



## REGULATION No 67

(Equipment for liquefied petroleum gases: LPG)

### OICA Comments on TRANS/WP.29/GRPE/2001/8

OICA welcomes the new "Euro Connector" as being vital in facilitating international traffic of LPG vehicles and thereby helping their acceptance, and in improving the customer friendliness of the environmental and safety aspects of refuelling. However, please find below our detailed comments on the draft Supplement 2 to ECE-67.01.

1. We find that the Transitional Provisions as drafted in 11.6 are not workable, as it appears that the intent is to mandate the changeover from 2 piece connectors to 1 piece connectors on a specific day. Instead, it should be possible to fit the one-piece connector earlier, if required.
2. The dates given in the proposal seem too early to be achievable, given the typical lead-time required for ECE legislation to enter into force. (It is very unlikely that this amendment would enter into force before 1 June 2002). In any case, sufficient lead-time must be available for manufacturers to plan the necessary changes to production facilities etc.
3. There are some typographical errors within paragraphs 11.6.1 to 11.6.3.

Therefore we suggest the following text in paragraph 11.6:

*"11.6. Transitional provisions for the implementation of the European connector:  
Limits of validity of old type approvals.*

- 11.6.1. From [1 June 2003], Approvals granted to this Regulation for vehicles of maximum mass up to 3,500 kg shall cease to be valid unless the vehicle is fitted with a light vehicle European connector, either made of 2 parts or made of one part, as defined in Annex 9 paragraph 10.1.*
- 11.6.2. From [1 June 2005], Approvals granted to this Regulation for vehicles of maximum mass up to 3,500 kg shall cease to be valid unless the vehicle is fitted with a light vehicle European connector made of one part, as defined in Annex 9 paragraph 10.1.*
- 11.6.3. From [1 June 2003], Approvals granted to this Regulation for vehicles of maximum mass greater than 3,500 kg shall cease to be valid unless the vehicle is fitted with the heavy duty Euro-connector, as defined in Annex 9 paragraph 10.2."*

*Alternatively, at the option of the manufacturer, a vehicle with maximum mass greater than 3,500 kg may be fitted with the light duty connector in accordance with 11.6.1 and 11.6.2.*

4. We also note that similar text should be added to the currently draft Regulation on LPG and CNG retro-fit systems, to ensure that retro-fit systems are fitted with the appropriate European connector from the relevant dates.