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World Forum for Harmonization of Vehicle Regulations

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Item 4.9.2. of the provisional agenda

1958 Agreement:

Consideration of draft amendments

to existing UN Regulations submitted by GRPE

Proposal for Supplement 9 to UN Regulation No. 115 (LPG and CNG retrofit systems)

Submitted by the Working Party on Pollution and Energy*

The text reproduced below was adopted by the Working Party on Pollution and Energy (GRPE) at its seventy-ninth session (ECE/TRANS/WP.29/GRPE/79, para. 32). It is based on ECE/TRANS/WP.29/GRPE/2019/10 as amended by Annex IV to the report. It is submitted to the World Forum for Harmonization of Vehicle Regulations (WP.29) and to the Administrative Committee AC.1 for consideration at their November 2019 sessions.

* In accordance with the programme of work of the Inland Transport Committee for 2018–2019 (ECE/TRANS/274, para. 123 and ECE/TRANS/2018/21, Cluster 3.1), the World Forum will develop, harmonize and update UN Regulations in order to enhance the performance of vehicles. The present document is submitted in conformity with that mandate.

Supplement 9 to UN Regulation No. 115 (LPG and CNG retrofit systems)

Insert new paragraph 2.5.1.4. to read:

- "2.5.1.4. With regard to the requirement of paragraph 2.5.1.1. (e), the retrofit vehicle family relation applicable for the purpose of this Regulation only, will be considered valid for both indirect and direct injection petrol vehicles if all the following conditions are satisfied:
- The retrofit system is "master-slave" according to the definition of paragraph 2.1.5.
 - The retrofit system operates in indirect (port fuel) gas injection mode on direct petrol injection vehicles;
 - At least one petrol direct injection vehicle has been tested as parent vehicle as defined in paragraph 2.5."

Renumber paragraph 2.5.1.4. as 2.5.1.5.

Paragraph 2.5.1.5, amend to read:

- 2.5.1.5. With regard to the requirement of paragraph 2.5.1.1.(f) in case of a "master-slave" system, as defined in paragraph 2.1.5., the retrofit vehicle family relation applicable for the purpose of this Regulation only will be considered valid regardless of the presence of the air injection or the EGR.
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