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

Part 6: Automatic valve

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

Partie 6: Valve automatique

Reference number
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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 15500-6:2012), which has been technically revised. It also incorporates the Amendment ISO 15500-6:2012/Amd.1:2016. The main changes compared to the previous edition are as follows:

— serial number or data code became mandatory in marking;

— update of minimum opening voltage clause.

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.

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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 bar[1)]] 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 = 10^5 Pa;1 MPa = 1 N/mm^2.

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

Part 6: Automatic valve

1 Scope

This document specifies tests and requirements for the automatic valve, a compressed natural gas (CNG) fuel system component 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, *Road vehicles — Compressed natural gas (CNG) fuel system components — Part 2: Performance and general test methods*

IEC 60079-10-1, *Explosive atmospheres — Part 10-1: Classification of areas — Explosive gas atmospheres*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 15500-1 and the following 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/

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3.1
automatic valve
on/off valve for controlling flow of gas that is not manually operated

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 working 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 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.

In addition to the markings specified above, if the valve is compatible with start/stop systems, one of the following additional marks shall be used for automatic cylinder valves:

1) "H1" if the valve is to be used with an engine that shuts off automatically when the vehicle comes to a halt;

2) "H2" if the valve is to be used with an engine that, in addition to 1), also shuts off automatically when the vehicle drives with an electric motor only;

3) "H3" if the valve is to be used with an engine that, in addition to 1) or 2), also shuts off automatically when the accelerator pedal is released.

5 Construction and assembly

The automatic valve shall comply with the applicable provisions of ISO 15500-1 and ISO 15500-2, and with the tests specified in Clause 6. All automatic valves, including solenoid valves, cylinder valves and valves with manual by-pass, shall comply with the tests specified in Clause 6. Tolerances should follow the specifications of ISO 15500-2.

An automatic valve shall be closed when de-energized.

An automatic valve with manual by-pass shall meet the minimum requirements of this document.

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