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Item 5 (a) of the provisional agenda

**Proposals for amendments to annexes A and B of ADR:
construction and approval of vehicles**

Proposal by the informal working group on the stability of tank-vehicles

**Transmitted by the European Chemical Industry Council (Cefic) on behalf of the
informal working group***

Summary:

Executive summary:	The informal working group is established to discuss if the requirements of 9.7.5 are correct and appropriate. It was concluded that interpretation is possible when axles with different width are fitted.
Action to be taken	Amend 9.7.5.1
Related documents:	Informal documents INF.5 and INF.25 of the 108th session, ECE/TRANS/WP.15/251 paragraph 61, informal document INF.12 of the 109th session and ECE/TRANS/WP.15/253 paragraph 30.

Introduction

1. The informal working group on stability of tank-vehicles discussed the requirements given in 9.7.5 of ADR. As outcome of the discussion the following amendments are proposed. This proposal of amendments will be complemented by a full report of the informal working group in a forthcoming informal document.

* A/75/6 (Sect.20), para 20.51.

Proposal

2. Amend 9.7.5.1 to read (new wording in italic script underlined):

“9.7.5.1 The overall width of the ground-level bearing surface (distance between the outer points of contact with the ground of the right-hand tyre and the left-hand tyre of the same axle) *of the axle with the greatest width* shall be at least equal to 90 % of the height of the centre of gravity of the laden tank-vehicle. In an articulated vehicle the mass on the axles of the load-carrying unit of the laden semi-trailer shall not exceed 60 % of the nominal total laden mass of the articulated vehicle.”

Justification

3. The informal working group concluded that there is ambiguity in which axle is to be considered in the case that they have different width of the ground bearing surface between of the right-hand and left-hand tyre. The width is an important factor in determining the maximum height of the centre point of gravity of the tank-vehicle. The centre point of gravity will be lower when the axle with the smallest width is used. However, using the axle with the smallest width is from a technical point not appropriate.

4. Using the ground bearing surface of the axle with the greatest width exceeds the outcome of the centre point of gravity of all other used interpretations. As this exceeds the outcome of the other interpretations a transitional measure is not needed.
