

AEGPL feedback on the last GRSG session amendments to R67_01

Brussels, 10th May, 2011



Proposals in R67_01 (regulation for LPG only), main principles:

Formal document from the Netherlands GRSG/2011/14

- The present version of Regulation No. 67 contains provisions for approving components with a working pressure up to 30 bars. Innovations like direct injection of liquid LPG working at higher pressure are technically possible without jeopardizing safety, but Regulation No. 67 does not contain provisions for the approval of such components as the fuel pump, the fuel rail, the injectors and a safety valve leading back fuel from the high pressure parts to the fuel tank.
- This proposal introduces a new Class 0 for components with a working pressure of 3,000 kPa or higher. Where relevant, a distinction has been introduced between components of Class 0 and other classes. In addition to the ECE approval mark the working pressure shall be indicated on parts of Class 0.
- Furthermore, the principle of a multi-component, consisting of a combination of already defined components, has been introduced. By doing so, the provisions will not be design restrictive and will not have to be amended for new technologies. The information document and communication document have been extended with information on such multi-components.

"Dual fuel" amendment

Formal document from Italy GRSG/2011/15

I. Proposal

Paragraphs 17.11.5. and 17.11.6., amend to read:

"17.11.5. Vehicles with more than one fuel system shall have a fuel selection system to activate and deactivate the LPG running mode. ~~ensure that no more than one fuel is supplied to the engine at any time. A short overlap time to allow switching over is allowed.~~

17.11.6. In case of bi-fuel vehicles, the fuel selection system shall ensure that no more than one fuel is supplied to the engine at any time. A short overlap time to allow switching over is allowed.

~~Notwithstanding the provisions of paragraph 17.11.5. in the case of pilot operated dual fuel engines, it is permitted to supply more than one fuel."~~

II. Justification

1. This proposal corrects paragraphs 17.11.5. and 17.11.6.

2. The current wording of paragraph 17.11.5 establishes a general requirement whereas it should only be valid for bi-fuel vehicles. Furthermore, the present wording of paragraph 17.11.6., by way of a sort of derogation, allows only pilot dual fuel to operate in a different way.

3. Paragraph 17.11.5, as amended, sets out a requirement that is valid for all types of systems and will remain valid regardless of any future evolution in system design. Moreover, paragraph. 17.11.6, as amended, limits the provision contained in the current paragraph. 17.11.5 only to bi-fuel systems.

Bi-fuel and running mode insertion

Document Informal 28 from Italy (following request for clarifications by delegates)

I. Proposal

Insert the following new paragraphs:

- **2.20 “LPG running mode” means an operational mode during which only LPG or more than one fuel is supplied to the engine.**
- **2.21 "Bi-fuel vehicle" means a vehicle that, originally or after the application of a LPG retrofit system, is equipped with two separate fuel storage systems, can run on petrol and also on LPG and is designed to run on only one fuel at a time."**

II. Justification

Definitions of “LPG running mode” and “bi-fuel vehicle”, used in ECE/TRANS/WP.29/GRSG/2011/15, need to be inserted.

Last GRSG session in April 2011
List of documents approved

- Formal: ECE/TRANS/WP.29/GRSG/2011/14 + 15
- Informal: 2Rev1 (incorporates inf 02 + formal 14Rev1) + 28

All the documents are on

<http://live.unece.org/trans/main/wp29/wp29wgs/wp29grsg/grsgrep.html>