

## **Economic Commission for Europe**

### **Inland Transport Committee**

#### **Working Party on the Transport of Dangerous Goods**

**Joint Meeting of the RID Committee of Experts and the  
Working Party on the Transport of Dangerous Goods**

**13 March 2014**

Bern, 17–21 March 2014

Item 5 (a) of the provisional agenda

**Proposals for amendments to RID/ADR/ADN:  
pending issues**

### **Corrections to ECE/TRANS/WP15/AC.1/2014/36**

#### **Transmitted by the Government of France**

##### **Point 1**

1. The proposal in document ECE/TRANS/WP15/AC.1/2014/36 aims at clarifying a situation created by the implementation of SP 240 taken from the UN model rules in ADR.
2. In the model rules SP240 aims at clarifying what is to be assigned to UN 3171 or 3166 and what has to be assigned to the usual entries for batteries (UN 3090 3091 3480 3481). But as it is done in the context where UN 3171 and UN 3166 are not exempted and there was no intention to exempt the battery itself from testing. Furthermore modal regulation such as the IMDG code have introduced provisions to make this completely clear (see inter alia SP 962 in the IMDG Code).
3. In the context of RID/ADR UN 3171 and 3166 are fully exempted as such but the status of a lithium battery that may be used to power them is not clearly defined. We believe that it is an important safety issue to have a clear statement that although the vehicle itself may be exempted the battery contained in it shall be conforming to the construction requirement.
4. However further consultation with the automotive industry allowed to identify some cases where this conformity with testing requirements is not relevant. This covers two cases: prototypes and damaged vehicles. In addition the reference, to UN 3091 and 3481 in the initial proposal was not well understood. To be consistent with other parts of the regulations the wording is inspired by SP 310 but adapted to vehicles.
5. It has also been suggested that in accordance with the logic and structure of RID ADR as well as for user friendliness the text should appear in 2.2.9.1.7 and 1.1.3.7.
6. Finally noting that last December the UN subcommittee has looked at a clarification of the examples concerning electrical bicycles, and keeping in mind that it is not regulatory text, the Joint meeting might consider including this clarification in the list of examples even if they are not yet adopted officially.
7. To solve these problems the following modified text is proposed for adoption by the joint meeting:

### **Proposal 1:**

Add the following text and the end of the last Note in 2.2.9.1.7

*“Except for vehicles produced in small series not exceeding 100, pre-production prototype vehicles carried for testing and damaged vehicles, lithium metal batteries and lithium ion batteries contained in vehicles consigned under UN Nos. 3166 or 3171 shall meet the requirements of 2.2.9.1.7 (a) to (e).”*

### **Proposal 2 :**

Amend 1.1.3.7. to read as follows (new text underlined)

*“(a) Lithium batteries installed in a vehicle, performing a transport operation and destined for its propulsion of for the operation of any of its equipment. Lithium batteries shall meet the requirements of 2.2.9.1.7 (a) to (e), Except for vehicles produced in small series not exceeding 100, pre-production prototype vehicles carried for testing, and damaged vehicles.”*

### **Proposal 3 (related to par. 6 above):**

Amend the second paragraph of the last Note in 2.2.9.1.7. to read as follows (new text underlined):

*For the purpose of this UN Number, vehicles are self-propelled apparatus designed to carry one or more persons or goods. Examples of such vehicles are electrically-powered cars, motorcycles, scooters, three- and four-wheeled vehicles or motorcycles, bicycles (pedal cycles with an electric motor), and other vehicles of this type (e.g. self-balancing vehicles or vehicles not equipped with at least one seating position), wheel chairs, lawn tractors, boats and aircraft.*

### **Point 2**

An additional issue which has to be looked at separately from the one mentioned under point 1 has been brought to our attention when working on this subject.

For small vehicles such as E-bikes the battery in its casing is most of the time detachable from the bike in order to allow easier loading or using a spare battery.

Therefore, especially for high end products the battery is carried in its casing but detached from the bike itself and packaged together with it in an additional inner packaging. Although this is mainly done for product protection it provides supplementary protection and additional safety. In addition unintended operation of the battery is avoided.

In many cases also the Bicycle is delivered partly disassembled in a kit.

The paradox is that this practice that is actually safer than carrying the same item unpackaged and with the battery connected may be considered as fully regulated under the battery packed with an equipment entry.

If the Joint meeting agrees that there is an inconsistency here France would be ready to prepare some text clarifying the fact that in such case the vehicle carried with its uncased battery may benefit from the same exemption under UN 3171.

Comments on how to deal with that would be most welcome.

Examples of common industry practice are shown in the annexed pictures

**Annex**

**Examples related to point 2**





