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ANNEX

Directive 2001/56/EC is amended as follows:

1. The following line is added at the end of the 'list of Annexes':

Annex IX	Additional provisions applicable to certain vehicles as defined in Directive 94/55/EC

2. Annex VIII is amended as follows:

(a) The title of section 1 is replaced by the following:
1.LPG HEATING SYSTEMS FOR ROAD USE IN MOTOR VEHICLES

(b) Point 1.1.6.2 is replaced by the following:

1.1.6.2. no uncontrolled release due to an accidental disconnection can occur. Means shall be provided to stop the flow of LPG by installing a device directly after, or in, a cylinder or container mounted regulator, or, if the regulator is mounted remote from the cylinder or container, a device shall be installed directly before the hose or pipe from the cylinder or container and an additional device shall be installed in, or after, the regulator.

(c) The title of Section 2 is replaced by the following:
2.LPG HEATING SYSTEMS FOR STATIONARY USE ONLY IN MOTOR VEHICLES AND THEIR TRAILERS

3. The following Annex IX is added:

'ANNEX IX

ADDITIONAL PROVISIONS APPLICABLE TO CERTAIN VEHICLES AS DEFINED IN DIRECTIVE 94/55/EC[(1)]

1. SCOPE

This annex applies to vehicles to which specific requirements concerning combustion heaters and their installation laid down in Directive 94/55/EC apply.

2. DEFINITIONS

For the purpose of this Annex, the definitions of the vehicle designations EX/II, EX/III, AT, FL and OX set out in Chapter 9.1 of Annex B to Directive 94/55/EC apply.

3. TECHNICAL PROVISIONS

3.1. General (EX/II, EX/III, AT, FL and OX vehicles)

3.1.1. The combustion heaters and their exhaust gas routing shall be designed, located, protected or covered so as to prevent any unacceptable risk of heating or ignition of the load. This requirement shall be considered as fulfilled if the fuel tank and the exhaust system of the appliance conform to the provisions set out in the points 3.1.1.1 and 3.1.1.2. Compliance with those provisions shall be verified on the completed vehicle.

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3.1.1.1. Any fuel tanks for supplying the appliance shall meet the following requirements:

(a) in the event of any leakage, the fuel shall drain to the ground without coming into contact with hot parts of the vehicle or the load;

(b) 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.

3.1.1.2. The exhaust system as well as the exhaust pipes shall be so directed or protected to avoid any danger to the load through heating or ignition. Parts of the exhaust system situated directly below the fuel tank (diesel) shall have a clearance of at least 100 mm or be protected by a thermal shield.

3.1.2. The combustion heater shall be switched on manually. Programming devices shall be prohibited.

3.2. EX/II and EX/III vehicles

Combustion heaters using gaseous fuels are not permitted.

3.3. FL vehicles

3.3.1. The combustion heaters shall be put out of operation by at least the following methods:

(a) intentional manual switching off from the driver's cab;

(b) stopping of the vehicle engine; in this case the heating device may be restarted manually by the driver;

(c) start-up of a feed pump on the motor vehicle for the dangerous goods carried.

3.3.2. After running is permitted after the combustion heaters have been put out of operation. For the methods set out in points (b) and (c) of paragraph 3.3.1 the supply of combustion air shall be interrupted by suitable measures after an after-running cycle of not more than 40 seconds. Only heaters for which proof has been furnished that the heat exchanger is resistant to the reduced after-running cycle of 40 seconds for the time of their normal use shall be used.

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(1) OJ L 319, 21.12.1994 p. 7.’