



GCU JOINT COMMITTEE

1st March 2021

RECOMMENDATION FOR TRANSITIONAL PROVISIONS REGARDING THE MARKINGS TEN-RIV, HOLDING FORCE AND WARNING SIGNS FOR HIGH VOLTAGE

SITUATION

On 1st January 2021 provisions in Appendix 11 GCU regarding the markings of the holding force on hand braked wagons (4.2) and warning signs for high voltage (8.1) came into force. In addition, amendments to Appendix 9 and Appendix 11 GCU regarding the TEN-RIV markings have been introduced.

The strict application of the current rules would cause unnecessary disturbances of the rail freight traffic which must be avoided especially in view of the still on-going COVID pandemic.

Under those circumstances, the GCU Joint Committee and the three associations recommend to the signatories to apply the following transitional provisions until 1st January 2022 for TEN-RIV and holding force and until further notice for the warning signs for high voltage:

TEN-RIV

RECOMMENDATION: Wagons still bearing a TEN-RIV marking should be labelled with model M until 1st January 2022.

The keeper should be notified using damage code 6.1.1 (as suggested in the attachment to this letter).



Guidelines on wagon markings, including correcting the TEN-RIV marking can be found on the GCU website under "Recommendation & Links".

HOLDING FORCE

RECOMMENDATION: Wagons fitted with screw brakes but missing the marking indicating the holding force in kN should be labelled with model M until 1st January 2022.

The keeper should be notified using the damage code 6.1.1.5 (as suggested in the attachment to this letter).

WARNING SIGNS FOR HIGH VOLTAGE

The two warning signs according to Appendix 11 point 8.1. GCU ( and ) relating to high voltage have to be put on wagons where the uppermost step or rung of the ladder is higher than 2 meters above the top of the rails. In addition, Appendix 11 point 8.1 GCU refers without any further explanations to wagons without ladder or steps “whose design enables them to be climbed”.

At present, it remains unclear which categories of wagons really fall under the scope of this additional wording.

Therefore, the three associations have decided to form a dedicated working group which shall clarify the precise scope of application of the additional wording in Appendix 11 point 8.1 GCU within the next few weeks until the 31st March 2021.

RECOMMENDATION: Until the working group has concluded its work, wagons without ladder or steps and not carrying the two warning signs for high voltage shall not be detached. The wagons could be labelled with model M and the keeper be notified using damage code 6.1.1.10 (as suggested in the attachment to this letter).

With this letter we call on all signatories to apply the above recommendations and use the transitional periods - which cannot be expected to be extended any further - to correct any wrong or missing markings on their wagons.

Kind regards,



Stefan Lohmeyer
Co-Chairman
GCU Joint Committee
UIP



Nicolas Czernecki
Co-Chairman
GCU Joint Committee
UIC

Attachment:

Amended APPENDIX 9, ANNEX 1, Code 6.1.1 GCU - Markings on wagons

For communication with the keeper the railway undertaking should use the codes as follows:
Extract from GCU Appendix 9 Annex 1 version 2021

Component	Code no.	Irregularities/Criteria/Notes	Action to be taken	Irregularity class
Wagon body	6			
Wagon body in general Markings on wagons	6.1			
	6.1.1	Missing, illegible or incomplete until 1 st January 2022: use this code and mention "TEN-RIV" in the "Additional Remarks" field	M	4
	6.1.1.5	braked weight of hand brake ⁷ until 1 st January 2022: holding force of screw brake in kN	Detach wagon M	4 3
	6.1.1.10	"high voltage" warning signs on wagons with step or ladder access up to a height > 2 m above rail level - both signs missing - one sign missing until further notice: "high voltage" warning sign on wagons without step or ladder whose design enables them to be climbed	Detach wagon K M	4 4 3