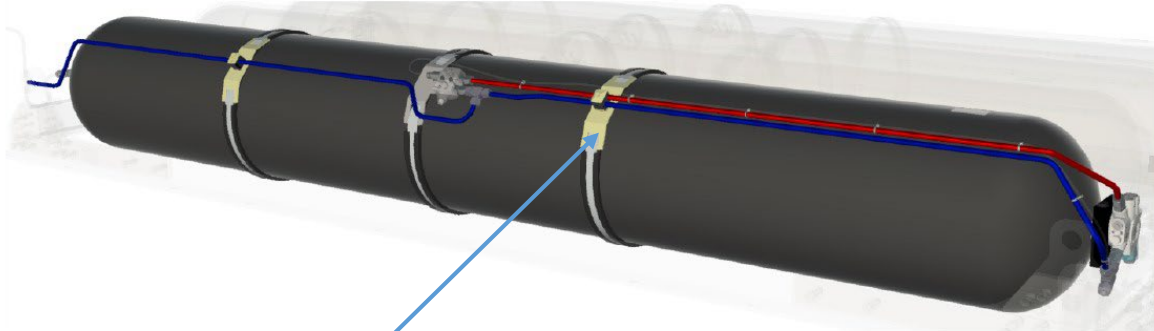


Insights concerning "Supply lines for additional TPRDs"

Cylinder Assembly – Type 3



Supply and Vent lines cannot be too rigid due to cylinder expansion



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Source: Document from the 14th GRSP TF on the transposition of GTR 13 Phase 2 to UN R 134, dated 10/07/2023~12/07/2023

This parts is considered that provide additional support and/or protection to the supply lines for additional TPRDs.

In the current proposal, this parts is not included in the definition of CHSS but may be used for each test such as Verification tests for performance durability. It is necessary to consider whether this parts should also be defined together with supply lines for additional TPRDs or not.

Note: This document is a revision of Doc. No.: R134-28-01C.

Proposal for the 03 series of Amendments to UN R134 from Japan

Regarding the parts, as we consider them to have the same functionality as a container attachment. [1]

Additionally, we are concerned that attaching the parts to the container may cause severe abrasion to the composite surface like as mounting straps. [2]

Therefore, we propose adding the following footnote to the draft definition of "Container Attachment" [1] and amending "Surface damage test" in Annex 3, Paragraph 3.3.(a) as follows [2]:

[1] "2.5. "Container Attachments" mean non-pressure bearing parts attached to the container that provide additional support and/or protection to the container and that may be only temporarily removed for maintenance and/or inspection only with the use of tools.

Note : The non-pressure bearing parts attached to the container that provide additional support and/or protection to additional TPRDs and supply lines are also considered as container attachments. "

[2] 3.3. Surface damage test (unpressurized):

"(a) Surface flaw generation: A saw cut at least 0.75mm deep and 200mm long is made on the surface specified above.

If the container is to be affixed to the vehicle by compressing its composite surface **or container attachments for additional TPRDs and/or supply lines are attached to composite surface of the container**, then a second cut at least 1.25 mm deep and 25 mm long is applied at the end of the container which is opposite to the location of the first cut;"

New insights concerning "Supply lines for additional TPRDs" for GTR13

(Updates for the TF Meeting on 10/09/2024)

In reflecting the previous slide's proposal related to parts in UN R134, similar amendments are also necessary for the draft of GTR No. 13 Phase 2.

Proposal for an Amendment to GTR13 from Japan

II. Text of the Regulation

[1] "3.7. "Container Attachments" are non-pressure bearing parts attached to the container that provide additional support and/or protection to the container and that may be only temporarily removed for maintenance and/or inspection only with the use of tools.

Note : The non-pressure bearing parts attached to the container that provide additional support and/or protection to additional TPRDs and supply lines are also considered as container attachments. "

[2] 6.2.3.3. Surface damage test (unpressurized):

"(a) Surface flaw generation: A saw cut at least 0.75 mm deep and 200 mm long is made on the surface specified above.

If the container is to be affixed to the vehicle by compressing its composite surface **or container attachments for additional TPRDs and/or supply lines are attached to composite surface of the container**, then a second cut at least 1.25 mm deep and 25 mm long is applied at the end of the container which is opposite to the location of the first cut; "

* This is also affect to the description of Part I. 81. (c) (ii).