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**Road vehicles — Liquefied petroleum  
gas (LPG) fuel system components —**

**Part 24:  
Gas tubes**

*Véhicules routiers — Équipements pour véhicules utilisant le gaz de  
pétrole liquéfié (GPL) comme combustible —*

*Partie 24: Tubes à gaz*





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# Contents

	Page
<b>Foreword</b> .....	<b>iv</b>
<b>1 Scope</b> .....	<b>1</b>
<b>2 Normative references</b> .....	<b>1</b>
<b>3 Terms and definitions</b> .....	<b>1</b>
<b>4 Markings</b> .....	<b>2</b>
<b>5 Construction assembly</b> .....	<b>2</b>
<b>6 Tests</b> .....	<b>3</b>
6.1 Applicability.....	3
6.2 Hydrostatic strength.....	3
6.3 High temperature.....	3
6.4 Low temperature.....	3
6.5 Continued operation.....	4
6.6 Bending.....	4
<b>Bibliography</b> .....	<b>5</b>

## 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](http://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](http://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](http://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*.

A list of all parts in the ISO 20766 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](http://www.iso.org/members.html).

# Road vehicles — Liquefied petroleum gas (LPG) fuel system components —

## Part 24: Gas tubes

### 1 Scope

This document specifies general requirements and definitions for the gas tube component of liquefied petroleum gas fuel, intended for use on the types of motor vehicles as defined in ISO 3833. It also provides general design principles and specifies requirements for instructions and marking.

This document is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using gaseous fuels in accordance with ISO 9162. It is not applicable to the following:

- a) fuel containers;
- b) stationary gas engines;
- c) container mounting hardware;
- d) electronic fuel management;
- e) refuelling receptacles.

It is recognized that miscellaneous components not specifically addressed herein can be examined for compliance with the criteria of any applicable part of the ISO 20766 series, including testing to the appropriate functional tests.

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

This document applies to devices which have a service pressure in the range of 110 kPa (butane rich at 20 °C) and 840 kPa (propane at 20 °C), hereinafter referred to in this document. Other service pressures can be accommodated by adjusting the pressure by the appropriate factor (ratio).

### 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 20766-1, *Road vehicles — Liquefied petroleum gas (LPG) fuel systems components — Part 1: General requirements and definitions*

ISO 20766-2, *Road vehicles — Liquefied petroleum gas (LPG) fuel systems components — Part 2: Performance and general test methods*

### 3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 20766-1 and the following apply.

Specific care shall be taken against galvanic corrosion.

Gas tubes and couplings should mate to avoid galvanic corrosion.

Only straight longitudinal welding (in the direction of the tube itself) is permitted in gas tubes of non-seamless type.

## 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 20766-2	Specific test requirements of this document
Hydrostatic strength	X	X	X (see <a href="#">6.2</a> )
Leakage	X	X	
High temperature	X <sup>a</sup>		X <sup>a</sup> (see <a href="#">6.3</a> )
Low temperature	X <sup>a</sup>		X <sup>a</sup> (see <a href="#">6.4</a> )
Continued operation	X	X	X (see <a href="#">6.5</a> )
Corrosion resistance	X <sup>b</sup>	X <sup>b</sup>	
Brass material compatibility	X <sup>a</sup>	X <sup>a</sup>	
Non-metallic material immersion (LPG compatibility)	X <sup>a</sup>	X <sup>a</sup>	
Ozone ageing	X <sup>a</sup>	X <sup>a</sup>	
Resistance to dry heat	X <sup>a</sup>	X <sup>a</sup>	
Bending	X		X (see <a href="#">6.6</a> )
Temperature cycle test	X	X	
<sup>a</sup> If applicable.			
<sup>b</sup> The gas tubes made of corrosion resistant materials such as copper or stainless steel should be exempt from the corrosion test.			

### 6.2 Hydrostatic strength

Test the gas tubes according to the procedure for testing hydrostatic strength specified in ISO 20766-2. The test pressure shall be 2,25 times the working pressure.

### 6.3 High temperature

The gas tubes shall not leak more than 15 cm<sup>3</sup>/hour (normal) at a room temperature of 20 °C ± 5 °C when subjected to leakage test specified in ISO 20766-2 at the maximum operating temperature (65 °C or 85 °C or 120 °C as applicable) and with the pressure equal to 150 % of working pressure. The component shall be conditioned for at least 8 h at this temperature.

### 6.4 Low temperature

The gas tubes shall not leak more than 15 cm<sup>3</sup>/hour (normal) at a room temperature of 20 °C ± 5 °C when subjected to leakage test specified in ISO 20766-2 at the minimum operating temperature (-40 °C

or -20 °C as applicable) and with the pressure equal to 150 % of working pressure. The component shall be conditioned for at least 8 h at this temperature.

### 6.5 Continued operation

Test the gas tubes in accordance with the procedure for testing continued operation given in ISO 20766-2 for a total of 100 000 cycles.

### 6.6 Bending

Test the gas tubes according to the following procedure and acceptance criterion.

- a) Select a mandrel with an external diameter according to [Table 2](#).

**Table 2 — Bending mandrel diameter**

External diameter	Mandrel diameter
≤8 mm	3 times the external gas tube diameter
>8 mm	5 times the external gas tube diameter

- b) Bend the gas tubes over this mandrel once, forming a “U” shape.
- c) Close the ends of the gas tubes and subject it to the hydrostatic test of [6.2](#). of this document. At the completion of the hydrostatic test, the gas tubes shall be tested according to the procedure for leakage testing specified in ISO 20766-2.

## Bibliography

ISO 3833, *Road vehicles — Types — Terms and definitions*

ISO 9162, *Petroleum products — Fuels (class F) — Liquefied petroleum gases — Specifications*

