

The Refrigerated Vehicle Test Centre

A Guide to ATP for Road Hauliers and Manufacturers

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Cambridge Refrigeration Technology
140 Newmarket Road,
Cambridge,
CB5 8HE.
Tel: +44(0)1223 365101
Fax: +44(0)1223 461522
Email: atp@crtech.demon.co.uk
Web: www.crtech.co.uk

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A Guide to ATP for Road Hauliers and Manufacturers

1. ATP Agreement

The agreement on the International Carriage of Perishable Foodstuffs and on the special equipment to be used for such carriage, known as the ATP agreement (after its French initials) was drawn up by the Inland Transport Committee of the United Nations Economic Committee for Europe in 1970-71.

The UK acceded to the agreement on the 5th of October 1979, and it entered into force one year later 5th October 1980.

ATP provides a multi-lateral agreement between Signatory Countries (Contracting Parties) for overland cross-border carriage of perishable foodstuffs. Its purpose is to facilitate international traffic by setting common internationally recognised standards.

Its functions are as follows;

Lists foodstuffs to be carried in accordance with the ATP agreement and sets the warmest permissible temperature of the load.

Lays down common standards for temperature controlled transport vehicles such as road vehicles, railway wagons and (for sea journeys under 150km) sea containers.

Sets down the tests to be done on such equipment to ensure that it meets the standards.

Provides the system of certification of equipment which conforms to the standards.

Requires all contracting parties to recognise certificates issued in accordance with the agreement by the competent authorities of other contracting parties.

Fruit and vegetables are outside the scope of ATP, as is air transport.

In the UK, The Refrigerated Vehicle Test Centre, a division of Cambridge Refrigeration Technology, acts as an agent of the Department of Transport (DETR) for the certification of vehicles.

RVTC produce on behalf of the UK department of Transport ATP certificates, ATP plates, replacement certificates and carry out type approvals and factory inspections. CRT also provides relevant testing facilities for insulated vehicles and refrigeration machinery in their environmental chambers and calorimeters.

For further information, call RVTC at Cambridge Refrigeration Technology or alternatively, the full text of the ATP agreement is available from HM Stationary Office,

2. Effects of ATP for Road Hauliers

For the road haulage operator only delivering foodstuffs in the UK, there is no legislative requirement for ATP. However for operators travelling on international journeys an ATP certificate is nearly always essential. It is illegal to transport perishable foodstuffs across an international boundary between countries that are signatories to the agreement unless the vehicle has an ATP certificate. If you do this you will be stopped and turned back.

In France, Spain, Portugal and Italy, where refrigerated vehicles are found carrying perishable produce without a valid ATP certificate, they are heavily fined on the spot, and in some cases are forced to transfer the load to a vehicle which is carrying its certificate or displaying its ATP plate.

These countries have internal (national) transport regulations which reflect ATP requirements, and for which ATP is accepted.

The countries that are signatories to the ATP agreement are as follows;

Austria, Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Kazakhstan, Luxembourg, Morocco, Netherlands, Norway, Poland, Portugal, Russian Federation, Slovakia, Slovenia, Spain, Sweden, UK, USA, Yugoslavia. Switzerland has signed but not ratified the agreement. South Africa has applied.

3. What is ATP Technically

The Special Equipment used for this carriage must comply with the appropriate standards of insulation and refrigeration defined in ATP. Each standard, which may be insulated only, or a combination of insulated with refrigeration, or insulated with heating, or insulated with refrigeration plus heating, is defined in ATP by a

3.1 Classification.

There are 2 Classifications for insulated equipment, 6 for total-loss refrigerated, 12 for mechanical refrigerated and 3 for heated equipment. The most used classifications are insulated and insulated mechanically refrigerated.

Common ATP Classifications are as follows;

3.1 Type	K Coeff W/m ² /°C	Temperature °C	Classification
Normal insulated	<0.7	N/A	IN
Heavy Insulated	<0.4	N/A	IR
Mechanically Refrigerated			
Normal Insulated	0.7-0.4	0 to +12	FNA
Mechanically Refrigerated			
Heavy Insulated	<0.4	-20 to +12	FRC

Equipment is certified according to test results, and each ATP certificate issued states the classification to which the equipment is approved.

3.2 Refrigeration Machinery

Mechanical refrigeration equipment fitted to insulated bodies must be rated by testing. See section on testing machinery. The agreement says that the refrigeration plant must be shown to have a heat extraction capability at the class limit temperatures of at least 1.75 times the heat flowing through the insulation at those temperatures if a type approval is to be granted.

4. How to Get an ATP Certificate

The simplest way to get a vehicle with an ATP certificate is to buy one which already has one, this can be a new or second hand vehicle. When the vehicle is handed over it will have its unique ATP certificate and the RTVC will have a record of the chassis number, the registration number, the registered keeper and type of refrigeration unit fitted.

An ATP certificate covering the insulated body and the refrigeration unit is awarded in two ways, either as the result of a one off test or as a batch produced design produced to type approval. The ATP certificate expires after six years in which case an "in service " examination can be carried out, the certificate from which lasts for a further three years. If the certificate is lost prior to the expiry date again a replacement can be obtained from the RTVC as detailed below.

If you have a vehicle that does not have an ATP certificate and no type approvals have been issued on the body or the refrigeration unit then the only option is a one off test at an approved test station.

4.1 Lost Certificate

If a certificate is lost or destroyed, then a replacement can be issued by CRT. Owners and operators must provide CRT with written proof of their loss, as CRT is entitled to a refund from the Department of Transport for certificates that are issued as replacements.

4.2 Lost Plate

If a plate is lost or destroyed, then a replacement can be issued by CRT assuming that the vehicle still has a valid ATP certificate. Plates are not compulsory, but are a convenient way of showing approval.

4.3 In Service Examination and Certificate Renewal

If the vehicle's certificate has expired, then it can be renewed for a three year period once it has passed an "in service" examination. Vehicles can be examined either at Cambridge or at an owner's site according to the Vehicle Owner's needs.

To initiate the examination procedure, it is necessary to complete an ATP in-field examination application form GV 238 and send this to CRT with the appropriate fee. Please note that the fee needs to be paid in advance by statute.

If an owner has one vehicle to examine, then it may be less expensive to send it to CRT for an examination. It should be noted that CRT have enough space to take one 13.6m semi-trailer at a time, and so far we have always been able to accommodate any demand in spite of this restriction. The original Parliamentary Regulations laid down notice levels of 14 days for examinations; CRT operates at about 2 days.

4.31 Hints on Certificate Renewal

Vehicles must be in generally good condition. No daylight must be seen when inside with doors closed. Door seals good; all repairs etc carried out with correct materials. No holes in bodywork. Unit must pull down to Class temperature within 6 hours.

Examination procedures are as follows:

- 1 Place a temperature probe inside the vehicle in such a manner that it does not touch floor, roof or walls.
- 2 Close all doors and vents and switch on the refrigeration unit, having set its thermostat to -25°C
- 3 Record temperatures with time during the pull-down to below -20°C . *(If the time taken for this pull-down exceeds 6 hours, the vehicle has failed this part of the examination, but may be re-graded FRB or FNA.)*
- 4 Measure external length, height and width. *(Vehicles which have been stretched from 12.6m to 13.4m lengths invalidate their original ATP and therefore must be tested to obtain further certification)*
- 5 Examine the external bodywork for damage, corrosion and holes. Holes are a failure.
- 6 Switch on the manual defrost. Check that the defrost works correctly and that the unit terminates defrost and returns to refrigeration.
- 7 Select a temperature setting with the thermostat between 0°C and $+5^{\circ}\text{C}$, and check that the refrigeration unit will control at selected temperature.
- 8 Reset the thermostat to $+12^{\circ}\text{C}$ and carry out a velocity traverse in the evaporator fan air delivery duct. Measure the height and width of the duct and calculate evaporator fan volume.
- 9 Switch off the refrigeration unit and measure the internal length, height and width.
- 10 Examine the internal bodywork for damage, corrosion and holes. Holes are a failure.
- 11 Examine all doors and door seals and ask another person to close the doors on the examiner for a few seconds to check if daylight can be seen through the door seals. Any light is a fail.

The results of the examination are transferred onto the ATP 109 examination report form and passed onto the CRT office who will issue the ATP certificate if it has passed.

If the vehicle fails, a Failure Form will be issued (GV240), when repairs carried out another GV 238 must be completed and returned with relevant fee.

4.4 In Service Examination and Plate Renewal

Once a replacement certificate has been issued a replacement plate can be issued at the standard price.

4.5 Thermal Test One-Off Vehicle ATP Certificate

If a vehicle is required for the International Transport of perishable products but the insulated design is not type approved, then the only option is to have a one off “K” coefficient thermal test carried out.

The vehicle needs to be transported to an approved test chamber; there it must pass the test criteria relevant to the class of certificate that is required

4.6 Insulated Vehicle Type Approval

The alternative to one off testing is type approval of the insulated structure’s design; this is the cost-effective solution for production runs.

The objective of the type approval procedure is to establish a technical statement in ATP terms of a manufacturer’s design This statement must meet the standards laid down in annex.1, appendix. 1. of the agreement and satisfy the requirements of the enabling act. In addition, the manufacturer must satisfy CRT that it has effective quality control standards, to be determined by a factory inspection.

Application form GV235 needs to be completed to start the type approval process. This form must be accompanied by the type approval fee.

What is required is as follows;

A set of drawings covering the ATP type approval design.

An ATP test report, providing results of the K-coefficient measurement.

A nominated refrigeration unit calorimeter test report.

Factory inspection to ensure manufacture to type.

Nominated quality control personnel to sign off form GV237 as the basis of Type approval conformity.

ATP Type Approvals last 6 years, and as a general guide, each factory must be inspected once every 6 years as a minimum.

Type Approval Certification is issued after confirmation by the Competent Authority (DETR) to the Certification Authority (CRT) that an ATP design type is satisfactory and that vehicle certificates may be issued upon receipt of a completed GV 237.

Flexibility of the type approval is allowed in that if the production body is better than the type approval, for example no side door when the type approval shows one. Also the mean internal surface is also allowed to vary by $\pm 20\%$ of the area of the type approval body.

4.7 Refrigeration Machinery Test

The purpose of refrigeration machinery testing is to confirm the rating of the machinery such that its heat extraction capability at the class limit temperatures is at least 1.75 times the heat flowing through the insulation at those temperatures.

The following calorimeter tests need to be carried out in an approved test chamber;

Evaporator Airflow

Refrigeration Capacity, minimum of three points between -20°C and $+12^{\circ}\text{C}$;

Electric standby drive (if fitted);

-20°C air off evaporator	$+30^{\circ}\text{C}$ air on condenser
0°C air off evaporator	$+30^{\circ}\text{C}$ air on condenser
$+12^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser

Diesel (high and/or low speed) or truck drive (on the road)

-20°C air off evaporator	$+30^{\circ}\text{C}$ air on condenser
0°C air off evaporator	$+30^{\circ}\text{C}$ air on condenser
$+12^{\circ}\text{C}$ air off evaporator	$+30^{\circ}\text{C}$ air on condenser

A test report from these results is produced for the manufacturer which is available to test stations and body builders. It should be noted that a minimum of three points is required but if other drive options are available more tests are necessary.

The costs given in table 5.6 are divided into small units and large units and reflect the difference in manpower in setting up the tests. They also assume satisfactory operation of the refrigeration machinery. Breakdown and any necessary re-tests are charged at the daily test rate.

4.7.1 Combined Insulation and Machinery Approval

An option that exists to achieve ATP on an insulated body refrigeration unit combination to type is available. This is of use for production runs of identical units.

In this case the insulated vehicle is tested for thermal efficiency with the machinery installed in position. Provided the vehicle has an overall thermal performance below 0.4 W/m^2 and the refrigeration system has an over capacity of 1.35 @ -20°C internal / $+30^{\circ}\text{C}$ external then this combination can be produced to type.

4.8 Multi Compartment Vehicles

Multi compartment vehicles again need a minimum of three points between -20°C and $+12^{\circ}\text{C}$, however extra options exist of combinations of compartments at temperatures within this temperature range. Strictly, there is no agreed ATP procedure for testing these vehicles and it may be necessary to test to national standards for, e.g., France. It is hoped that this situation will be resolved in 2002-3.

5.0 Cambridge “K” Test

ATP is not required by law for vehicles operating solely within the UK, however it has been perceived that a need exists for a low cost, thermal test procedure for smaller insulated vehicles. The main function of the test is to provide accurate heat leakage values and facilitate the selection of appropriate capacity refrigeration units for specified operational requirements.

Its uses are as follows;

Equate the available refrigeration unit capacities to the measured heat leakage value of the vehicle.

Select the size of refrigeration unit that will maintain specified carriage temperatures in all probable ambient conditions.

Ensure that the refrigeration unit chosen is not oversized and uneconomic.

Provide a basic “k” value for constructors of smaller insulated vans intended for sale to the UK market.

Provide heat load values for refrigeration unit manufacturers and suppliers.

Provide an inexpensive pre ATP test for research and development purposes.

It should be emphasised that the Cambridge “K” does not offer;

Certification for refrigerated vehicles for use on the Continent.

Tests for vehicles over 5.5 metres in length.

6.0 Guidance on the Carriage of Perishables

A booklet published by CRT is available entitled “The Transport of Perishable Foodstuffs” and is available for sale from the Library. A preview of this booklet is available on the CRT Web Page. CRT also offer a subscription service called RTIS which gives a full information and cargo care service.

7.0 Price List

It should be noted that the ATP statute states that all fees and test work are subject to VAT and have to be paid for in advance.

7.1 Lost Replacement Certificate

ITEM	Cost £	VAT %	VAT £	TOTAL £
Replacement Certificate	40.00	17.5	7.00	47.00

7.2 Plate or Replacement Plate

ITEM	Cost £	VAT %	VAT £	TOTAL £
Replacement Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Total				21.74

7.3 In Service Inspection and Replacement Certificate at Cambridge

ITEM	Cost £	VAT %	VAT £	Total £
Examination Fee	90.00	17.5	15.75	105.75
Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Total				186.24

7.4 In Service Inspection and Replacement Certificate at Owners Site

ITEM	Cost £	VAT %	VAT £	Total £
Examination Fee *	350	17.5	61.25	411.25
Certificate	60.00	17.5	10.50	70.50
Plate [†]	8.50	17.5	1.49	9.99
Additional vehicle**	90.00	17.5	15.75	105.75
Travelling Expenses	See list			†

Travelling Expenses	Distance calculated by Microsoft Auto-route program to the destination from Cambridge, quickest route option. All expenses hotel prearranged with the customer at cost.
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[†] Optional

* 1 – 3 vehicles.

** each additional vehicles above 3

7.5 Refrigeration machinery test using small calorimeter

(suitable for equipment intended for vehicles under 5.5 metres length)

ITEM	Cost/day £	Days	Total £
Evaporator airflow test	450.00	1.5	675
Rigging and derigging of Equipment	390.00	2	780
Refrigeration capacity test (3 points only)	350/test	-	1050.00
Test report (2 copies)	300	-	300.00
Thermal calibration test	450	2	900.00
Total			

7.6 Refrigeration Machinery test using large calorimeter

(suitable for equipment intended for vehicles over 5.5 metres in length)

ITEM	Cost/day £	Days	Total £
Evaporator airflow test	450.00	2.0	900.00
Rigging and derigging of Equipment	390.00	3	1170
Refrigeration Capacity Test (3 points)	350/test	3 tests	1050.00
Test Report (2 copies)	300.00	-	300.00
Thermal calibration test	450	2	900
Total			

ITEM	Cost/day £	Days	Total £
Evaporator airflow test	450.00	2	900.00
Rigging and derigging of Equipment	390.00	3	1170
Refrigeration Capacity Test (6 points)	350/test	6 tests	2100
Test Report (2 copies)	300.00	-	300.00
Thermal calibration test	450	2	900.00
Total			

7.7 Refrigeration machinery test twin-compartment (Twin identical evaporator)

ITEM	Cost/day £	Days/ Tests	Total £
Evaporator airflow test S1/S2	450.00	1.5	675
Rigging and derigging of Equipment	390.00	3	1170
Refrigeration Capacity single	350/test	4 tests	1400
Refrigeration Capacity multi	555/test	6 tests	3330
Test Report (2 copies)	300.00	-	300.00
Thermal calibration test	405	4	1620
Total			8495

7.8 Refrigeration Machinery test multi-compartment (triple evaporator)

ITEM	Cost/day £	Days/ tests	Total £
Evaporator airflow test host unit	450.00	2	900.00
Evaporator airflow test S2/S3	450	1.5	675
Rigging and de-rigging of Equipment [†]	390.00	3.5	1365
Refrigeration Capacity single	350/test	8 tests	2800
Refrigeration Capacity multi	555/test	8 tests	4440
Test Report (2 copies)	300.00	-	300.00
Thermal calibration test	405	4	1620
Total			12100

[†] pipe work and refrigerant charging carried out by manufacturer

Extra Costs

Idle occupation of chamber	@	£390/day
Running chamber and equipment snagging	@	£475/day
Two Additional copies (3 and 4) of report	@	£80/copy
Five and over copies of report	@	£25/copy
Diesel	@	40p/l
Refrigerant	@	cost

7.9 Insulated / Refrigerated Vehicle Type Approval

ITEM	Cost £	VAT %	VAT £	Total £
Type approval Fee	925.00	17.5	161.88	1086.88
Test Chamber (2 days) *	900.00	17.5	157.50	1057.50
Type approval certificate for DETR	0	0	0	0
ATP Certificate (1 st cert)	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Total				2236.62

* Testing can occur at any approved test station

7.10 Generation of certificate from non-CRT test data

ITEM	Cost £	VAT %	VAT £	Total £
Administration fee	100.00	17.5	17.5	117.50
Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Total				197.99

7.11 One-Off Vehicle ATP Certificate or 1/100 batch test

(remove cert. & plate cost)

ITEM	Cost £	VAT %	Vat £	TOTAL £
Test Report Fee ††	165.00	17.5	28.87	193.87
Test Chamber (2 days) *	900.00	17.5	157.50	1057.50
ATP Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Total (including test report)	1143.50			1343.61
Total (excluding test report)	978.50			1149.74

†† Only applicable where a test report is required

7.10 Combined Insulation and Machinery Approval

ITEM	Cost £	VAT %	Vat £	TOTAL £
Type approval Fee	925.00	17.5	161.88	1086.88
Thermal test (2 days) *	900.00	17.5	157.50	1057.50
Machinery test (2 days)	900.00	17.5	157.50	1057.50
Type approval certificate fee for DETR	0	0	0	0
ATP Certificate	60.00	17.5	10.50	70.50
Plate	8.50	17.5	1.49	9.99
Plate Holder	10.00	17.5	1.75	11.75
Total				3294.12

7.11 Cambridge “K” Test

ITEM	Cost £	VAT %	Vat £	TOTAL £
Cambridge “K” Test	450.00	17.5	78.75	528.75
Report	165	17.5	28.88	193.88
Total				722.63

7.12 Guidance Booklet

The Transport of Perishable Foodstuffs Booklet - £15.00 inclusive, the subscription service RTIS costs depend on proposed numbers using the service please call for prices.

8.0 List of ATP Forms

Form	Purpose
ATP101	Thermal Test Report (Models 1A, 2A, 1B, 2B)
ATP109	In Service Examination Report
GV229	ATP Certificate
GV233	Returns Form
GV235	Application for Type Approval or One-off Test
GV236	Type Approval Certificate
GV237	Application for ATP Certificate Against Type Approval
GV238	Application for In Service Inspection
GV240	Failure of ATP test or ATP In Service Examination

8.1 GV238

Department of Transport

The International Carriage of Perishable Foodstuffs Act 1976 (ATP)

For Official Use

APPLICATION FOR EXAMINATION AND CERTIFICATION OF A *UNIT/BATCH OF TRANSPORT EQUIPMENT

Please read the notes below carefully before completing this form.

Notes

- 1) Applications should be made as early as possible and in any case not less than 14 days before testing is required.
- 2) The current scale of fees is set out on GV 234, copies of which are obtainable from the addresses at 3 below.
- 3) This application must be forwarded to:
 - Refrigerated Vehicle Test Centre
 - c/o Cambridge Refrigeration Technology
 - 140 Newmarket Road
 - Cambridge, CB5 8HE

accompanied by a cheque for the appropriate fee made payable to Cambridge Refrigeration Technology (CRT). Where applicable travelling and subsistence costs will be payable in advance in addition to the prescribed fee.
- 4) Where batches of transport equipment are to be presented for inspection, only those units of similar manufacture and design are included in that batch.
- 5) The owner of the equipment will be required, if requested by the Inspecting Officer, to:
 - a) Make available for examination those parts of the equipment as required by the Inspecting Officer.
 - b) Place at the disposal of the Inspecting Officer all necessary documents (plans, test reports, specifications, invoices, details of modifications etc).

A. Application

I, the undersigned, apply for the examination and certification of a *Unit/Batch of Transport Equipment particulars of which are specified below to be authorised for the international carriage of perishable foodstuffs.

1. State the preferred place of examination:

NB: If the examination is for an item of equipment, which is refrigerated or mechanically refrigerated, the place of examination must be able to maintain a minimum temperature of 15°C for the duration of the test.

2. Status of applicant (eg owner, operator):

* Delete as appropriate

Particulars of Transport Units(s)

- 3.1 Type (eg rigid vehicle, trailer, container etc)
- 3.2 Designated Mark of ATP Classification required (*see Annex 1 paragraphs 1-4 incl and Annex 1, Appendix 4 of the ATP Agreement Cmnd 6441*)
.....
- 3.3 Number of Units to be presented
- 3.4 *Registration No(s)/Dtp Identification No(s) (*if applicable*).....
- 3.5 Type Approval (*if applicable*)
- 3.6 Manufacturer.
- 3.7 Model No.
- 3.8 Serial No.
- 3.9 Chassis No. (*if applicable*)
- 3.10 Date of Manufacture
- 3.11 Date of Entry into Service
- 3.12 Previous Method of Certification (*if applicable*)
- 3.13 Details of Repairs Since Entry into Service
-
- 3.14 Supporting Documents (eg plans, test reports, specifications, invoices) provided:-
-
-
- 3.15 Details of Thermal Appliance (*if applicable*)
 - 3.15.1 Make
 - 3.15.2 Model and serial numbers
 - 3.15.3 Date of fitting to body
 - 3.15.4 Date of entry into service
 - 3.15.5 General description (eg energy source, refrigerant, nominal capacity at class temperature)
 -
 -
 -
 - 3.15.6 Details of repairs since entry into service.....
 -

NB: Where items of transport equipment to be presented are of different design types (i.e. produced under different application nos) details requested in questions 3.1 to 3.15.6 should be supplied on a separate sheet for each design type.

* Delete as appropriate

*The fee of £ is enclosed.

Cheque number

Signature Date

Name (*Block letters*)

Position in Company

For and on behalf of: (*Name and Address, including Postcode, of Company*)

.....

.....

Telephone Number:

B. Undertaking

I, the undersigned, being the operator of the transport unit of transport equipment described above agree upon receipt of a Certificate of Compliance to:

- a) Mark the load compartments with the distinguishing marks as appropriate to the ATP Classification (Annex 1, Appendix 4 of the ATP, Cmnd 6441), and to remove these marks if the equipment ceases to conform to the requirements of the ATP Agreement or is taken out of service permanently.
- b) Notify a Certifying Officer of any alteration to the transport equipment which may affect its thermal efficiency.
- c) Maintain the equipment so that it continues to conform to the prescribed standard.

I understand that failure to comply with these undertakings may result in invalidation of the Certificate of Compliance and consequent enforcement action.

Signature Date

Name (*Block letters*)

Position in Company

For and on behalf of: (*Name and Address, including Postcode, of Company*)

.....

.....

Note:

- a) The transfer of a certificate of Compliance.

If an item/items of transport equipment, for which Certificate(s) of Compliance is/are in force, is/are sold to another owner who wants to retain the Certificate(s) the person to whom the Certificate has been issued may submit it to a Certifying Officer with a request that the certificate(s) be amended and transferred accordingly.

- b) The surrender of a Certificate of Compliance.

A person to whom a Certificate of Compliance has been issued may surrender it to a Certifying Officer with a written statement by such a person that he wishes to surrender the Certificate; for instance, if the equipment no longer complies with the prescribed standard or is taken out of service.