

Working Party on the Transport of Dangerous Goods
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PROPOSAL FOR A TRANSITIONAL PERIOD FOR BATTERY MASTER SWITCHES

Information Paper from the Government of the Federal Republic of Germany

The purpose of this proposal is to allow vehicles continue to be used for 10 more years with battery master switches according to the requirements of ADR 1999.

Introduction

In the former marginal 220512 of appendix B.2 of ADR only a switch for **breaking** the electrical circuits was required to be placed as close to the battery as possible.

Direct or indirect control devices shall be installed on the driver's cab and a second on the outside of the vehicle

Of course these vehicles also were equipped with a switch to reconnect the broken circuits but this reconnecting device was not required to be installed in the driver's cab.

According to 9.2.2.3 2 of annex B of the restructured ADR a control device to facilitate the **disconnecting and reconnecting** functions of the switch shall be installed in the driver's cab.

Proposal

Insert a new transitional measure 1.6.5.5:

Battery master switches in accordance with the requirements in force up to 30 June 2001 installed in vehicles constructed before January 2003 may continue to be used until 31 December 2013.

Justification

An outcome of the Södertälje informal meeting was that the battery master switch was defined as an operating switch not as an emergency switch. Another outcome was that it should not easily be possible to set an anti theft device out of function by a battery master switch installed outside the driver's cab. In consequence it was no longer necessary to require a battery master switch outside the driver's cab. And the battery master switch in the cab had to be enabled to reconnect the circuits.

Few vehicles however constructed in accordance with the requirements of ADR 99 are equipped with battery master switches in the drivers cab which are not able to reconnect the circuits because this function was realized by the outside switch.