

AS/NZS 2739:1999
(Incorporating Amendment Nos 1 and 2)

AS/NZS 2739

Australian/New Zealand Standard™

Natural gas (CNG) fuel systems for vehicle engines



S t a n d a r d s Australia



STANDARDS
NEW ZEALAND
Pūranga Aotearoa

AS/NZS 2739:1999

This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee ME-046, Gas Fuel Systems for Vehicle Engines. It was approved on behalf of the Council of Standards Australia on 16 November 1998 and on behalf of the Council of Standards New Zealand on 9 November 1998. It was published on 5 March 1999.

The following interests are represented on Committee ME-046:

Australian Automobile Association
Australian Chamber of Commerce and Industry
Australian Gas Association
Australian Liquefied Petroleum Gas Association
Boiler and Pressure Vessel Manufacturers Association of Australia
Box Hill Institute of TAFE
Department for Industrial Affairs, S.A.
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Motor Trades Association of Australia
Office of Energy, W.A.
VicRoads
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Additional interests participating in preparation of Standard:

Auckland University
Australian Bus and Coach Association
Gas utilities

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PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee ME/46, Gas Fuel Systems for Vehicle Engines, to supersede AS 2739—1992, NZS 5422.2:1987 and NZS 5422.3:1991 (in part).

This Standard incorporates Amendment No. 1 (April 2001) and Amendment No. 2 (September 2001). The changes required by the Amendments are indicated in the text by a marginal bar and amendment number against the clause, note, table, figure or part thereof affected.

The layout and content of Sections in this edition have been restructured and the requirements on a subject grouped to facilitate easy referencing.

The edition has been expanded to encompass New Zealand requirements and includes the following significant changes:

- (a) Maintenance and performance levels for closed loop engine management systems.
- (b) Requirements for the use of composite cylinders.
- (c) Expansion of fuel selection requirements to embrace bi-fuel and dual fuel systems.
- (d) Introduction of a CNG compliance plate.
- (e) Revision of cylinder fixation requirements.
- (f) Incorporation of Agency information in an appendix.

Australia requires an ISO quick action refuelling coupling and drive away protection to be provided by a hose break coupling. New Zealand requires the use of the refuelling coupling shown in Appendix C and also requires the use of a refuelling interlock device to prevent the engine from starting while the refuelling hose is attached to the vehicle. These differences are addressed in this edition.

The attachment design factor, (Clause 3.15.2) takes into account the work of ISO/TC 22/SC 25/WG 2.

A number of other changes of a comparatively minor nature have been made in order to align the Standard for Australia/New Zealand requirements and to align with other changes which have occurred in recent years to AS/NZS 1425, *LP Gas fuel systems for vehicle engines*.

The terms 'normative' and 'informative' have been used in this Standard to define the application of the Appendix to which they apply. A 'normative' Appendix is an integral part of a Standard, whereas an 'informative' Appendix is only for information and guidance.

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