



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/675
16 April 1999

ENGLISH
Original: ENGLISH and
FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Construction of Vehicles

DRAFT 01 SERIES OF AMENDMENTS TO REGULATION No. 105

(Vehicles intended for the carriage of dangerous goods)

Note: The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its eleventh session, following the recommendation by the Working Party at its one-hundred-and-seventeenth session. It is based on documents TRANS/WP.29/1998/39 and Add.1, not amended (TRANS/WP.29/663, para. 124).

Paragraphs 3.2.2. and 4.4.3., amend the reference to "marginal 220 301 (2)" to read "marginal 220 301".

Paragraph 4.2., amend the words "(00 for the Regulation in its present form)" to read "(at present 01 for the Regulation in its 01 series of amendments)".

Paragraph 4.4.1., footnote 1/, amend to read:

"1/ 1 for 24 for Ireland 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33-36 (vacant), 37 for Turkey, 38-39 (vacant), 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol) and 43 for Japan. Subsequent numbers ... the Agreement concerning the adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, or in which they accede to"

Paragraph 5.1., add at the end a reference to footnote "2/" and insert a new footnote 2/ to read:

"2/ In this Regulation, references to other ECE Regulations shall be deemed to refer also to any other international rules that apply the same technical requirements as the respective ECE Regulation. References to specific sections of the respective ECE Regulations shall be interpreted accordingly."

Paragraph 5.1., the table, replace the row for 5.1.2.7. by the following two rows:

		EX/II	EX/III	AT	FL	OX
5.1.2.7.1., 5.1.2.7.2., and 5.1.2.7.5.	Combustion heaters	X	X	X	X	X
5.1.2.7.3. and 5.1.2.7.4.	Combustion heaters				X	

Paragraph 5.1.2.3.1., should be deleted.

Paragraphs 5.1.2.3.2. and 5.1.2.3.3., renumber as paragraphs 5.1.2.3.1. and 5.1.2.3.2.

Paragraph 5.1.2.4., amend to read (inserting also a new footnote 3/):

"5.1.2.4. Engine

The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. In the case of vehicles designated EX/II and EX/III the engine shall be placed forward of the front wall of the load compartment: it may nevertheless be placed under the load compartment, provided this is done in such a way that any excess heat does not constitute a hazard to the load by raising the temperature on the inner surface of the load compartment above 80 °C. 3/

3/ Compliance with these requirements shall be verified on the completed vehicle."

Paragraph 5.1.2.5., amend to read (for footnote 3/ see para. 5.1.2.4.):

"... or be protected by a thermal shield. The exhaust system of vehicles designated EX/II and EX/III shall be so constructed and situated that any excess heat shall not constitute a hazard to the load by raising the temperature on the inner surface of the load compartment above 80 °C. 3/"

Paragraph 5.1.2.7., amend to read (for footnote 3/ see para. 5.1.2.4.):

"5.1.2.7. Combustion Heaters

5.1.2.7.1. (Reserved)

5.1.2.7.2. The combustion heaters and their exhaust gas routing shall be designed, located, protected or covered so as to prevent any risk of unacceptable heating or ignition of the load. This requirement shall be considered as fulfilled if the fuel tank and the exhaust system of the appliance conform to provisions similar to those prescribed for fuel tanks and exhaust systems of vehicles in paragraphs 5.1.2.3. and 5.1.2.5. respectively. 3/

5.1.2.7.3. The combustion heaters shall be put out of operation by at least the following methods:

- (a) Intentional manual switching off from the driver's cabin;
- (b) Unintentional stopping of the vehicle engine; in this case the heating device may be restarted manually by the driver;
- (c) Start up of a feed pump on the motor vehicle for the dangerous goods carried.

- 5.1.2.7.4. Afterrunning is permitted after the combustion heaters have been put out of operation. For the methods of paragraphs 5.1.2.7.3. (b) and (c) above the supply of combustion air shall be interrupted by suitable measures after an afterrunning cycle of not more than 40 seconds.

Only heaters shall be used for which proof has been furnished that the heat exchanger is resistant to the reduced afterrunning cycle of 40 seconds for the time of their normal use.

- 5.1.2.7.5. The combustion heater shall be switched on manually. Programming devices shall be prohibited."

Annex 2,

Model A of the approval mark, in the figure and in the caption below amend the number "002492" to read "012492" (twice). In addition, in the caption below the figure, amend the words "Regulation No. 105 in its original form" to read "Regulation No. 105, as amended by the 01 series of amendments".

Model B of the approval mark, in the figure amend the number "002492" to read "012492" and in the caption below the figure amend the words "Regulation No. 105 was in its original form" to read "Regulation No. 105 included the 01 series of amendments".
