

Amendments and additions to the GCU: Proposal Sheet

Appendix 7 GCU

<p>1. Present the problem (with examples and, if possible, figures giving a measure of the scope of the problem):</p> <p>Since the GCU's entry into force, the main text of Appendix 7 has remained unchanged (barring a few amendments to form H/Hr). However, regulatory developments have proceeded apace, with European regulations now in force defining the nature, role and responsibility of Entities in Charge of Maintenance (ECM).</p>	<p>2. Show why and where the GCU is lacking in this respect:</p> <p>The options offered by Part B, dating from the old RIV landscape, are no longer acceptable today.</p>
<p>3. Explain why the problem described can only be resolved through the GCU:</p> <p>Appendix 7, which governs the ordering of parts, has a significant impact on the conditions governing the repair of damage.</p> <p>The appendix must be consistent with the laws in force, and with current practice amongst keepers, user railway undertakings and workshops, in order to ensure optimum overall performance.</p>	<p>4. Outline why the problem should be solved as it is envisaged in the proposed amendment / addition:</p> <p>Ten years after the GCU's entry into force, a revised Appendix 7 will supply all involved with clarity.</p> <p>To be published by 1 January 2016</p>
<p>5. Describe how the proposed amendment or addition will help to solve the problem:</p> <p>A general revision of the main text and of forms H/Hr will bring about overall consistency.</p>	<p>6. Evaluate the possible positive and negative impacts (operational, costs, administrative, interoperability, safety, competitiveness, etc.), using a scale from 1 (very low) to 5 (very high):</p> <p>Positive impact, since no provision currently in use will be deleted – very positive impact (5)</p>
<p>7. Proposed text (modifications in blue)</p> <p>See draft Appendix 7 (attached)</p>	

APPENDIX 7 TO GENERAL CONTRACT FOR USE OF WAGONS

SPARE PARTS

1. General principles

- 1.1 The management of spare parts must be organised in a cost-effective and rational manner to cut down on the time damaged wagons spend out of service and keep transport of the parts themselves to a minimum.

The request for spare parts is to be made by means of **Form H/H^R** and should include the related damage report reference number.

Restrictions on transport conditions (e.g. opening hours, means of transport) are to be stated in advance on **Form H/H^R**.

- 1.2 The keeper must ensure that the requested spare parts are delivered to the workshop carrying out the repairs as rapidly as possible, or within 20 calendar days at the latest **after forwarding the spare part request to the keeper.**

If this deadline is exceeded, the corresponding track occupation costs due to this delay can be invoiced to the keeper.

Any track occupation costs must be indicated on the request for spare parts (**Form H, H^R**).

- 1.3 The user RU and the keeper shall designate a logistics centre to coordinate and steer all aspects of the provision of spare parts. The addresses shall be indicated in the list of addresses **in Appendix 1** to the GCU.

- 1.4 **Conditions for returning parts removed from vehicles are to be indicated by the keeper on Form H/H^R.**

- 1.5 Modern means of communication (e.g. fax or e-mail) shall be used to exchange information.

- 1.6 When transporting spare parts, the most cost-effective means of transport and service shall be selected in terms of price, service, quality and transport time, taking account of specific delivery conditions.

Study Group WAGON USERS

- 1.7 Transport and customs related costs, regarding article 19 aren't included in the repair costs. These costs are to be charged to the responsible for the damage.
- 1.8 Spare parts shall be delivered ready for fitting and be compatible with the wagon to be repaired.
- 1.9 When sending spare parts, care must be paid to ensuring they can be clearly assigned to a given wagon on arrival. The consignee must use those parts on the designated wagons.
- 1.10 For transport beyond the borders of a customs area, the keeper must ensure customs clearance. This requirement is also applicable to the recovery (scrapping) or abandonment of parts outside of their own customs area.

Part A

Wheelsets

2. Principles

- 2.1 If wheelsets need to be repaired, the user RU must inform the wagon keeper without delay and at the latest within two **working days (Saturdays excluded)** of the damage being reported in the workshop, using **Form H^R**.
- 2.2 The user RU must offer the wagon keeper the procedure set out in point 3.1 **and, where possible, the procedure set out in point 3.2.**
- 2.3 The wagon keeper must accept one of **both** procedures on offer and send written agreement within two working days **(Saturdays excluded)**.

If the keeper does not answer within the period specified, the procedure in point 3.1 shall be applied.

3. Handling of wheelsets

3.1 Wheelsets **replaced with wheelsets provided by the keeper**

- 3.1.1 The user RU shall use **Form H^R** to notify the wagon keeper of the details of the wheelset (e.g. wheelset and housing type, diameter, wheelset position, wheelset number) and the delivery address for the wheelset to be supplied.
- 3.1.2 The keeper is to send the requested wheelset as swiftly as possible to the delivery address.

It must provide the user RU with a delivery address for the damaged wheelset.

- 3.1.3 The wagon number must be indelibly marked on the damaged wheelset (inside of the wheel centre) once it has been removed.
- 3.1.4 The damaged wheelset must reach the keeper at the address provided as per 3.4.2 in **Form H^R** within 6 weeks of being removed from the wagon. If the wheelset does not reach the keeper by this time, he shall send out a reminder to the user RU, extending the deadline by a further 2 weeks at least.

If the wheelset still does not arrive by this extended deadline, the user RU shall pay the keeper the replacement value of the wheelset.

3.2 Repair of wheelsets with keeper's approval

- 3.2.1 The damaged wheelset shall be removed and sent to an approved workshop for repair in accordance with the provisions of the **keeper**. Once repaired, the wheelset shall be fitted back on the wagon.
- 3.2.2 If during the repair operation on the damaged wheelset a technical defect is observed that requires the replacement of the wheel centre, axle or axle-box, the wagon keeper shall be informed immediately. The procedure in point 3.1 shall be applied from point 3.1.2 onwards.

Part B

Other standard parts (U parts)

4. Use of standard spare parts (U parts)

- 4.1 In the event of damage to wagon parts, the user RU shall preferably fit its own standard spare parts. Standard spare parts are marked with a . In future other standard parts can be used in accordance with the TSI.
- 4.2 The value of any such standard spare parts shall be included in the cost of the repair operation.
- 4.3 When the **user** RU makes a **cost estimation** to the keeper, the keeper must indicate whether he wishes the **damaged parts** to be returned to him at his own expense.

If the keeper does not specify the return of these parts, they shall remain with the user RU, together with the other spare parts removed from the wagon. There shall be no form of compensation for the value of these parts.

5. Exceptional order for standard spare parts (U parts)

- 5.1 In exceptional cases, standard spare parts may be ordered from the keeper using an equivalent procedure to that in Part C (**Form H**).
- 5.2 This operation is coordinated exclusively through the logistics centres.

Part C

Other non-standard spare parts

6. Request for non-standard spare parts

6.1 Non-standard spare parts that are needed to repair a wagon and are not stocked by the user RU shall be ordered from the keeper's logistics centre using **Form H**.

6.2 For each request for spare parts using **Form H**, confirmation of receipt shall be sent without delay to the logistics centre making the request.

When confirming receipt, the estimated delivery time of the spare parts shall be indicated. If the damaged parts are to be returned, this should also be specified.

If the spare parts cannot be despatched immediately, the requesting logistics centre shall be informed without delay.

7. Return of damaged non-standard spare parts

7.1 Damaged parts with a low value (e.g. suspension rods and links, etc.) are not returned once removed. No compensation for their value shall take place.

7.2 Other damaged parts, once removed, shall only be returned at the keeper's request.

7.3 If the spare part does not arrive at its destination, the amount of compensation payable shall be subject to the provisions of the associated contract of carriage.

Part D

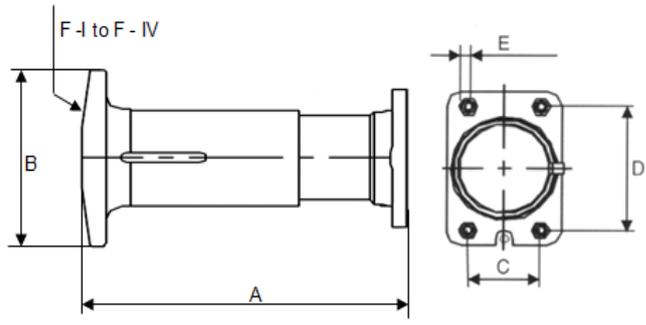
Fitting of spare parts from vehicles belonging to the same keeper

8.1 To avoid delaying the forwarding of a wagon, spare parts may be taken from another wagon of the same keeper, subject to his approval.

8.2 If the keeper has given his agreement, the spare parts must then be ordered for the wagon from which they have been taken.

Issuing RU (LOGO)	Form H	No. <input style="width: 50px;" type="text"/>																								
Wagon number:	<input style="width: 20px; height: 20px;" type="text"/>																									
Damage report reference number:	<input style="width: 100%; height: 20px;" type="text"/>																									
Keeper:	<input style="width: 100%; height: 20px;" type="text"/>	Fax no.: <input style="width: 100%; height: 20px;" type="text"/> E-mail: <input style="width: 100%; height: 20px;" type="text"/>																								
Description of parts:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Pos</th> <th style="width: 15%;">Quantity</th> <th style="width: 60%;">Description</th> <th style="width: 20%;">*</th> </tr> </thead> <tbody> <tr><td style="text-align: center;">1</td><td></td><td></td><td></td></tr> <tr><td style="text-align: center;">2</td><td></td><td></td><td></td></tr> <tr><td style="text-align: center;">3</td><td></td><td></td><td></td></tr> <tr><td style="text-align: center;">4</td><td></td><td></td><td></td></tr> <tr><td style="text-align: center;">5</td><td></td><td></td><td></td></tr> </tbody> </table>		Pos	Quantity	Description	*	1				2				3				4				5			
Pos	Quantity	Description	*																							
1																										
2																										
3																										
4																										
5																										
Other:	* Parts missing from the wagon Track occupation costs as per App. 7, point 1.2 € <input style="width: 50px;" type="text"/>																									
Addresses:	Contact address: <input style="width: 100%; height: 100px;" type="text"/> Tel: <input style="width: 100%; height: 20px;" type="text"/> Fax: <input style="width: 100%; height: 20px;" type="text"/> E-mail: <input style="width: 100%; height: 20px;" type="text"/>	Delivery address: <input style="width: 100%; height: 100px;" type="text"/> Delivery conditions, where appropriate: <input style="width: 100%; height: 50px;" type="text"/>																								
Date	<input style="width: 100%; height: 20px;" type="text"/>	Signature <input style="width: 100%; height: 20px;" type="text"/>																								
To be filled in by the keeper																										
Answer:	Estimated date of delivery: <input style="width: 100%; height: 20px;" type="text"/> Return of damaged parts? <input type="checkbox"/> Yes <input type="checkbox"/> No Pos. <input style="width: 100%; height: 20px;" type="text"/>																									
Address:	Delivery address: <input style="width: 100%; height: 100px;" type="text"/>	Delivery restrictions, where appropriate: <input style="width: 100%; height: 100px;" type="text"/>																								
Date	<input style="width: 100%; height: 20px;" type="text"/>	Signature <input style="width: 100%; height: 20px;" type="text"/> Company stamp <input style="width: 100%; height: 20px;" type="text"/>																								
Please use block letters throughout																										

Study Group WAGON USERS

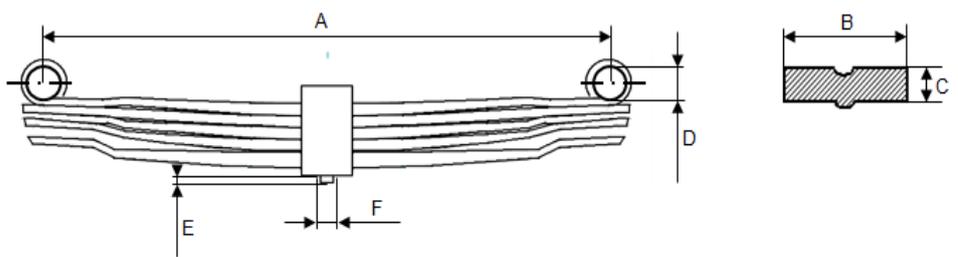


Type of U buffer	1)
75	<input type="checkbox"/>
105	<input type="checkbox"/>
105-A	<input type="checkbox"/>
105-B	<input type="checkbox"/>
105-C	<input type="checkbox"/>
150-L	<input type="checkbox"/>
Other type 2)	<input type="checkbox"/>

1) Put a cross in the corresponding box
2) Indicate buffer type

A	<input type="checkbox"/>
B	<input type="checkbox"/>
C	<input type="checkbox"/>
D	<input type="checkbox"/>
E	<input type="checkbox"/>

F-I	flat	<input type="checkbox"/>
F-II	convex $r = 630$	<input type="checkbox"/>
F-III	semi-convex $r = 1500$	<input type="checkbox"/>
F-IV	semi-convex $r = 2750$	<input type="checkbox"/>

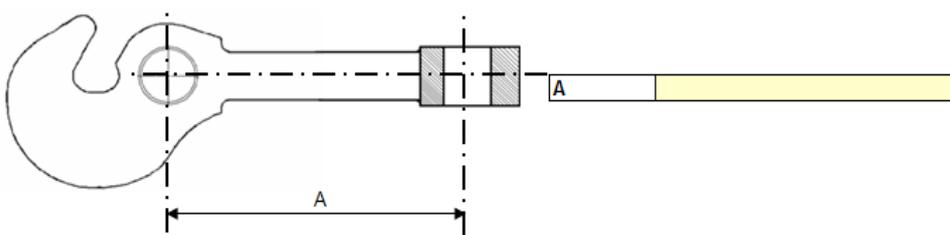


A	<input type="checkbox"/>
B	<input type="checkbox"/>
C	<input type="checkbox"/>
D	<input type="checkbox"/>

E	<input type="checkbox"/>	
F	<input type="checkbox"/>	
N	Number of leaves	<input type="checkbox"/>
P	Without load	<input type="checkbox"/>

For wagons with rigid underframe

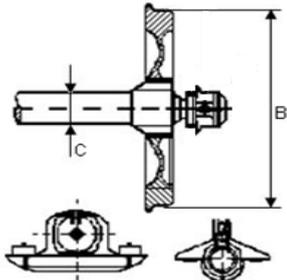
Yes No



Space for any additional drawings:

Form H Page 2

Study Group WAGON USERS

Issuing RU (LOGO)	Form H^R No. 					
Wagon number: - 	Drawn up on: _____					
Damage report reference number: 						
Keeper: 	Fax no. E-mail: 					
Remarks: _____						
State of all the wheelsets of the wagon - for undamaged wheelset(s), fill only the fields "POS" and "B"						
Pos	T/M	B measured	C	Monobloc yes/no	Type of wheelset	Number of damaged wheelsets
Pos: position of axle (as per marking on wagon). If no marking present, count from either end of wagon						
Number of damaged wheelsets: 						
		Reason for withdrawal from service T/M: always indicate code opposite the axle number				
		1.2.2 Thermal damage 1.3.2 Wheel wear (wheel tread) 1.3.3 Wheel flats 1.3.4 Metal inclusions 1.3.5 Shelling/exfoliation (EVIC) 1.8.1 Loss of lubricant		1.5.1 Cracks in wheel centre 1.6.1 Worn axle 1.7.2 Out-of-round wheel 1.8.1 Axle box leaking 1.8.3 Hot axle-box 7.1.7 Overload Other :		
Addresses:	Contact address:			Delivery address:	Station code: 	
Offers:	see page 2					
Date: 			Signature: _____		Company stamp: _____	
Please complete in block letters						

