



**Economic and Social
Council**

Distr.
GENERAL

TRANS/WP.29/967
23 January 2004

ENGLISH
Original: ENGLISH AND FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

World Forum for Harmonization of Vehicle Regulations (WP.29)

DRAFT SUPPLEMENT 1 TO THE 02 SERIES
OF AMENDMENTS TO REGULATION No. 34

(Prevention of fire risks)

Note : The text reproduced below was adopted by the Administrative Committee (AC.1) of the amended 1958 Agreement at its twenty-fifth session, following the recommendation by WP.29 at its one-hundred-and-thirty-first session. It is based on document TRANS/WP.29/2003/64, as amended (TRANS/WP.29/953, para. 108).

Paragraph 5.9.1.1.1., amend to read :

"5.9.1.1.1. an automatically opening and closing, non-removable fuel filler cap."

Paragraph 5.11., amend to read:

"5.11. The fuel tank and its accessory parts shall be designed and installed in the vehicle in such a way that any ignition hazard due to static electricity shall be avoided. If necessary, measure(s) for charge dissipation shall be provided. The manufacturer shall demonstrate to the technical service the measure(s) which guarantee the fulfilling of these requirements."

Paragraph 6.2.4., amend to read:

"

The rotation rate for each successive increment of 90° shall take place in any time interval from 1 to 3 minutes."

Annex 5.

Paragraph 2., amend to read:

"2. MECHANICAL STRENGTH

The tank must be tested under the conditions prescribed in paragraph 6.1. of this Regulation for leaks and for rigidity of shape. The tank and all its accessories must be mounted onto a test fixture in a manner corresponding to the mode of installation on the vehicle for which the tank is intended or mounted in the vehicle itself or mounted in a test fixture made by a vehicle section. On request of the manufacturer and with the agreement of the technical service the tank may be tested without using any test fixture. Water at 326 K (53 °C) must be used as the testing fluid and must fill the tank to its capacity. The tank must be subjected to a relative internal pressure equal to double the working pressure and in any case to not less than 30 kPa at a temperature of 326 K ± 2 K (53 °C ± 2 °C) for a period of five hours. During the test, the tank and its accessories must not crack or leak; however, it may be permanently deformed."

Paragraph 3.2., amend to read:

"3.2. Prior to the test, the tank must be filled to 50 per cent of its capacity with testing fuel and stored, without being sealed, at an ambient temperature of 313 K ± 2 K (40 °C ± 2 °C) until the weight loss per unit time becomes constant, but for not more than four weeks (preliminary storage time)."
