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**Road vehicles — Compressed natural  
gas (CNG) fuel systems —**

Part 1:  
**Safety requirements**

**AMENDMENT 1**

*Véhicules routiers — Systèmes d'alimentation en gaz naturel  
comprimé (GNC) —*

*Partie 1: Exigences de sécurité*

**AMENDEMENT 1**

**PROOF / ÉPREUVE**

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This document was prepared by Technical Committee ISO/TC 22, *Road Vehicles*, Subcommittee SC 41, *Specific aspects for gaseous fuels*.

A list of all parts in the ISO 15501 series can be found on the ISO website.

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# Road vehicles — Compressed natural gas (CNG) fuel systems —

## Part 1: Safety requirements

### AMENDMENT 1

#### *Normative references*

Add the following references:

ISO 20653:2013, *Road vehicles — Degrees of protection (IP code) — Protection of electrical equipment against foreign objects, water and access*

ISO 11451-1, *Road vehicles — Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 1: General principles and terminology*

ISO 11451-2, *Road vehicles — Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 2: Off-vehicle radiation sources*

ISO 11451-4, *Road vehicles — Vehicle test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 4: Bulk current injection (BCI)*

ISO 11452-1, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 1: General principles and terminology*

ISO 11452-2, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 2: Absorber-lined shielded enclosure*

ISO 11452-3, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 3: Transverse electromagnetic (TEM) cell*

ISO 11452-4, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 4: Harness excitation methods*

ISO 11452-5, *Road vehicles — Component test methods for electrical disturbances from narrowband radiated electromagnetic energy — Part 5: Stripline*

ISO 7637-1, *Road vehicles — Electrical disturbances from conduction and coupling — Part 1: Definitions and general considerations*

ISO 7637-2, *Road vehicles — Electrical disturbances from conduction and coupling — Part 2: Electrical transient conduction along supply lines only*

#### *Terms and definitions*

Add the following term entry after 3.8.2.3.

**3.9  
electronic control unit  
ECU**

device which controls the compressed natural gas demand of the engine and establishes the cut-off of the automatic valve in case of a broken fuel supply pipe or in case of stalling of the engine, or during a crash

4.1.2.6

Add the following subclause after 4.1.2.5.

**4.1.2.6 Electronic control unit**

The switching-off delay of the automatic valve after stalling of the engine may not be more than 2 s.

The electronic control unit may be equipped with an automatic ignition advance timing adjuster integrated in the electronic module or separated.

The electronic control unit may be integrated with dummy injectors to permit a correct functioning of the gasoline electronic control unit during liquefied natural gas operation.

The electronic control unit shall be so designed to operate at low temperature of -40 °C or -20 °C, as applicable, and at high temperature of 105 °C or 120 °C, as applicable.

The installation of CNG electronic control unit equipment shall comply with relevant electromagnetic compatibility (EMC) requirements according to:

- ISO 11451-1, ISO 11451-2, ISO 11451-4, ISO 11452-1, ISO 11452-2, ISO 11452-3, ISO 11452-4, ISO 11452-5, ISO 7637-1 and ISO 7637-2 or equivalent

Related to ISO 7637-2, the following requirements shall be followed:

- a) Emission of transient conducted disturbances generated by ESAs on 12/24 V supply lines.

Measurement according to ISO 7637-2 on supply lines as well as to other connections of ESAs which may be operationally connected to supply lines for the levels given in Table 1.

**Table 1 — Maximum allowed pulse amplitude**

Polarity of pulse amplitude	Maximum allowed pulse amplitude for:	
	vehicles with 12 V systems	vehicles with 24 V systems
Positive	+75 V	+150 V
Negative	-100 V	-450 V

- b) Immunity against transient disturbances conducted along 12/24 V supply lines.

Apply the test pulses 1, 2a, 2b, 3a, 3b and 4 according to ISO 7637-2 to the supply lines as well as to other connections of ESAs which may be operationally connected to supply lines with the test levels given in Table 2.

**Table 2 — Immunity of ESA**

Test impulse number	Immunity test level	Functional status for systems:	
		related to immunity related functions	not related to immunity related functions
1	III	C	D
2a	III	B	D
2b	III	C	D

Table 2 (continued)

Test impulse number	Immunity test level	Functional status for systems:	
		related to immunity related functions	not related to immunity related functions
3a/3b	III	A	D
4	III	B	D

## 4.1.2.7

Add the following subclause after 4.1.2.6.

**4.1.2.7 Electrical connections**

The electrical connections inside the boot and passenger's compartment shall comply with protection degree class IP 40 according to ISO 20653.

All other electrical connections shall comply with protection degree class IP 54 according to ISO 20653.

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