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|  | United Nations | ECE/TRANS/WP.11/2022/7 |
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**Economic Commission for Europe**

Inland Transport Committee

**Working Party on the Transport of Perishable Foodstuffs**

**Seventy-eighth session**

Geneva, 3-6 May 2022

Item 5 (b) of the provisional agenda

**Proposals of amendments to ATP:**

**new proposals**

 Proposed list of major components

 Transmitted by Transfrigoroute International (TI)

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| *Summary* |
| **Executive summary**: Following a proposal from Germany (ECE/TRANS/WP.11/2019/4), it was agreed that drafting a list of components that might affect the cooling capacity of the unit was necessary to clarify the meaning of the expression “no modification to major components” and the representatives of Transfrigoroute International offer to submit a proposal for consideration.**Action to be taken:** Annex 1, Appendix 2, Model No. 12Annex 1, Appendix 2, Model No. 1 A**Related documents**: Report of the seventy-fifthsession of WP11 from 2019.ECE/TRANS/WP.11/2021/17 (Germany)Informal document INF.6 of the seventy-seventh session (Transfrigoroute International)Report of the seventy-seventh session of WP11 from 2021. |
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Introduction

1. In the report of the seventy-fifth session from 2019, it was requested to TI to provide a list of Major components (as detailed below):

 “3. Proposal to amend Annex 1, Appendix 1, Section 6 (a) and (b): Validity of test reports for mechanical refrigeration units

*Document*:ECE/TRANS/WP.11/2019/4 (Germany)

47. Several concerns were raised concerning the following:

 It was not specified to which competent authority the proposal was referring, the national competent authority or the competent authority of the country of manufacture;

 A clear definition of the expression “no modification to major components” was missing, making it difficult for competent authorities to decide on whether the extension of the validity of the type approval certificate was warranted;

 There was no reference to the version of the software used and in the opinion of some delegations, this information should be available.

48. It was agreed that drafting a list of components that might affect the cooling capacity of the unit was necessary to clarify the meaning of the expression “no modification to major components” and the representatives of Transfrigoroute International will submit a proposal for consideration at the next session.

49. WP.11 invited the German delegation to submit a revised proposal at the next session.”

 I. Proposal

2. The proposal below is mainly based on existing Model 1 A and Model 12 of Annex 1, Appendix 2.

3. Today if we make a high-level functional analysis of a special equipment for the Transport of Perishable Foodstuffs, we could list different functions as below:

 Power generation/Power source

 Cold/heat production & distribution

 Insulation

4. Transfrigoroute International suggest to clearly separate components related to each of above functions.

 List of major components related to Power generation/Power source

(as per Annex 1, Appendix 2, Model No. 12)

**Table 1**

| *Compressor drive* |  |  |
| --- | --- | --- |
|  |  |  |
| Electrical motor | Type |   |
| Nominal power | kW |
| Nominal speed | rpm |
| Supply voltage | V |
| Supply frequency | Hz |
| Internal Combustion Engine | Type |   |
| Number of cylinders |   |
| Cubic capacity | cc |
| Nominal power | kW |
| Nominal speed | rpm |
| Fuel |   |
| Hydraulic motor | Type |   |
| Method of drive |   |
| Alternator | Type |   |
| Method of drive |   |
| Other mechanical | Nominal speed | rpm |
| Minimum speed | rpm |

 In regard to the multiple development of alternative power source for vehicles, including electrification, Transfrigoroute International suggest adjusting the list of major components related to Power generation/Power source as follow.

 List of major components related to Power generation/Power source

(Transfrigoroute International proposal May 2022)

**Table 2**

| *Compressor drive* |  |  |
| --- | --- | --- |
|  |  |  |
| Electrical power sourceStand by (grid)Electrical motorAlternatorInverter/converterePTOBatteryetc | Type |   |
| Current type (AC/DC) |   |
| Nominal power | kW |
| Nominal speed (if applicable) | rpm |
| Supply voltage | V |
| Supply frequency | Hz |
| Internal Combustion Engine | Type |   |
| Number of cylinders |   |
| Cubic capacity | cc |
| Nominal power | kW |
| Nominal speed | rpm |
| Fuel |   |
| Hydraulic motor | Type |   |
|   | Method of drive |   |
| Other mechanical | Nominal speed | rpm |
| Minimum speed | rpm |

 List of major components related to Cold/heat production & distribution

(as per Annex 1, Appendix 2, Model No. 12)

# **Table 3**

|  |  |  |
| --- | --- | --- |
| Refrigerant | Refrigerant fluid |   |
| Refrigerant charge | kg |
| Compressor | Type |   |
| Number of cylinders |   |
| Cubic capacity | cc |
| Nominal speed of rotation | rpm |
| Heat exchangersCondenserEvaporator(s) | Type |   |
| Number of tubes |   |
| Fin pitch | mm |
| Nature of tube |   |
| Diameter of tube | mm |
| Exchange surface area | m2 |
| Frontal area | m2 |
| Heat exchangers FansCondenserEvaporator(s) | Number of fans |   |
| Fan type (axial/radial)  |   |
| Number of blades per fan |   |
| Diameter of fan | mm |
| Nominal power | W |
| Total nominal output at defined pressureorNominal rotation speed | (m3/h)rpm |
| Method of drive |   |
| Expansion valve | Type |   |

List of major components related to Insulation

(as per Annex 1, Appendix 2, Model No. 1 A)

# **Table 4**

|  |  |  |
| --- | --- | --- |
| Principaldimensions | Total inside surface area Si of body | m² |
|   | Total outside surface area Se of body | m² |
| Specifications of the body walls*a* | Top |   |
|   | Bottom |   |
|   | Sides |   |
| Structural pecularities of body | Number, position and dimensions of doors |   |
|   | Number, position and dimensions of vents |   |
|   | Number, position and dimensions of ice-loading apertures |   |
| Accessoriesb | Number and type |   |

*a* Nature and thickness of materials constituting the body walls

*b* Accessories that can have an impact on K coefficient

 II. Justification

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| --- | --- |
| Cost: | No cost impact |
| Feasibility: | The proposal can easily be implemented in ATP. A transitional period is not needed. |
| Impact: | Thanks to this proposal, ATP could be easier to apply in case of multiple power source. This case will become more and more frequent, so it is important that ATP get adapted. |
| Enforceability: | Updated Model 1A and Model 12 could be monitored |