

as a member of the New Zealand Planning Council, for a term of 3 years, commencing on the 15th day of July 1988.

Dated at Wellington this 3rd day of August 1988.

DAVID CAYGILL, Minister of Trade and Industry.

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Transport

Heavy Motor Vehicle Regulations 1974

The Road Classification (Rotorua District) Notice No. 1, 1988

Pursuant to regulation 3 (8) of the Heavy Motor Vehicle Regulations 1974, and a delegation from the Secretary for Transport, I, Carne Maurice Clissold, Chief Traffic Engineer, give the following notice:

Notice

1. This notice may be cited as the Road Classification (Rotorua District) Notice No. 1, 1988.

2. The Rotorua District Council's proposed classification of the roads as set out in the Schedule is approved.

3. So much of the Road Classification (Rotorua District) Notice No. 1, 1981, dated the 16th day of July 1981*, issued pursuant to regulation 3 of the Heavy Motor Vehicle Regulations 1974, which relates to the roads described in the Schedule, is revoked.

Schedule

Rotorua District

Roads Classified in Class One

Hamurana Road: from Tauranga Direct Road to No. 33 State Highway (Te Ngae - Paengaroa).

Tauranga Direct Road: from Waiteti Road to the Rotorua District Boundary.

Signed at Wellington this 3rd day of August 1988.

C. M. CLISSOLD, Chief Traffic Engineer.

*New Zealand Gazette, No. 92, dated 30 July 1981, page 2114.

(M.O.T. 28/8/Rotorua District)
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Traffic Regulations 1976

CNG Fuel System Approvals

Pursuant to regulations 90B and 90D of the Traffic Regulations 1976* (as inserted by the Traffic Regulations 1976, Amendment No. 7, and any other amendment thereto) and pursuant to the powers delegated to me by the Secretary for Transport, I, Hugh Cameron Matheson, Senior Automotive Engineer, hereby:

1. Approve the components listed in the First Schedule hereto for inclusion in any CNG automotive fuel system installed and operated in accordance with the requirements of New Zealand Standard NZS 5422, Part 2, 1987 (and any standard made in amendment thereto or in substitution therefor) subject to the conditions of approval set out in respect of any component in the said Schedule.

2. Revoke all the *Gazette* approvals listed in the Second Schedule hereto.

First Schedule

CNG Composite Steel/Fibre Wound Cylinders

MOT Reference	Manufacturer	Country of Origin	Specification	Material	Inspection Authority	Test Pressure (MPa)
AF CO3B 100F	Faber	Italy	NZ-RI 1616	Steel/Fibre	Lloyds	30.0

in accordance with the following drawing No. only—

316-360/60	ITA/LR/COMP/REV 2
316-360/70	ITA/LR/COMP/REV 2
360-360/80	ITA/LR/COMP/REV 2
360-360/90	ITA/LR/COMP/REV 2
360-360/100	ITA/LR/COMP/REV 2
400-360/90	ITA/LR/COMP/REV 2
400-360/100	ITA/LR/COMP/REV 2
400-360/110	ITA/LR/COMP/REV 2
400-360/120	ITA/LR/COMP/REV 2
360-360/75	ITA/LR/COMP/REV 2
400-360/80	ITA/LR/COMP/REV 2

Conditions of Approval

These CNG fuel cylinders are approved subject to the following conditions—

1. That they comply with all the design, performance, and test requirements of the New Zealand Code of Practice RI 1616 for lightweight automotive CNG cylinders, as applicable to composite steel/fibre wound materials.

2. This notice is valid subject to proof of the implementation of the special conditions referred to in appendix 4 (5) of the Code of Practice RI 1616.

3. That they be provided with a cylinder shut off valve designed for the cylinder working pressure and compatible with the test pressure of the cylinder. Cylinder shut off valves shall be fitted with a handwheel to facilitate ease of opening and closing of the valve and shall be fitted with a pressure relief device, which remains in contact with the gas contained in the cylinder whether the handwheel is in the open or closed position, comprising of a burst disc backed by fusible alloy having a nominal melt temperature of 100°C. Should the alloy melt the burst disc shall yield at a pressure of not less than 24.7 MPa and not more than the test pressure of