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| Submitted by the experts from ISO and NGV Global | Informal document **GRSG-113-06**  (113th GRSG, 10-13 October 2017  agenda item 6(b)) |

**Proposal for a corrigendum to Revision 3 of UN Regulation No. 110 (CNG/LNG vehicles)**

The text reproduced below was prepared by the experts from ISO and NGV Global. It proposes a Corrigendum to UN Regulation No. 110 to correct Table 6.4. The modifications to the current text of UN Regulation No. 110 are marked in **bold** for new characters and strikethrough for deleted characters.

**I. Proposal**

*Page 73, Table 6.4,* replace by:

"Table 6.4  
**Cylinder design qualification tests**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| *Test and annex reference* | *Cylinder type* | | | |
| *CNG-1* | *CNG-2* | *CNG-3* | *CNG-4* |
| A.12. Burst | X \* | X | X | X |
| A.13. Ambient temperature/cycle | X \* | X | X | X |
| A.14. Acid environment test |  | X | X | X |
| A.15. Bonfire | **X** | X | X | X |
| A.16. Penetration | X | X | X | X |
| A.17. Flaw tolerance | ~~X~~ | X | X | X |
| A.18. High temperature creep |  | X | X | X |
| A.19. Stress rupture |  | X | X | X |
| A.20. Drop test |  |  | X | X |
| A.21. Permeation |  |  |  | X |
| A.24. PRD performance | **X** | X | X | X |
| A.25. Boss torque test | ~~X~~ |  |  | X |
| A.27. Natural gas cycling |  |  |  | X |
| A.6. LBB assessment | **X** | X | X |  |
| A.7. Extreme temperature/cycle | ~~X~~ | X | X | X |
| X = required  \* = Not required for cylinders designed to ISO 9809 (ISO 9809 already provides for these tests)." | | | | |

**II. Justification**

Since it is unlikely that GRSG will accept the complete harmonization with ISO 11439, it is recommended that Table 6.4 should specify the following for **CNG-1 designs**:

(a) Delete A.17, A.25, and A.7, since they are obviously wrong as they **do not** match the tests specified in paragraph 7.5 on Cylinder design qualification tests.

(b) Add A.15 and A.6, since they **do** match the tests specified in paragraph 7.5 on Cylinder design qualification tests.

(c) Add A.24 because paragraph 6.9 on Fire protection does require all PRDs on all cylinder types to comply with A.24.

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