

## **Corrigendum to ECE/TRANS/WP.29/GRSG/2014/30 (Regulation No. 110, CNG/LNG vehicles)**

This document corrects ECE/TRANS/WP.29/GRSG/2014/30 submitted to the 107th session of GRSG. The modifications to the current text of UN Regulation No. 110 are marked in bold for new characters.

### **Proposal for amendments to Regulation No. 110 (CNG/LNG vehicles)**

Submitted by the experts from the Netherlands

The text reproduced below was prepared by the experts from the Netherlands to clarify the provisions of paragraph 18 following the introduction of automatic LNG valve (see report ECE/TRANS/WP.29/GRSG/84, para. 38). The modifications to the current text of Regulation No. 110 are marked in bold for new or strikethrough for deleted characters.

#### **I. Proposal**

*Paragraphs 8.13. to 8.13.2 amend to read;*

- 8.13. Provisions on components fitted to the LNG tank
- 8.13.1. The LNG tank shall be equipped at least with the following components, which may be either separate or combined (~~special care shall be taken to prevent LNG trapping~~):
  - 8.13.1.1. Pressure relief valve;
  - ~~8.13.1.2. Manual valve;~~
  - 8.13.1.3.2. Automatic valve;
  - 8.13.1.4.3. Excess flow device.
- 8.13.2. The LNG tank may be equipped at least with the following components,
  - 8.13.2.1 Manual valve either separate or combined with a component mentioned in paragraph 8.13.1. with special care to prevent LNG trapping;**
  - 8.13.2.2 gas-tight housing, if necessary.**
- 8.13.3. The components mentioned in paragraphs 8.13.1.1. to 8.13.2.1. above shall be type approved pursuant to the provisions laid down in Annex 4 to this Regulation.**

*Paragraph 18.3.4.7. amend to read:*

- 18.3.4.7. LNG automatic valve;**

*Paragraph 18.3.5.5. amend to read:*

- 18.3.5.5. LNG manual valve;**

## **II. Justification**

1. With the introduction of the LNG automatic valve as a mandatory component as required in paragraph 8.13 and in paragraph 18.5.1., the LNG automatic valve should also be listed in the paragraph 18.3 in the correct manner. With the introduction of this LNG automatic valve it was overlooked to change also this paragraph 18.3.4. .

2. The addition of the LNG automatic valve in the mandatory category together with the manual LNG valve in the mandatory category could lead to potential accumulation. This can occur if the manual valve is not combined with the automatic valve but separate in the enclosed area or volume in the vehicle. Therefore the manual valve, mainly installed for safety during servicing, shall be included in the non-mandatory category, so that each manufacturer can determine the best technical strategy to avoid Liquefied Natural Gas (LNG) trapping. This lead to some small amendments in paragraph 8.13 and 18.3.4. and 18.3.5.5. of this regulation.

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