



GCU JOINT COMMITTEE

15th December 2021

EXTENSION OF RECOMMENDATIONS FOR TRANSITIONAL PROVISIONS REGARDING HOLDING FORCE AND HIGH VOLTAGE WARNING MARKINGS

SITUATION

We refer to [our letters dated 1st March and 5th May 2021](#) (attached hereto) and the recommendations contained therein which have been followed by the signatories of the GCU and have helped to avoid unnecessary disturbances of rail freight traffic during the course of this year.

As explained below, not all underlying issues could be resolved until now but will need further consideration and reflexion in 2022 and will lead to further amendments of the GCU taking effect not before 1st of January 2023.

HOLDING FORCE MARKINGS

As some RUs discovered that freight wagons may have the same marking of holding force in kN but with values calculated in different ways, the European Union Agency for Railways is currently working on a possible amendment of the TSI Wag (2013/321). This amendment, proposing to mark both the force depending on the friction of the brake blocks on the wheel and the force depending on the adhesion between wheel and rail, will impact the EN 15877-1. The impact on the existing fleet, the GCU and Appendix 11 will be analysed during 2022.

RECOMMENDATION: In view of the ongoing clarification process wagons with missing markings indicating the holding force in kN **until 1st January 2023** should be treated as recommended in our letter dated 1st March 2021, which means to apply Model M and refer to damage code 6.1.1.5.

HIGH VOLTAGE WARNING SIGNS

While the clarification regarding which wagons without ladders or steps have to be marked has been introduced in Appendix 11 GCU taking effect 1st January 2022, agreement on the corresponding action to be taken in Appendix 9 GCU has not been reached in time for the 2022 version of the GCU and will therefore have to be prepared for introduction in the 2023 GCU Version.

RECOMMENDATION: In view of the ongoing clarification process wagons without ladders and steps and with missing or incomplete high voltage warning markings, which are mandatory according to point 8.2 Appendix 11 GCU 2022, should be treated as recommended in our letter dated 5th May 2021 **until 1st January 2023**, which means to apply Model M and refer to damage code 6.1.1.12.

Regarding wagons with ladders and steps we keep the recommendation described in the letter dated 5th May 2021 for the whole year of 2022, which means to apply Label K if one sign is missing and detach the wagon if both signs are missing. The appropriate damage code in the damage protocol in these cases is 6.1.1.10.

If there are any queries about the correct application of these recommendations in practice, please address them directly to the GCU Bureau: gcu@gcubureau.org.

Kind regards,



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Attachments:

- GCU JC recommendation letters of 1st March and 5th May 2021