

**Proposal for Amendment to the document ECE/TRANS/WP.29/2017/93  
“Proposal for a new Rule No.3 on Periodical Technical Inspection of motor  
vehicles using CNG and/or LNG in their propulsion system”**

**1. Statement of technical rationale and justification**

This proposal for amendment includes the reference to the recently approved UN Regulation No. 143, a new criteria to assess the possible leakages and the fixing of some clerical errors. The experience of the vehicle inspection operators already conducting that kind of activity shows that in case of leakage the reading of gas detector is high enough to avoid the definition of a precise limit.

**2. Proposal for Amendment**

2.1. Article 1.2 amend to read at the end: “...according to UN Regulations Nos. 67, 110, 115 or 143”

2.2. Annex 1, item 1, “Main Reasons for Rejection” amend to read at the end: “...according to UN Regulations Nos. 67, 110, 115 or 143 or equivalent”

2.3. Annex 1, item 2.6 amend to read

| Item         | Method  | Main Reasons for Rejection  | Defect Assessment |              |    |
|--------------|---|---|-------------------|--------------|----|
|              |   |   | MiD               | MaD          | DD |
| 2.6. Leakage | Inspection with the vehicle over a pit or on a hoist, including inside the engine compartment, passengers and luggage compartments when appropriated. Use of leak detecting devices with the engine both running with gas and switched off, | (a) Presence of gas <del>above 300 ppm</del><br>(b) <del>Presence of gas above 300 ppm in a compartment without ventilation</del> |                   | <del>X</del> | X  |

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