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Working Party on the Transport of Perishable Foodstuffs

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Item 5 (b) of the provisional agenda

**PROPOSALS OF AMENDMENTS TO THE AGREEMENT ON THE
INTERNATIONAL CARRIAGE OF PERISHABLE FOODSTUFFS
AND ON THE SPECIAL EQUIPMENT TO BE USED FOR SUCH
CARRIAGE (ATP)**

New proposals

**Capacity testing of non-autonomous refrigeration units
driven by the vehicle's engine or motion***

Transmitted by the Government of France

Introduction

1. The Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage (ATP) sets out in its Annex 1, Appendix 2, Chapter C, the procedures for testing the capacity of mechanically refrigerated equipment. Specifically, in paragraph 56 it sets out the test procedure.

* This document is submitted in accordance with the Programme of Work for 2008-2012 of the Inland Transport Committee (ECE/TRANS/2008/11, Item 2.11 (a)) entitled "Consideration of amendment proposals to ATP to ensure it is updated as necessary".

2. In the paragraph in question, there is a translation error in the French version, where the same provision appears twice for different machines, while in the English version the provisions are not the same.
3. This presents a problem, as the testing procedure will be analysed differently in different countries, depending which reference text is used.
4. The proposal consists in aligning the French version with the English version.

Proposal

Current French and English versions

5. The text of ATP currently reads in French as follows:

D. *MODE OPÉRATOIRE POUR MESURER LA PUISSANCE FRIGORIFIQUE UTILE W_0 D'UN GROUPE DONT L'ÉVAPORATEUR N'EST PAS GIVRÉ.*

[...]

56. *Mode opératoire*

[...]

Si le groupe frigorifique peut être alimenté par différentes sources d'énergie, l'essai doit être répété avec chacune d'elles.

*Si le compresseur frigorifique est entraîné par le **déplacement du véhicule**, l'essai sera effectué aux vitesses minimale et nominale de rotation du compresseur indiquées par le constructeur.*

*Si le compresseur frigorifique est entraîné par le **déplacement du véhicule**, l'essai sera effectué à la vitesse nominale du compresseur indiquée par le constructeur.*

6. The text of ATP currently reads in English as follows:

D. **PROCEDURE FOR MEASURING THE EFFECTIVE REFRIGERATING CAPACITY W_0 OF A UNIT WHEN THE EVAPORATOR IS FREE FROM FROST**

[...]

56. **Test procedure**

[...]

If the refrigeration unit can be operated by more than one form of energy, the tests shall be repeated for each.

If the compressor is **driven by the vehicle engine**, the test shall be carried out at both the minimum speed and at the nominal speed of rotation of the compressor as specified by the manufacturer.

If the compressor is **driven by the vehicle motion**, the test shall be carried out at the nominal speed of rotation of the compressor as specified by the manufacturer.

Differences

7. Clearly, the difference between motion-driven and engine-driven compressors has not been taken into consideration in the French version; it thus ignores engine drives, which have now completely replaced motion drives for non-autonomous units.

Proposal

8. It is therefore proposed to correct the French text, distinguishing between the two cases as in the English version.

Economic and environmental impact of the proposal

9. For tests of units driven by the vehicle engine, each capacity measurement must be conducted at both full power and at minimum speed. Most countries use the English version and already apply this, as does France, which has corrected the error in the text.

10. The number of tests concerned is therefore very low, and thus the cost is low as well.

Conclusion

11. On the basis of the foregoing the proposal is aimed at bringing the French and English versions of ATP into line.

Proposed amendment

[The proposed amendment affects the French version only. In the section in question, replace the word “*déplacement*” in the first instance with the word “*moteur*”.]
