

## Economic Commission for Europe

### Inland Transport Committee

#### Working Party on the Transport of Perishable Foodstuffs

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Item 5 (b) of the provisional agenda

##### Proposals for amendments to the ATP: New issues

## K coefficient for equipment in service

### Transmitted by the Government of Germany

#### Initial situation

Section 5 of Annex 1, Appendix 2 to the ATP specifies the two different testing procedures that the competent authority may apply to test equipment in service:

Measurement of the K coefficient in accordance with paragraphs 2.1.1 to 2.3.2 or the assessment of the equipment by an expert on the basis of a visual inspection and technical expertise. Further details are given in sub-section 5.1.

Sub-section 5.3 “Decisions” states that the results of the measurement of the K coefficient must be “satisfactory“. The equipment may then be kept in service for a further period of six years in its initial class. If the expert’s conclusions after the visual inspection are favourable, the equipment may be kept in service for a further period of three years in its initial class.

At present, the ATP contains no further definition of the term “satisfactory“. Moreover, the initial K coefficient at the time of the equipment’s entry into service may not be used as a reference value given that the insulation of the equipment is subject to a normal physical aging process and that currently, for the majority of semi-trailers, the initial K coefficient lies between 0.35 W/m<sup>2</sup>K and 0.40 W/m<sup>2</sup>K.

In order to ensure equal conditions between transport operators in ATP member countries, we suggest that the following wording be added to sub-section 5.3:

Results shall be deemed to be satisfactory if the following values for the K coefficient are attained by equipment in service:

Initial class	IR	IN
Years in service	K coefficient ( $\leq$ )	K coefficient ( $\leq$ )
6	0.5	0.9
9	0.6	1.1