

**Amendments and additions to the GCU
 Proposal sheet for new Appendix 10, Annex 5**

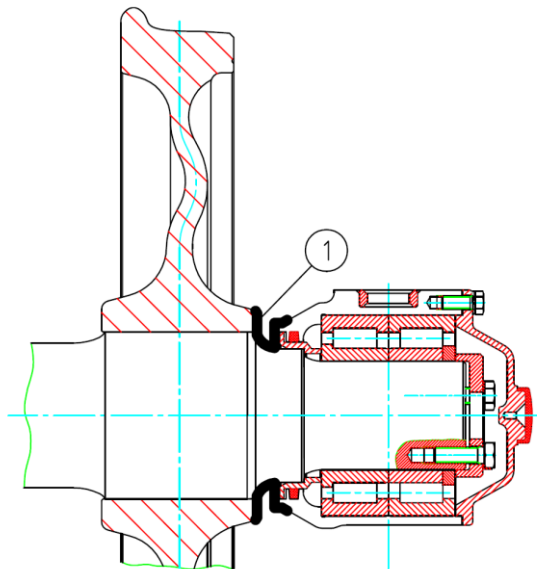
<p>1.- Introduce the problem (using examples and, where possible, figures giving an indication of the extent of the problem)</p> <p>Instructions to be complied with when recording leaks of lubricant from axle boxes.</p>	<p>2.- Demonstrate why and where the provisions of the GCU are insufficient on this point</p> <p>This problem is not currently addressed by Appendix 10.</p>
<p>3.- Explain why this problem can only be resolved via the GCU</p> <p>Appendix 10 is the appropriate place to handle this issue since it deals with workshop interventions.</p>	<p>4.- Indicate why the problem needs to be resolved as envisaged by the proposed amendment/adjunct</p> <p>The "Maintenance" WG considers it necessary to add a new point 1.20.2 to Appendix 10, containing a reference to Annex 5, in order to illustrate the various aspects of this issue using diagrams.</p>
<p>5.- Describe how the proposed amendments or additions will help solve the problem</p> <p>It will outline actions to be taken (and to be avoided) in workshops.</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>4</p>
<p>7.- Text proposal</p>	
<p>1.20.2 If a loss of grease/oil is recorded when wagons are withdrawn from service due to loss of lubricant or during an axle/running gear inspection (e.g. EVIC), apply the instructions in Annex 5.</p> <p>The new Annex 5 would be as follows:</p> <p>See below</p>	

APPENDIX 10 - ANNEX 5 VERIFICATION AND HANDLING OF GREASE/OIL DEPOSITS ON WHEELS AND AXLE BOXES

Concerns wagons withdrawn from service due to loss of lubricant or on which a lubricant leak is recorded in the context of an axle/running gear inspection (e.g. EVIC).

General remark:

The procedure described hereafter must only be applied if no “hot box” or “temperature” notification has been issued by the hot box detection system!



Zone 1

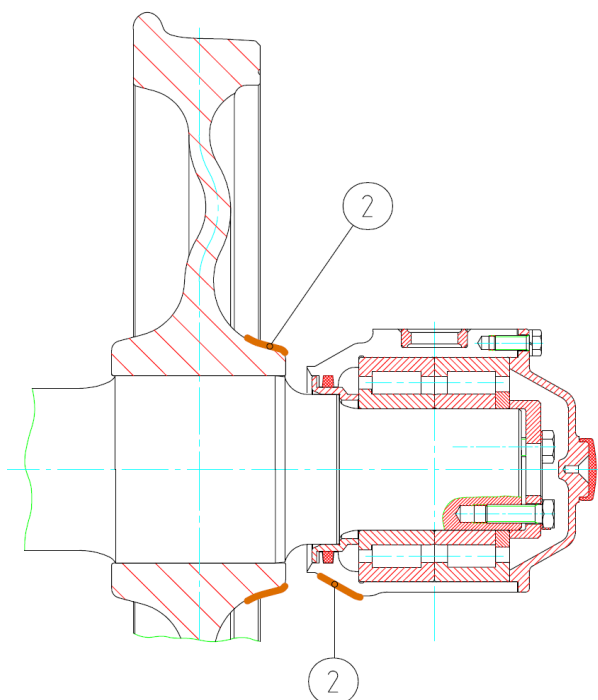
Extends from the interior of the axle box housing up to and including the vertical part of the hub, including also the axle.

Lubricant on the axle box housing – zone 1

Axles with grease or oil in “zone 1” may remain under the wagon subject to the following measures being taken in the locations concerned:

Measures to be taken:

- The wagon’s keeper must be informed. It is the keeper’s job to provide instructions to apply a marking to the axle or to enter it in the axle database, and to decide whether the axle may remain under the wagon or whether it should be replaced.
- If the keeper says the axle can remain under the wagon, the excess grease/oil is to be wiped away.



Zone 2

Extends

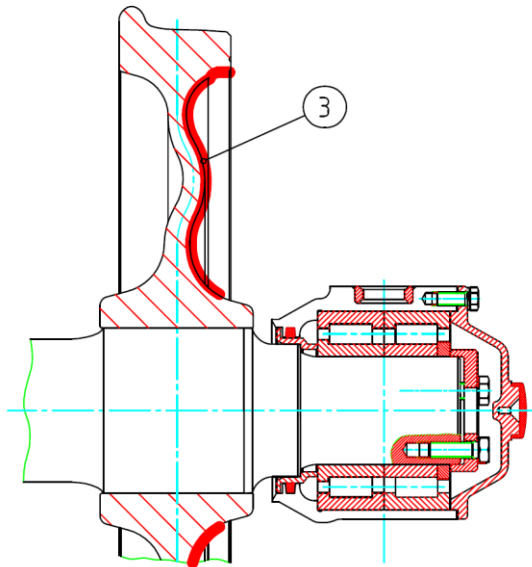
- from the end of zone 1 to the flat part of hub (over approx. 1 cm)
- over the oblique part of the axle box housing adjoining zone 1

Lubricant on the axle box housing - zone 2

Axles with grease or oil in “zone 2” may remain under the wagon subject to the following measures being taken in the locations concerned:

Measures to be taken:

- The wagon's keeper must be informed. It is the keeper's job to provide instructions to apply a marking to the axle or to enter it in the axle database, and to decide whether the axle may remain under the wagon or whether it should be replaced.
- If the keeper says the axle can remain under the wagon, the excess grease/oil is to be wiped away.



Zone 3

Covers the part of the wheel centre adjoining zone 2

Projections of oil/grease on the axle box housing – zone 3

For axles with lubricant projections on the wheel centre in “zone 3”, **IF THESE PROJECTIONS DO NOT EMANATE FROM the hub or the axle box but begin beyond the axle box housing,**

or

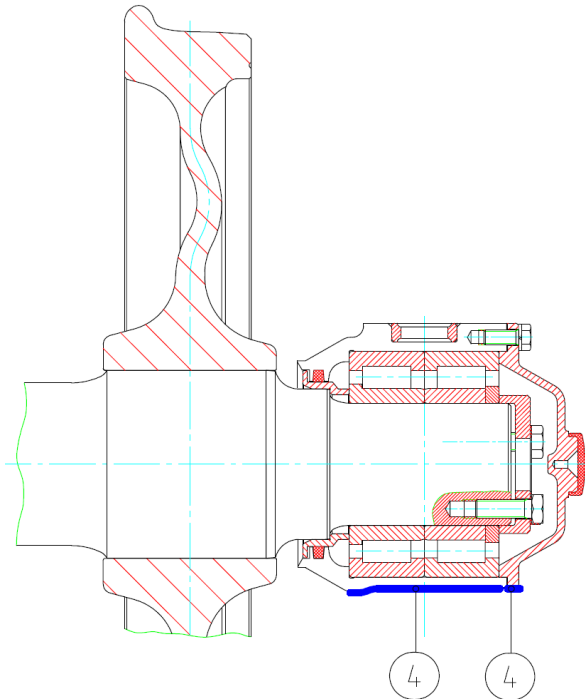
if traces of lubricant, emanating radially from the axle box housing, are observed scattered irregularly across “zone 3”, the axles may remain under the wagon subject to the following measures being taken in the locations concerned:

Measures to be taken:

- The wagon’s keeper must be informed. It is the keeper’s job to provide instructions to apply a marking to the axle or to enter it in the axle database, and to decide whether the axle may remain under the wagon or whether it should be replaced.
- If the keeper says the axle can remain under the wagon, the excess grease/oil is to be wiped away.

Oil/grease leakage distributed regularly across the whole wheel centre circumference – zone 3

If the lubricant emanates radially from the axle box housing and spreads in a uniform manner across the wheel body, wheel centre or intersection between the wheel body and tyred rim, the axle must be removed and replaced, applying Label Hr.



Zone 4

Covers the part of the wheel centre adjoining zone 2, the underside of the axle box housing, and the outer part of the axle box cover

Oil/grease leakage on the bottom of the axle box housing – zone 4

If lubricant is observed in “zone 4”, the location from where the grease/oil is leaking is to be identified. The procedure to be applied varies depending on the origin of the problem:

- a. the grease/oil emanates from zones 1 and 2, within the axle box housing, and is leaking underneath the axle box housing;
- b. there are traces of grease/oil on the axle box cover, running under the axle box housing;
- c. the axle box housing is cracked/broken.

Measures to be taken if points a or b apply

- The wagon’s keeper must be informed. It is the keeper’s job to provide instructions to apply a marking to the axle or to enter it in the axle database, and to decide whether the axle may remain under the wagon or whether it should be replaced.
- If the keeper says the axle can remain under the wagon, the excess grease/oil is to be wiped away.

Measures to be taken if point c applies

- Remove the axle from the wagon concerned and replace it, applying Label Hr.