

Economic Commission for Europe

Inland Transport Committee

Working Party on the Transport of Dangerous Goods

2 November 2011

Ninety-first session

Geneva, 8–11 November 2011

Item 5(a) of the provisional agenda

Proposal for amendments to annexes A and B of ADR:

Construction and approval of vehicles

Application of 9.2.2.6.3: Electrical connections – Comments on ECE/TRANS/WP.15/2011/9

Transmitted by the Government of France

Introduction

1. As stated by Sweden in document ECE/TRANS/WP.15/2011/9, the Working Party adopted in 2008 a proposal from France which made it obligatory for vehicles to be fitted with electrical connections that are in conformity with ISO 12098 or ISO 7638.
2. The aim of this proposal was to clarify the requirements of 9.2.2.6.3 for the prevention of accidental disconnection, and to avoid the use of plugs such as ISO 3731 and ISO 1185 plugs which offered less protection against accidental disconnection than ISO 12098 and ISO 7638 plugs.
3. We understand from document ECE/TRANS/WP.15/2011/9 that difficulties appeared in applying the full scope of ISO 12098 especially because this standard refers to ISO 4009 and stipulates that the connector positions and free space shall be in accordance with ISO 4009. The same problem would occur for ISO 7638.
4. We consider that there is a misunderstanding, probably due to a difference between the French and the English versions of 9.2.2.6.3 and that the aim of the modification approved in 2008 was to be applied to the connector itself and not the complete connection (connectors and their installation). The examples given in document ECE/TRANS/WP.15/2011/9 by Sweden clearly show that the implementation of the connector's location cannot be checked on a single vehicle unit.
5. Paragraph 9.2.2.6.3 of ADR 2011 states in the English version:

“9.2.2.6.3 Electrical **connections**

Electrical **connections** between motor vehicles and trailers shall have a protection degree IP54 in accordance with IEC standard 529 and be designed to prevent accidental disconnection. **Connections** shall be in conformity with ISO 12 098:2004 and ISO 7638:2003 as appropriate.”

and in the French version:

“9.2.2.6.3 **Connecteurs** électriques

Les **connecteurs** électriques entre véhicules à moteur et remorques doivent être conformes au degré de protection IP54 selon la norme CEI 529 et être conçus de manière à éviter tout débranchement accidentel. Les **connecteurs** doivent être conformes aux normes ISO 12 098:2004 et ISO 7638:2003 selon le cas.”

6. So the French version refers to “**the connectors**”, whereas the English version refers to “**the connection**”.
7. The meaning of the modification we proposed to introduce, was to refer to the connector, as clearly mentioned in the title of ISO 12 098 or ISO 7638. There was no intention to make ISO 4009 mandatory.

*ISO 12 098: 2004 : Road vehicles – **Connectors** for the electrical connection of towing and towed vehicles – 15-pole connector for vehicles with 24 V nominal supply voltage)*

*ISO 7638-1: 2003 Road vehicles - **Connectors** for the electrical connection of towing and towed vehicles - Part 1: Connectors for braking systems and running gear of vehicles with 24 V nominal supply voltage*

Proposal

8. We propose to modify the English version of 9.2.2.6.3 as follows:

“9.2.2.6.3 *Electrical connectors*

Electrical connectors between motor vehicles and trailers shall have a protection degree IP54 in accordance with IEC standard 529 and be designed to prevent accidental disconnection. Connectors shall be in conformity with ISO 12 098:2004 and ISO 7638:2003 as appropriate”.
