

**GFV PROPOSAL FOR A CORRIGENDUM TO ECE/TRANS/WP.29/2009/117 (Proposal  
for Supplement 4 to Regulation No. 115. (Specific LPG and CNG retrofit systems)**

This proposal has been prepared by the experts from the GFV Group in order to present a  
corrigendum to the Supplement 4 to Regulation No. 115.

The modifications to the current text of the Regulation are marked in **bold** characters.

**A. PROPOSAL**

Paragraph 2.5.1.1. (c), amend as follows:

“(c) It ~~is subject~~ **was type-approved according** to the same emission limits or those  
specified in **force** earlier ~~3/series of amendments of the applicable Regulation.~~”

Add a new footnote 3/ as follows:

**“According to Regulation 83 series of amendments or Directive amending Directive  
70/220/EEC or Regulation 692/2008 implementing Regulation 715/2007 under which  
the initial type-approval of the vehicle with regard to pollutant emission was  
granted.”**

Paragraph 5.5.1., amend as follows:

“5.5.1. A circle surrounding the letter "E" followed by the distinguishing number of the  
country which has granted the approval 34/.”

Amend the footnote number in the bottom of the page accordingly.

Paragraph 6.1.2.1., amend as follows:

“6.1.2.1. One LPG retrofit system sample, as described in paragraph 2. of this Regulation, installed into the parent vehicle(s), as described in paragraph 2. of this Regulation, shall be submitted to the test procedures described in Regulations No. 83 45/ and No. 101, or No. 49 56/, where applicable, in the limits of the requirements of paragraphs 6.1.2.4. and 6.1.2.5. The vehicles and/or the engines are also submitted to a maximum power comparison test, as described in Regulation No. 85 for engines, or defined in paragraph 6.1.3. below for vehicles.”

Amend the footnote number in the bottom of the page accordingly.

Paragraph 6.1.2.4.1.1., amend as follows:

“The emissions of CO, HC<sub>7</sub> and NO<sub>x</sub> are calculated according Regulation No. 83. 45/

Paragraph 6.1.2.4.3.1., amend as follows:

~~“The emissions of CO<sub>2</sub> are calculated according to Regulation No. 101 for each parent vehicle, if applicable.~~

**Tests shall be performed together with those specified in paragraph 6.1.2.4. according to the test procedures in force during the initial type-approval of the vehicle 7/ on each parent vehicle with the following fuels, if applicable:**

- (i) reference petrol,**
- (ii) reference LPG A ,**
- (iii) reference LPG B.**

**The dynamometer setting shall be that specified in paragraph 6.1.2.4.2.  
...”**

Add a new footnote 7/ as follows:

**“7/ According to Regulation No. 101 series of amendments or Directive amending Directive 80/1268/EEC or Regulation amending Regulation 692/2008 implementing Regulation 715/2007 under which the initial type-approval of the vehicle with regard to CO<sub>2</sub> emissions and fuel consumption was granted.”**

Paragraph 6.2.2.4.1.1., amend as follows:

“The emissions of CO, HC<sub>7</sub> and NO<sub>x</sub> are calculated according Regulation No. 83. 45/”

Paragraph 6.2.2.4.3.1., amend as follows:

~~“The emissions of CO<sub>2</sub> are calculated according to Regulation No. 101 for each parent vehicle, if applicable.~~

**Tests shall be performed together with those specified in paragraph 6.2.2.4. according to the test procedures in force during the initial type-approval of the vehicle 7/ on each parent vehicle with the following fuels, if applicable:**

- (i) reference petrol,**
- (ii) reference G20 fuel,**
- (iii) reference G25 fuel.**

**The dynamometer setting shall be that specified in paragraph 6.2.2.4.2.  
...”**

## **B. JUSTIFICATION**

Supplement 4 does not bring Regulation No. 115 at a level to which type approval of Euro 5, or its equivalent latest series of amendments to Regulation No. 83, is made possible. This corrigendum aims at filling this gap.

- - - - -