

## **Proposal for amendments to the 01 series of amendments to Regulation No. 67 (Equipment for Liquefied Petroleum Gas)**

The text reproduced below was prepared by the expert from Germany regarding some aspects of ECE/TRANS/WP.29/GRSG/2015/35 submitted by the expert from the European Liquefied Petroleum Gas Association.

Amendments to the text proposed in ECE/TRANS/WP.29/GRSG/2015/35 are marked in **red** and deleted information is marked with strikethrough.

### **I. Proposal**

*Amend paragraph 6.16.1.6., to read:*

**"6.16.1.6. When the 80 per cent stop valve is intended to be fitted as a component of an interconnected LPG-system, the manufacturer shall demonstrate to the type approval authority that the safety concept of the LPG-system prevents an overfilling of the container. ~~The safety concept shall be laid down according to ISO 26262:2011.~~"**

*Amend Annex 18, to read:*

**"Annex 18**

**Provisions regarding compatibility of metallic and non-metallic components and parts with petrol ~~and diesel~~"**

*Amend Annex 19, to read:*

**"Annex 19**

**Provisions regarding interconnected LPG-systems**

#### **1. Documentation**

**1.1. The following documentation shall be provided to the Type-Approval Authority and to the Technical Service:**

- (a) A list of all parts of specific equipment mentioned in paragraph 2.2 [including the approval documentation] that are part of a multi-component according to paragraph 2.23., if available in the system;**
- ~~(b)~~ (b) The description of the safety concept used to ensure compliance with the requirements specified in paragraph 17.13.2.3. of this Regulation, including all equipment, monitored parameters, relevant factors, criteria and actions;**
- ~~(c)~~ (c) A detailed flowchart that depicts the strategies used for the purposes of meeting the requirements specified in paragraph 17.13.2.3. of this Regulation. ...."**

## **II. Justification**

To ensure a harmonised safety level and the same procedure at the site of manufacturers of systems and vehicles as well as for the Technical Services and Authorities, the functional safety standard ISO 26262:2011 shall be used as a basis for the demonstration of the safety concept.

In Annex 18, it is proposed to ensure that components shall be resistant against petrol and diesel as the components can be used with both fuel types.

A modification is proposed in Annex 19 that a manufacturer shall provide a documentation of the parts used in a multi-component. This is especially necessary to let the Technical Services and the Authorities know which specific equipment a multi-component includes as this may be safety-relevant.

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