

# Economic Commission for Europe

## Inland Transport Committee

### Working Party on the Transport of Dangerous Goods

115th session

22 March 2024

Geneva, 2-5 April 2024

Item 5 (a) of the provisional agenda

Proposals for amendments to annexes A and B of ADR:

Construction and approval of vehicles

## Miscellaneous items

### Transmitted by the Governments of the Netherlands

#### I. Introduction

1. In the run-up to the 115<sup>th</sup> session of WP.15 the following two items surfaced. To facilitate discussion, it was felt that offering in writing was preferred.

##### Item 1

2. Amend the first indent of the “Instructions in writing” of 5.4.3.4 to read (new wording underlined, deleted wording stricken through):

“- *Apply the braking system, stop the engine and isolate the battery by activating the feature to enable de-energization of the electrical circuits ~~master switch~~ where available;*”

3. Consequential transitional measure:

“1.6.1.XX *Instructions in writing not conforming to the to the model in 5.4.3.4, concerning the feature to enable de-energization of electrical circuits, issued before the 1 July 2025 may continue to be used.*”

#### II. Justification

4. The term Battery Master Switch in 9.2 is amended to better express its purpose and to allow other devices with the same effect. To be consistent the terminology in other parts need to be brought in line with the new wording. The only place found in ADR is 5.4.3.4. As the change is not of direct influence on safety and instructions in writing are not frequently changed no end date is given in the transitional measure.

##### Item 2

5. Amend the proposal for the table in 9.2.1.1 in document ECE/TRANS/WP.15/2024/7 to read:

9.2.4.4	<del>Engine</del> Internal					
9.2.4.3	combustion engine					
9.2.4.3.1		X	X	[X <sup>k</sup> ]	X	[ <sup>k</sup> Applicable to motor vehicles first registered after 31 March 2026]
9.2.4.3.2	Exhaust system	X	X		X	

### **III. Justification**

6. It was felt justified, that while elimination the possibility for interpretation due to the lack of crosses for Internal combustion engines for compliance with appropriate vehicle regulations, the requirements for exhaust systems should not be affected by adding a cross in the table for AT vehicles. By adding the two lines in the table of 9.2.1 with crosses as appropriate<sup>1</sup> this will be achieved.

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