

INFORMAL GROUP ON GASEOUS FUELLED VEHICLES
Within the UN GRPE (WP29)
PROPOSED AMENDMENT

Name of Organisation submitting Amendment/Work Item
AEGPL

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Regulation name and reference number
Regulation No. 115

Name of Amendment/Work Item
Proposal for an amendment to Regulation No 115 introducing simplifications to the communication model of approval.

Specific language for Amendment/Work Item
English

Rationale: (Why is it important/required?)

The proposed amendment is aimed at simplifying the communication model of approval. As regards vehicle types for which the retrofit system is qualified (i.e. other than parent vehicles), the current model requires the communication of a calculated CO₂ emission factor as well as of the specific CO₂ emissions in gas mode. Since the specific CO₂ emissions in gas mode are calculated applying the CO₂ factor to the “original” emissions in petrol mode, the communication of the CO₂ factor is sufficient to establish the CO₂ emissions in gas mode of any vehicle type, when required. For this reason, it is proposed to eliminate the communication of CO₂ and power figures of each specific vehicle, leaving this only for tested (parent) ones. This would relieve the retrofit system manufacturer of knowing in advance the original CO₂ emissions of all qualified vehicles or of asking for an extension of approval when (frequently) a new model or variant of the same vehicle (i.e. with a different CO₂ figure) is put into the market. For instance, in CP’s where CO₂ emissions in gas mode of a vehicle retrofitted in accordance with R115 are required to be published, at the moment of “conversion” registration the administration can easily calculate the CO₂ figure in gas mode multiplying the CO₂ factor for that specific vehicle (published in R. 115 communication model) by the original CO₂ emissions (published in the license card, COC...).

Please submit new work items to:

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Changes are made on bold characters and/or via strikethroughs:

Annex 1A-Addendum and Annex 1B-Addendum, amend to read:

Annex 1A – Addendum

Addendum to the communication concerning a type of LPG retrofit equipment pursuant to Regulation No. 115

(Approval No. Extension No.)

1. Vehicles on which the retrofit equipment has been tested:

<i>Vehicle No.</i>	<i>1</i>	<i>2</i>	<i>N</i>
Make:			
Type:			
Category:			
Emission limits:			
Power:			
Pollution control system type:			

2. List of vehicles for which the retrofit equipment type is qualified:

<u><i>Vehicle No</i></u>	<u><i>Vehicle type</i></u>	<u><i>Engine type</i></u>	<u><i>Power (kW)</i></u>
<u>1</u>			
<u>2</u>			
<u>3</u>			
<u>n</u>			

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~~32.~~ Test results:

Ratio CO_{2LPG}/CO_{2 petrol}²:

Ratio Power_{LPG}/Power_{petrol (or diesel)}:

~~33.1.~~ Vehicles on which the retrofit equipment has been tested:

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Fuel		Petrol (or diesel) ¹					LPG				
Vehicle type	Engine type	Power (kW)	CO ² (g/km)	HC ² (g/km)	NO _x ² (g/km)	CO ₂ ² (g/km)	Power (kW)	CO ² (g/km)	HC ² (g/km)	NO _x ² (g/km)	CO ₂ ² (g/km)

¹ Strike out what does not apply.

² Applicable to vehicles of category M₁ and N₁ only.

² ~~Applicable only to parent vehicle(s).~~

Annex 1B - Addendum

Addendum to the communication concerning a type of CNG retrofit equipment pursuant to Regulation No. 115

(Approval No. Extension No.)

1. Vehicles on which the retrofit equipment has been tested:

Vehicle No.	1	2	N
Make:			
Type:			
Category:			
Emission limits:			
Power:			
Pollution control system type:			

2. List of vehicles for which the retrofit equipment type is qualified:

Vehicle No	Vehicle type	Engine type	Power (kW)
<u>1</u>			
<u>2</u>			
<u>3</u>			
<u>n</u>			

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3. Test results:

Ratio $CO_{2CNG} / CO_{2\text{ petrol}}^2$:

Ratio $Power_{CNG} / Power_{\text{petrol (or diesel)}}^2$:

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3.1. Vehicles on which the retrofit equipment has been tested:

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3. Vehicles type(s) for which the retrofit equipment type is qualified:

Fuel		Petrol (or diesel) 1/					CNG				
Vehicle type	Engine type	Power (kW)	CO [*] (g/km)	HC [*] (g/km)	NOx [*] (g/km)	CO ₂ ² (g/km)	Power (kW)	CO [*] (g/km)	HC [*] (g/km)	NOx [*] (g/km)	CO ₂ ² (g/km)

¹ Strike out what does not apply.

² Applicable to vehicles of category M₁ and N₁ only.

³ ~~Applicable only to parent vehicle(s).~~
