

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on the Transport of Dangerous Goods

Eighty-second session

Geneva, 7-10 May 2007

Item 5(b) of the provisional agenda

PROPOSALS FOR AMENDMENTS TO ANNEXES A AND B OF ADR

Work of the World Forum for Harmonization of Vehicle Regulations (WP.29)

Note by the secretariat

Proposal for Corrigendum 3 to Revision 5 to Regulation No. 13

1. The secretariat would like to draw the attention of the Working Party on document ECE/TRANS/WP.29/2007/34 concerning the alignment of Regulation No.13 with ADR as regards parking braking. This document will be discussed by WP.29 at its June 2009 session. The proposal of correction is reproduced in Annex 1 hereafter and the corresponding document may be consulted on the ECE web site at the following address:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/gen2007.html>

Prevention of fire risks involving tyres

2. At its 79th session, WP.15 invited the WP.29 to give general consideration to the question of preventing tyre fires, to give its opinion on the impact of inadequate tyre pressure on the risk of fire and to consider the possibilities of standardizing tyre pressure detection systems for heavy vehicles (see TRANS/WP.15/185, para. 46-49).

3. These issues were discussed by the Working Party of Brakes and Running Gear (GRRF) of the WP.29 during its 61st session (see WP.29 report ECE/TRANS/WP.29/1058, paras. 32 and 34). The outcome of the discussion is reflected in the report of the GRRF on its 61st session (ECE/TRANS/WP.29/GRRF/61, para. 31 and 33). The appropriate paragraphs are reproduced in Annex 2 hereafter and the corresponding documents may be consulted on the ECE web site at the following addresses:

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29gen/wp29rep.html>

<http://www.unece.org/trans/main/wp29/wp29wgs/wp29grrf/grrfrep.html>

4. Considering that tyre pressure monitoring systems (TPMS) could be a possible solution to reduce fire risks involving tyres, the GRRF agreed to establish an informal group on these systems.

5. The GRRF also recommended that vehicle operators ensure a good maintenance of their vehicles, especially with regard to tyres, brakes and engine.

Annex 1

**Proposal for Corrigendum 3 to Revision 5 to Regulation No. 13
(ECE/TRANS/WP.29/2007/34)**

Annex 5,

Paragraph 1., amend to read:

"1. This annex applies to certain vehicles ~~for~~ which are subject to section 9.2.3. of Annex B to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) ~~contains specific requirements as concerns anti-lock and endurance braking performance.~~"

Add new paragraphs 2.4. to 2.4.1., to read:

"2.4. Braking requirements for EX/III vehicles of categories O₁ and O₂

2.4.1. Notwithstanding the provisions of paragraph 5.2.2.9. of this Regulation, EX/III vehicles, as defined in Regulation No. 105, of categories O₁ and O₂, irrespective of their mass, shall be equipped with a braking system which automatically brakes the trailer to a stop if the coupling device separates while the trailer is in motion."

Annex 2

**Extracts from the report of the GRRF on its 61st session
(ECE/TRANS/WP.29/GRRF/61, para. 31 and 33)**

31. GRRF noted the request (GRRF-61-20) by the Working Party on the Transport of Dangerous Goods (WP.15) to insert in the GRRF programme of work a new item concerning the prevention of fire risk involving tyres. GRRF acknowledged that fire on vehicles were mostly originated by problems of the engine. In some cases, heat could be built up in the hubs due to the generation of heat by braking or pressure loss in the tyres. In the event that the hub seal is defective or deteriorates due to the heat generation this would result in a loss of lubricant. This leakage could ignite and cause a fire risk. In order to prevent fire risks, GRRF recommended that vehicle operators have a regular service maintenance schedule for their vehicles (especially tyres, brakes, engine) and to provide good instructions to the vehicle drivers and the maintenance staff regarding inspections. Furthermore, the tyre pressure monitoring systems (TPMS), especially those that also record temperature, could be a possible solution to reduce fire risks involving tyres as well as over-heating hubs and brakes.

33. GRRF agreed to establish a new informal group on tyre pressure monitoring systems (TPMS) under the chairmanship of Germany. The GRRF Chairman announced his intention to seek WP.29's consent, at the March 2007 session, on that establishment. The expert from Germany was invited to prepare the terms of reference and the rules of procedure of the informal group for consideration at the next GRRF session

**Extracts from the report of WP.29 on its 141st session
(ECE/TRANS/WP.29/1058, paras. 32 and 34)**

32. Upon the request of the Working Party on the Transport of Dangerous Goods (WP.15), GRRF had an exchange of views on the prevention of fire risks involving tyres. As a result of the discussion, GRRF recommended that the vehicle operators ensure a good maintenance of their vehicles, especially with regard to tyres, brakes and engine. Furthermore, GRRF had agreed that the run-flat warning systems (RFWS) and the tyre pressure monitoring systems (TPMS) could be solutions to reduce fire risks involving tyres.

34. Mr. Fendick reported that GRRF had agreed to establish a new informal group on tyre pressure monitoring systems (TPMS) under the chairmanship of Germany, subject to the consent of WP.29. WP.29 gave its consent, with the understanding that the whole issue of TPMS needed careful consideration before undertaking any regulatory action.
