

## Amendment proposal Appendix 10 to the GCU

### Record of amendments

Amended by	Date	Paragraph	Amendment
Jean Feipel	9/11/2017	Appendix 10: A – Corrective maintenance, 3 – Brake	
Burkhard Lerche	9/1/2018		
Bernhard Schlor	14/3/2018		
Maintenance WG Appendix 10	18/4/2018	-	Final version

<b>Title</b>	Adjustments to be made after replacement of brake blocks or wheelsets in accordance with UIC Leaflet 543-1.
<b>Proposed amendment made by: RU/keeper/other:</b>	CFL technics
<b>Amendment proposal:</b>	<input checked="" type="checkbox"/> Appendix 10
<b>Proposer:</b>	Jean Feipel
<b>Location, date:</b>	7/11/2017
<b>Concise description:</b>	Appendix 10 - Adjustments to be made after replacement of brake blocks or wheelsets in accordance with UIC Leaflet 543-1.

## 1. Starting point (current situation)

<b>1.1. Introduction</b>
Appendix 10: A – Corrective maintenance, 3 – Brake describes cases in which brake blocks are to be replaced but does not provide any instruction on adjustments to be made after replacement.
<b>1.2. Mode of operation</b>
/
<b>1.3. Anomaly/description of problem</b>
Appendix 10 to the GCU does not describe the adjustments to be made after replacing brake blocks. There is a risk of consequential damage if the brake-rigging facility is not adjusted correctly.
<b>1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?</b>
<input checked="" type="checkbox"/> No <input type="checkbox"/> yes, i.e.: <small>* "a written set of rules that, when correctly applied, can be used to control one or more specific hazards." (Source: Regulation (source: Regulation EC 352/2009, Article 3)</small> <small>"Technical provisions laid down in writing or conveyed verbally and pertaining to procedures, equipment and modes of operation which are generally agreed by the populations concerned (specialists, users, consumer and public authorities) to be suitable for achieving the objective prescribed by law, and which have either proven their worth in practice or, it is generally agreed, are likely to within a reasonable period of time". (Source: BMJ Handbuch der Rechtsförmlichkeit – guide published by German Ministry of Justice)</small>

## 2. Target situation

<b>2.1. Elimination of anomaly/problem (solution sought)</b>
Ensure compliance of chapter A - Corrective maintenance, 3 - Brake with UIC Leaflet 543-1.

### 3. Additional texts and/or modifications relating only to proposed amendments to GCU Appendix 10

Amendment colour code:

Black: Current text, for info and remains unchanged

Blue: new text

Blue if crossed out: text to be deleted

#### A – CORRECTIVE MAINTENANCE

##### 1. Running gear

1.37 The following checks must be performed after replacing wheelsets:

- Check brake rigging adjustment
- Check that the brake-rigging adjustment facility is working
- Finally, perform a functional check by applying and disengaging the brake

##### 3. Brake

3.21 The following checks must be performed after replacing brake blocks:

- Check brake rigging adjustment
- Check that the brake-rigging adjustment facility is working
- Finally, perform a functional check by applying and disengaging the brake

Appendix 10, Annex 6:

#### CODING OF INTERVENTIONS

GCU intervention code	Intervention (s)	Any additional information necessary	Inspection as per Appendix 9	Rules as per of Appendix 10
CU30210	Check brake performance after replacing brake blocks and/or wheelset			1.37, 3.21

**4. Reason:****5. Assess potential positive/negative impacts**

*Assess the possible positive and negative effects (operations, costs, administration, interoperability, safety, competition, etc.) on a scale of 1 (very low) to 5 (very high):*

*Reason:*

Positive impacts:

Operations: 3

Interoperability: 1

Safety: 3

Competitiveness: 1

Costs: 2

## 6. Safety appraisal of proposed amendment

Description of actual/target system, and scope of change to be made (see points 1 and 2).

Performance of risk analysis is unnecessary where only recognised standards are implemented.

Risk analysis conducted by:

<b>6.1. Does the change made impact on safety?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
<b>6.2. Is the change significant?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason: see template. Attach the "significant change" test form	
<b>6.3. Determining and classifying risk</b>	<input checked="" type="checkbox"/> N/A
<b>6.3.1. Effect of change in normal operation:</b>	
<b>6.3.2. Effect of change in the event of disruption/deviation from normal operation:</b>	
<b>6.3.3. Potential misuse of system:</b>	
<input type="checkbox"/> No	
<input type="checkbox"/> Yes (describe possible misuse):	
<b>6.4. Have safety measures been applied?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
<i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i>	
<ul style="list-style-type: none"> <li>• Code of practice</li> <li>• Use of reference system</li> <li>• Explicit risk assessment</li> </ul>	
<b>6.5. Has a risk analysis been submitted to the assessment body?</b>	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Assessment body: Attach the verdict reached by the assessment body	[Appendix]