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**Economic Commission for Europe****Inland Transport Committee****World Forum for Harmonization of Vehicle Regulations****Working Party on General Safety Provisions****110<sup>th</sup> session**

Geneva, 26–29 April 2016

Item 12 of the provisional agenda

**Regulation No. 110 (CNG and LNG vehicles)****Proposal for amendments to Regulation No. 110  
(CNG and LNG vehicles)****Submitted by the expert from the Netherlands\***

The text reproduced below was prepared by the expert from the Netherlands. It aims at correcting a topographical error and at clarifying the current provisions. The modifications to the current text of UN Regulation No. 110 are marked in bold for new characters and strikethrough for deleted characters.

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\* In accordance with the programme of work of the Inland Transport Committee for 2014–2018 (ECE/TRANS/240, para. 105 and ECE/TRANS/2014/26, programme activity 02.4), the World Forum will develop, harmonize and update Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

## I. Proposal

*Paragraph 7.1.*, amend to read:

"7.1. If the CNG component samples submitted for approval meet the requirements of paragraphs 8.1. to 8.11. of this Regulation, approval of the type of component shall be granted.

If the LNG components samples submitted for approval meet the requirements of paragraphs 8.12. to ~~8.21.~~ **8.22.** of this Regulation, approval of the type of component shall be granted."

*Annex 4A, paragraphs 4.2.3. and 4.2.4.*, amend to read:

"4.2.3. The pressure relief valve and pressure relief device of Class 1 shall be so designed as to be leak-proof at a pressure of 1.5 times the working pressure (MPa) with the outlet closed off (see Annex 5B).

4.2.4. The pressure relief valve of ~~Class 1 and~~ Class 2 shall be so designed as to be leak-proof at twice the working pressure with the outlets closed off."

*Annex 4H, paragraph 2.2.*, amend to read:

"2.2. The switching-off delay of the automatic valve after stalling of the engine may not be more than ~~5~~ **2** seconds."

## II. Justification

1. The proposal aims at correcting in paragraph 7.1. a topographical error in the reference to the missing paragraph 8.22. in the list of Liquefied Natural Gas (LNG) components.

2. The proposal also aims at clarifying the contradictory provisions on:

(a) The double definition in Annex 4A of test requirements for Class 1 components; and

(b) The time delay specified in Annex 4H, as paragraph 18.6.1.2. reads as follows:

"18.6.1.2. The automatic valve shall be operated such that the fuel supply is cut off when the engine is switched off, irrespective of the position of the ignition switch, and shall remain closed while the engine is not running. A delay of 2 seconds is permitted for diagnostic."

3. Therefore, the above-mentioned time delay shall be identical (either 2 or 5 seconds, but not 2 and 5 seconds).