm < d < 840 mm and metal build-up over a length of > 40 mm or $\geq 1$ mm thick  | Detach wagon           | 4        |
|            | 1.3.4.4 | - Wheel $\varnothing < 630$ mm < d < 840 mm and metal build-up over a length of >10 mm <40 mm and <1 mm thick | M + R1 (isolate brake) | 3        |
|            | 1.3.4.5 | - Wheel $\varnothing < 630$ mm and metal build-up over a length of >35 mm and $\geq 1$ mm thick               | Detach wagon           | 4        |
|            | 1.3.4.6 | - Wheel $\varnothing < 630$ mm and metal build-up over a length of >10 mm < 35 mm and < 1 mm thick            | M + R1 (isolate brake) | 3        |
|            | 1.3.5   | Cavity, shelling or flaking > 60 mm long on wheel tread   | Detach wagon           | 4        |

|         |  |              |   |
|---------|--|--------------|---|
| 1.3.6   | Cracks and notches   |              |   |
| 1.3.6.1 | Cracks at the interface between the wheel tread and the front edge   | Detach wagon | 5 |
| 1.3.6.2 | Sharp-angled notches on the front face (rim or inner tyre rim ) caused by tools, track brakes or clamping equipment / jaws.<br>- except for markings applied by the manufacturer | K            | 4 |
| 1.3.7   | Deposits of paint, oil or lubricants on wheel tread edge<br>- except for control marks (4 marks positioned 90° apart)  | Detach wagon | 5 |

**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