

## **Proposal for amendments to Regulation No. 34 (Fire risks)**

The text reproduced below was prepared by the expert from the International Organization of Motor Vehicle Manufacturers (OICA) in order to adapt the provisions of the regulation to the type of fuel for which the vehicle is designed. The modifications to the current text of the Regulation are marked in bold or strikethrough characters.

### **I. Proposal**

"5.11 The fuel tank and its accessory parts shall be designed and installed in the vehicle in such a way that any ignition hazard due to static electricity shall be avoided.

If necessary, measure(s) for charge dissipation shall be provided. **However no charge dissipation system is required for fuel tanks designed for containing a fuel with a flash point higher than 55 °C as referred to in item 5.1. of the communication form in Annex 1, Appendix 2. Determination of the flash point shall be in accordance with ISO 2719:2002.**

The manufacturer shall demonstrate to the technical service the measure(s) which guarantee(s) the fulfilling of these requirements."

### **II. Justification**

Experience and accidentology show that there is no danger of spontaneous fire due to static electricity in diesel propelled vehicles. This is due to the nature of the fuel.

In previous sessions of GRSG, a proposal (informal document GRSG-100-11) similar to the present one was discussed and some Contracting Parties raised the concern that the Technical Services need some link between the tank aimed by paragraph 5.11. and the fuel that it must contain.

Such link is now settled by the proposal above and by the amendment adopted at GRSG-100, currently on the agenda of WP.29-155 per document ECE/TRANS/WP.29/2011/134 (item 5.1. requires the characteristics of the fuel and its dedicated tank).

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