

Proposed amendment to GCU Appendix 9

Record of amendments

Amended by	Date	Paragraph	Amendment
Jean-Marc Blondé	24/01/2019		Drafted following TTI WG meeting of Oct 2018
Jean-Marc Blondé	30/01/2019		Drafted following TTI WG meeting of Jan 2018
Approved by TTI WG	20/03/2019		See minutes of TTI WG meeting of March 2019
Approved by WU SG	22/05/2019		As per minutes of WU SG meeting

Title:	Positioning of buffer heads with plastic inserts
Proposed amendment made by: RU / Keeper / other body:	SBB Cargo AG
Proposed amendment concerns:	<input checked="" type="checkbox"/> Appendix 9 <input type="checkbox"/> Appendix 11
Proposer:	Jean-Marc Blondé
Location, date:	Olten, 24/01/2019
Concise description:	Positioning of buffer heads with plastic inserts

1. Starting point (current situation)

1.1. Introduction
Buffers with sliding plates attached to the buffer heads are authorised in diagonal position at the ends of wagons.
1.2. Mode of operation
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1.3. Anomaly/Description of problem
With the current criteria under code 5.1.1 in relation to buffer heads, wagons are being detached due to sliding plates attached only on one side at the ends of wagons.
1.4. Does this concern a recognised code of practice* (e.g. DIN, EN)?
<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (state which):
<small>* Code of practice: a written set of rules that, when correctly applied, can be used to control one or more specific hazards. (Source: Regulation [EC] No. 352/2009, Article 3 section 19). "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." (translation/source: German Ministry of Justice: Handbuch der Rechtsförmlichkeit, recital 255)</small>

2. Target situation (goal)

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3. Amendment proposal

Colour code for changes:

BLACK:..... actual text, for info and remains unchanged

RED: added or modified text

BLUE and struck out:..... text will be deleted

Buffing and draw gear	5			
	5.1			
Buffers				
Buffer types	5.1.1	Visibly different buffer types at any wagon end	K	4
		<ul style="list-style-type: none"> Note buffer head* 		
Buffer head	5.2			
	5.2.1	Missing, broken, distorted such that it is no longer functional, rectangular plate twisted	Detach wagon	5
	5.2.2	Fastening on plunger		
	5.2.2.1	– one third or more of rivets or bolts loose	Detach wagon	4
	5.2.2.2	– fewer than one third of rivets or bolts loose	K	3
	5.2.3	Contact surfaces		
	5.2.3.1	– not lubricated, if both buffer heads are made of metal	Lubricate. If not possible, detach wagon	5

* Two buffers are to be attached to each end of the wagon, each with the same spring system, buffer category, buffer head size, stroke and housing type. Buffers that are different only with regard to the buffer head material or due to a replaced buffer head are regarded as identical. The total length of both buffers at each end of the vehicle must be equal.

4. Reason

5. Assess potential positive/negative impacts

E.g. on operations, costs, administration, interoperability, safety, competitiveness, etc., using a scale of 1 (very low) to 5 (very high). Justify observations

Impacts:

Operations, Interoperability, Competitiveness, Costs, Administration (value: 3)

Safety (value: 4)

6. Safety appraisal of proposed amendment

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

Safety study conducted by:

6.1. Does the change make impact on safety?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
Reason:	
6.2. Is the change significant?	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Reason:	
6.3. Determining and classifying risk	<input type="checkbox"/> not applicable
6.3.1. Effect of change in normal operation:	
6.3.2. Effect of change in the event of disruption / deviation from normal operation:	
6.3.3. Potential misuse of system? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (describe possible misuse):	

6.4. Have safety measures been applied?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
<p><i>For each type of risk, one of the following risk acceptance criteria is to be selected:</i></p> <ul style="list-style-type: none"> • <i>“Code of practice” (acknowledged technical rules)</i> • <i>Use of reference system</i> • <i>Explicit risk estimate</i> 	
6.5. Has a risk analysis been submitted to the assessment body?	<input type="checkbox"/> No <input checked="" type="checkbox"/> Yes
<p>Assessment body: Attach the verdict reached by the assessment body</p>	[appendix]