

Proposal for amendment to ECE/TRANS/WP.29/GRSG/2013/12 Regulation No. 110 (Specific equipment for CNG)

The present document assumes that the changes proposed by document ECE/TRANS/WP.29/GRSG/2013/12 are adopted. The modifications are marked in bold for new or strikethrough for deleted characters.

I. Proposal

Paragraph 4.1.1., amend to read:

- "4.1.1. In addition to the provisions of paragraph 4.1., one of the following additional marks **indicating the durability performance specified in Annex 4A, paragraph 2.2.4.** shall be used for automatic cylinder valve, which comply with Annex 4A, paragraph 2.2.4., **for start-stop systems, hybrid electric systems or start-stop systems with coasting.**
- (a) "H1" ~~in case of valves used in start-stop systems;~~ or
 - (b) "H2" ~~in case of valves used in hybrid electric systems;~~ or
 - (c) "H3" ~~in case of valves used in start-stop systems with coasting."~~

Annex 4A, paragraph 2.2.4., amend to read:

- "4.2.4. The automatic cylinder valve for use in stop-start or hybrid electric systems according with paragraph 17.5.1.4.(b) shall be submitted to the following numbers of operations during a test according to paragraph 2.2.3.:
- (a) 200,000 cycles (mark "H1") for ~~stop-start-stop~~ systems; or
 - (b) 500,000 cycles (mark "H2") for hybrid electric systems; or
 - (c) 1,000,000 cycles (mark "H3") for ~~stop-start-stop~~ systems with coasting.
- Notwithstanding, the valves complying with (b) shall be deemed to satisfy (a), and the valves complying with (c) shall be deemed to satisfy (a) and (b)."**

Annex 4H, paragraph 2.1.1., amend to read:

- "2.1.1. The automatic cylinder valve may stay in an open position during the activated stop phase of an automatic stop-start or hybrid electric system. ~~¶The automatic cylinder valves shall be closed in case of a broken fuel supply pipe or during a crash.¶~~

II. Justification

ECE/TRANS/WP.29/GRSG/2013/12 seems to limit the possible combination of valves and systems. For example, it could be interpreted that the valves marked by H3, which are complying with the provisions of Annex 4A, paragraph 2.2.4. (1,000,000 cycle operation), cannot be installed with start-stop or hybrid electric systems even though the valves have enough durability for each system.

OICA believes that such limitation is not the intention of the proposal.

OICA can accept the proposal that the automatic cylinder valves must be closed in case of a broken fuel supply pipe (sentence in square brackets in the proposed paragraph 2.1.1. of Annex 4H), but OICA questions the test method for simulating a "crash".