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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****124th session**

Geneva, 11–14 October 2022

Item 8 of the provisional agenda

**UN Regulation No. 105 (Vehicles for the carriage of dangerous goods)****Proposal for Supplement 2 to the 06 series of amendments to Regulation No. 105 (Vehicles for the carriage of dangerous goods)****Submitted by the expert from the International Organization of Motor Vehicle Manufacturers \***

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) to align the provisions of UN Regulation No. 105 with those of the new 2023 edition of the Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR). The modifications to the current text of UN Regulation No. 105 are marked in bold for new and strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2022 as outlined in the proposed programme budget for 2022 (A/76/6 (part V, sect. 20) para. 20.76), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.



## I. Proposal

Paragraph 5.1., amend to read:

"5.1. Vehicles shall, depending on the vehicle designation, comply with the provisions below as assigned in the table overleaf.<sup>3</sup>

For the purpose of this UN Regulation, MEMU vehicles shall comply with the requirements applicable to EX/III vehicles.

Vehicles approved as being in compliance with the requirements applicable to EX/III under this Regulation, as amended by the **06** series of amendments, shall be deemed to comply with the requirements applicable to MEMU vehicles.

Technical specifications	Vehicle designation (according to chapter 9.1 of Annex b to ADR)				
	EX/II	EX/III	AT	FL	-
5.1.1. Electrical equipment					
5.1.1.1. General provisions	X	X	X	X	-
5.1.1.2.1. Cables	X	X	X	X	-
5.1.1.2.2. Additional protection	X	X	X	X	-
5.1.1.3. Fuses and circuit breakers	X	X	X	X	-
5.1.1.4. Batteries	X	X	X	X	-
5.1.1.5. Lighting	X	X	X	X	-
5.1.1.6. Electrical connections	X	X	X	X	-
5.1.1.7. Voltage	X	X			-
5.1.1.8. Battery master switch		X		X	-
5.1.1.9. Permanently energized circuits					
5.1.1.9.1.				X	-
5.1.1.9.2.		X			-
5.1.2. Braking equipment					
5.1.2.1.	X	X	X	X	-
5.1.3. Prevention of fire risks					
5.1.3.2. Fuel tanks	X	X		X	-
5.1.3.3. Engine	X	X		X	-
5.1.3.4. Exhaust system	X	X		X	-
<b>5.1.3.5. Electric power train</b>			<b>X</b>		
5.1.3. <del>56</del> . Vehicle endurance braking	X	X	X	X	-
5.1.3. <del>67</del> . Combustion heaters					
5.1.3. <del>67</del> .1	X	X	X	X	-
5.1.4. Speed limitation device	X	X	X	X	-

		Vehicle designation (according to chapter 9.1 of Annex b to ADR)				
		EX/II	EX/III	AT	FL	-
<i>Technical specifications</i>						
5.1.5.	Coupling devices of motor vehicles and trailers	X	X	X	X	-
5.1.6.	Prevention of other risks caused by fuels			X	X	-

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*Paragraph 5.1.1.1.*, amend to read:

"5.1.1.1. General Provisions

The installation shall be so designed, constructed and protected that it cannot provoke any unintended ignition or short-circuit under normal conditions of use of vehicles.

The electrical installation ~~as a whole~~, **with the exception of the electric power train in compliance with the technical provisions of UN Regulation No. 100, as amended at least by the 03 series of amendments**, shall meet the provisions of paragraphs 5.1.1.2. to 5.1.1.9. in accordance with the table of paragraph 5.1."

*Paragraph 5.1.1.2.1.*, amend to read:

"5.1.1.2.1. Cables

No cable in an electrical circuit shall carry a current in excess of that for which the cable is designed. Conductors shall be adequately insulated.

The cables shall be suitable for the conditions in the area of the vehicle, such as temperature range and fluid compatibility conditions as they are intended to be used.

The cables shall be in conformity with standard ISO 6722-1:2011 including its Corr. 01:2012-~~01~~, ISO 6722-2:2013, **ISO 19642-3:2019, ISO 19642-4:2019, ISO 19642-5:2019 or ISO 19642-6:2019**.

Cables shall be securely fastened and positioned to be protected against mechanical and thermal stresses.

*Paragraph 5.1.1.2.2.*, amend to read:

"5.1.1.2.2. Additional Protection

Cables located to the rear of the driver's cab and on trailers shall be additionally protected to minimize any unintended ignition or short-circuit in the event of an impact or deformation.

The additional protection shall be suitable for the conditions during normal use of the vehicle.

The additional protection is complied with if multicore cables in conformity with ISO 14572:2011, **ISO 19642-7:2019, ISO 19642-8:2019, ISO 19642-9:2019 or ISO 19642:10:2019** are used or one of the examples in Figures 1 to 4 below or another configuration that offers equally effective protection is used.

Cables of wheel speed sensors do not need additional protection.

EX/II vehicles being one stage built panel vans where the wiring behind the driver's cab is protected by the body are deemed to comply with this requirement.

Figure 1

..."

*Paragraph 5.1.2.1.*, amend to read:

"5.1.2.1. EX/II, EX/III, AT, FL and MEMU vehicles shall fulfil all relevant requirements of Regulation No. 13, including those of Annex 5.

**Vehicles equipped with an electric regenerative braking system shall fulfil all relevant the technical requirements of UN Regulation No. 13, as amended at least by the 11 series of amendments, as applicable."**

*Paragraph 5.1.3.2.*, amend to read:

"5.1.3.2. Fuel tanks and cylinders

**NOTE: 9.2.4.3 likewise applies to fuel tanks and cylinders used for hybrid vehicles which include an electric power train in the mechanical driveline of the internal combustion engine or use an internal combustion engine to drive a generator to energize the electric power train.**

The fuel tanks and cylinders supplying the engine of the vehicle shall meet the following requirements:

- (a) In the event of any leakage under normal conditions of carriage, the liquid fuel or the liquid phase of a gaseous fuel, shall drain to the ground and not come into contact with the load or hot parts of the vehicle.
- (b) Fuel tanks for liquid fuels shall meet the requirements of UN Regulation No. 34; fuel tanks containing petrol shall be equipped with an effective flame trap at the filler opening or with a closure enabling the opening to be kept hermetically sealed. Fuel tanks and cylinders for LNG and for CNG respectively shall meet the relevant requirements of UN Regulation No. 110. Fuel tanks for LPG shall meet the relevant requirements of UN Regulation No. 67.
- (c) The discharge opening(s) of pressure relief devices and/or pressure relief valves of fuel tanks containing gaseous fuels shall be directed away from air intakes, fuel tanks, the load or hot parts of the vehicle and shall not impinge on enclosed areas, other vehicles, exterior-mounted systems with air intake (i.e. air conditioning systems), engine intakes, or engine exhaust. Pipes of the fuel system shall not be fixed on the shell containing the load."

*Paragraph 5.1.3.3.*, amend to read:

"5.1.3.3. Engine

**NOTE: 9.2.4.4 likewise applies to hybrid vehicles which include an electric power train in the mechanical driveline of the internal combustion engine or use an internal combustion engine to drive a generator to energize the electric power train.**

The engine propelling the vehicle shall be so equipped and situated to avoid any danger to the load through heating or ignition. The use of CNG or LNG as fuel shall be permitted only if the specific components for CNG and LNG are approved according to UN Regulation No. 110 and meet the provisions of paragraph 5.1.1. The installation on the vehicle shall meet the technical requirements of paragraph 5.1.1. and UN Regulation No. 110. The use of LPG as fuel shall be permitted only if the specific components for LPG are approved according to UN Regulation No. 67 and meet the provisions of paragraph 5.1.1. The installation on the vehicle shall meet the technical requirements of paragraph 5.1.1. and UN Regulation No. 67. In the case of EX/II, and EX/III vehicles, the engine shall be of compression-ignition construction using only liquid fuels with a flashpoint above 55 °C. Gases shall not be used."

*Insert new paragraph 5.1.3.5., to read:*

**"5.1.3.5. Electric power train**

**NOTE: 5.1.3.5. likewise applies to hybrid vehicles that include an electric power train in the mechanical driveline of an internal combustion engine. Electric power trains shall not be used for EX and FL vehicles.**

**The electric power train shall meet the requirements of UN Regulation No. 100, as amended at least by the 03 series of amendments. Measures shall be taken to prevent any danger to the load by heating or ignition."**

*Paragraphs 5.1.3.5. to 5.1.3.6.1.(former), renumber as paragraphs 5.1.3.6. to 5.1.3.7.1.*

## **II. Justification**

1. Following the decision of the Working Party on the Transport of Dangerous Goods (WP.15) and GRSG, the International Organization of Motor Vehicle Manufacturers (OICA) was tasked to consolidate the amendments agreed for ADR 2023 that impact UN Regulation No. 105.
2. The amendments agreed by WP.15 for ADR 2023 are issued on the ECE website as documents [ECE/TRANS/WP.15/256](#) and [Corrs 1-2 and ECE/TRANS/WP.15/256/Add.1](#).<sup>1</sup>
3. The provisions that were previously listed for UN Regulation No. 105 aim to present all the modifications or additions to ADR 2023 that impact chapter 5 of the Regulation, and to align with the noted documents.
4. The changes to chapter 5 of UN Regulation No. 105 mostly relate to the introduction of the technical demands for some vehicles intended for the carriage of dangerous goods (AT vehicles) with electric propulsion and reflect the changes accordingly.

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<sup>1</sup> Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) Draft amendments to annexes A and B of ADR UNECE