
**Road vehicles — Compressed natural
gas (CNG) fuel system components —**

**Part 19:
Fittings**

*Véhicules routiers — Composants des systèmes de combustible gaz
naturel comprimé (GNC) —*

Partie 19: Raccords



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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT) see www.iso.org/iso/foreword.html.

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

This third edition cancels and replaces the second edition (ISO 15500-19:2012), which has been technically revised. It also incorporates the Amendment ISO 15500-19:2012/Amd.1:2016. The main changes compared to the previous edition are as follows:

- serial number or data code became mandatory in marking;
- removed vibration resistance test clause and added reference to ISO 15500-2.

A list of all parts in the ISO 15500 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

For the purposes of this document, all fuel system components in contact with natural gas have been considered suitable for natural gas as defined in the ISO 15403 series. However, it is recognized that miscellaneous components not specifically covered herein can be examined to meet the criteria of this document and tested according to the appropriate functional tests.

All references to pressure in this document are considered to be gauge pressures unless otherwise specified.

This document is based on a service pressure for natural gas used as fuel of 20 MPa [200 bar¹⁾] settled at 15 °C. Other service pressures can be accommodated by adjusting the pressure by the appropriate factor (ratio). For example, a 25 MPa (250 bar) service pressure system will require pressures to be multiplied by 1,25.

1) 1 bar = 0,1 MPa = 10⁵ Pa 1 MPa = 1 N/mm².

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Road vehicles — Compressed natural gas (CNG) fuel system components —

Part 19: Fittings

1 Scope

This document specifies tests and requirements for fittings, compressed natural gas (CNG) fuel system components intended for use on the types of motor vehicles defined in ISO 3833.

This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in accordance with the ISO 15403 series.

It is not applicable to the following:

- a) liquefied natural gas (LNG) fuel system components located upstream of, and including, the vaporizer;
- b) fuel containers;
- c) stationary gas engines;
- d) container-mounting hardware;
- e) electronic fuel management;
- f) refuelling receptacles.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 15500-1, *Road vehicles — Compressed natural gas (CNG) fuel system components — Part 1: General requirements and definitions*

ISO 15500-2:2016, *Road vehicles — Compressed natural gas (CNG) fuel system components — Part 2: Performance and general test methods*

3 Terms and definitions

For the purposes of this document, the terms and definitions given ISO 15500-1 apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <http://www.electropedia.org/>

4 Marking

Marking of the component shall provide sufficient information to allow the following to be traced:

- a) the manufacturer's or agent's name, trademark or symbol;
- b) the model designation (part number);
- c) the working pressure or pressure and temperature range;
- d) the serial number or date code.

The following additional markings are recommended:

- the direction of flow (when necessary for correct installation);
- the type of fuel;
- the electrical ratings (if applicable);
- the symbol of the certification agency;
- the type approval number;
- a reference to this document.

NOTE 1 This information can be provided by a suitable identification code on at least one part of the component when it consists of more than one part.

NOTE 2 This information can be located on, or on a notice list inside, the packaging in which the component is shipped.

5 Construction and assembly

5.1 The fitting shall comply with the applicable provisions of ISO 15500-1 and ISO 15500-2, and with the tests specified in [Clause 6](#). Tolerances should follow the specifications of ISO 15500-2.

5.2 The fitting shall be compatible with the rigid fuel line.

5.3 Stainless-steel lines shall only be fitted with stainless-steel fittings.

5.4 Galvanic corrosion shall be prevented.

6 Tests

6.1 Applicability

The tests required to be carried out are indicated in [Table 1](#).

Table 1 — Applicable tests

Test	Applicable	Test procedure as required by ISO 15500-2	Specific test requirements of this document
Hydrostatic strength	X	X	X (see 6.2)
Leakage	X	X	
Excess torque resistance	X	X	
Bending moment	X	X	
Continued operation	X	X	X (see 6.3)
Corrosion resistance	X	X	
Oxygen ageing	X	X	
Ozone ageing	X	X	
Heat ageing	X	X	
Automotive fluids	X	X	
Electrical over-voltages			
Non-metallic material immersion	X	X	
Vibration resistance	X	X	
Pull-off	X		X (see 6.4)
Brass material compatibility	X	X	

6.2 Hydrostatic strength

Test the fitting according to the procedure for testing hydrostatic strength specified in ISO 15500-2. The test pressure shall be four times the working pressure.

NOTE The higher hydrostatic test pressure for the fittings compared to the other components in the other parts of the ISO 15500 series is due to consistency with fuel line provisions.

6.3 Continued operation

Test the fitting in accordance with the procedure for testing continued operation given in ISO 15500-2 for a total of 100 000 cycles. The fitting shall only be tested while connected with a rigid fuel line.

Following cycling testing, perform the leak test specified by ISO 15500-2, then the hydrostatic strength test in accordance with 6.2.

6.4 Pull off

Test the fitting, attached to its rigid fuel line and coupled to its mating part or parts, according to the following procedure and acceptance criterion. Secure the subject specimen in an appropriate test fixture, then statically apply a tensile load along the rigid fuel line axis at a maximum rate of 250 N/min until the rigid fuel line separates from the fitting.

The force (F) in newtons, required to pull apart the rigid fuel line from its fitting, as measured in the previous test, shall be higher than the one calculated as:

$$F = (\pi \cdot d^2 \cdot P) \div 10$$