



Transfrigoroute International

The Inter-Professional Organisation Serving Temperature-Controlled Transport and Logistics

Position paper on K values of in service vehicles for WP11

In annex 1, paragraph 2 (and similar wording in § 3 and 4) of the ATP the phrase “The K coefficient of refrigerated equipment of classes B and C shall in every case be equal to or less than 0.40 W/m².K”.

Some signatory countries to the ATP have implemented K value testing for the renewal of ATP certificates after 6 years. TI does not support the practice of K value testing after 6 or 9 years, except for tanks. The IIR has already raised objections to this practice and TI fully endorses this position.

It has long been established from test data from ATP test stations that the average ageing of insulation is considered to be 5% per annum. This is also generally accepted by the manufacturers of insulated bodies.

Type approval testing of new bodies yield K values in the region of 0.37 - 0.39 for IR or FRC class, similar value approaching the maximum value of 0.4 W/m².K. A similar situation arises in class A.

With the ability to use a prototype test report to ask an ATP certificate for an insulated body with ± 20 % variation of the inside surface area, anecdotal evidence would suggest that the K values would be closer to or perhaps, higher than the type approval limits.

When the ageing coefficient of 5% per annum is added, it is self-evident that the requirement under ATP regulations that the K values “shall in every case be equal to or less than” the limits set out for the type approval testing, cannot be respected. K value testing after 6 or 9 years would result in a K value higher than 0.4 W/m².K. The practical and commercial impact of this interpretation would be that the vehicle would be declassified with a potential consequential devaluation of the asset value of the vehicle and a restriction on its operational ability to transport frozen products. This lack of flexibility also impacts on the earning capability of this vehicle for its owner.

Therefore TI fully supports the use of the temperature pull down tests originally drafted by France and to be introduced in 2013. It is important that the tests are conducted in strict accordance with the minimum and maximum ambient temperature requirement. This would avoid the need for K value testing and provide practical, easily reproducible proof of a vehicle to safely transport perishable products in accordance with the requirements of the ATP.



Transfrigoroute International

The Inter-Professional Organisation Serving Temperature-Controlled Transport and Logistics

Given the current political climate it is also important that due consideration should be given to the need to retain its type approval class categorisation and its overall energy consumption.

TI strongly recommends the acceptance of the recognition of this important principle by WP 11.

In the proposed review of Annex 1 of the ATP in which TI has been asked to participate, TI will seek a removal of the wording “shall in every case” in paragraph 2, 3 and 4 of Annex 1. One proposed wording for § 2 can be: “The K coefficient of new refrigerated equipment of classes B and C shall refer to an I_R type approved insulated equipment”.
