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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*



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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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.

ISO 15500-6 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 25, *Vehicles using gaseous fuels*.

This second edition cancels and replaces the first edition (ISO 15500-6:2001), which has been technically revised.

ISO 15500 consists of the following parts, under the general title *Road vehicles — Compressed natural gas (CNG) fuel system components*:

- *Part 1: General requirements and definitions*
- *Part 2: Performance and general test methods*
- *Part 3: Check valve*
- *Part 4: Manual valve*
- *Part 5: Manual cylinder valve*
- *Part 6: Automatic valve*
- *Part 7: Gas injector*
- *Part 8: Pressure indicator*
- *Part 9: Pressure regulator*
- *Part 10: Gas-flow adjuster*
- *Part 11: Gas/air mixer*
- *Part 12: Pressure relief valve (PRV)*
- *Part 13: Pressure relief device (PRD)*
- *Part 14: Excess flow valve*
- *Part 15: Gas-tight housing and ventilation hose*
- *Part 16: Rigid fuel line in stainless steel*
- *Part 17: Flexible fuel line*
- *Part 18: Filter*
- *Part 19: Fittings*

— *Part 20: Rigid fuel line in material other than stainless steel*

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## Introduction

For the purposes of this part of ISO 15500, all fuel system components in contact with natural gas have been considered suitable for natural gas as defined in ISO 15403. However, it is recognized that miscellaneous components not specifically covered herein can be examined to meet the criteria of this part of ISO 15500 and tested according to the appropriate functional tests.

All references to pressure in this part of ISO 15500 are considered to be gauge pressures unless otherwise specified.

This part of ISO 15500 is based on a service pressure for natural gas used as fuel of 20 MPa [200 bar<sup>1)</sup>] 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.

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1) 1 bar = 0,1 MPa = 10<sup>5</sup> Pa; 1 MPa = 1N/mm<sup>2</sup>.

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

## Part 6: Automatic valve

### 1 Scope

This part of ISO 15500 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 part of ISO 15500 is applicable to vehicles (mono-fuel, bi-fuel or dual-fuel applications) using natural gas in accordance with ISO 15403.

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 referenced documents are indispensable for the application 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.

#### 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) working pressure or working pressure and temperature range.

The following additional markings are recommended:

- the direction of flow (when necessary for correct installation);
- the type of fuel;
- electrical ratings (if applicable);
- the symbol of the certification agency;
- the type approval number;
- the serial number or date code;
- reference to this part of ISO 15500.

**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.

## 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 of this part of ISO 15500. All automatic valves, including solenoid valves, cylinder valves and valves with manual by-pass, shall comply with the tests specified in Clause 6.

An automatic valve shall be closed when de-energized.

An automatic valve with manual by-pass shall meet the minimum requirements of this part of ISO 15500.

## 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 part of ISO 15500
Hydrostatic strength	X	X	X (see 6.2)
Leakage	X	X	X (see 6.3)
Excess torque resistance	X	X	
Bending moment	X	X	
Continued operation	X	X	X (see 6.4)
Corrosion resistance	X	X	
Oxygen ageing	X	X	
Electrical over-voltages	X	X	
Non-metallic material immersion	X	X	
Vibration resistance	X	X	
Brass material compatibility	X	X	
Insulation resistance	X		X (see 6.5)
Minimum opening voltage	X		X (see 6.6)
Pressure impulse	X		X (see 6.7)

## 6.2 Hydrostatic strength

Test the automatic valve according to the procedure for testing hydrostatic strength specified in ISO 15500-2. The test pressure shall be 2,5 times the working pressure.

## 6.3 Leakage

Test the automatic valve at the temperatures and pressures given in Table 2.

Table 2 — Test temperatures and pressures

Temperature °C	Pressure Factor × working pressure (WP)	
	First test	Second test
−40 or −20	0,75 × WP	0,025 × WP
20	0,025 × WP	1,5 × WP
85 or 120	0,05 × WP	

## 6.4 Continued operation

**6.4.1** Test the automatic valve in accordance with the procedure for testing continued operation given in ISO 15500-2, for 50 000 cycles, but lower the downstream pressure of the test fixture to less than 2 % of working pressure, and perform the leakage test in accordance with 6.3 of this part of ISO 15500. The valve shall continue to operate according to the manufacturer's specifications.

**6.4.2** Following cycling and leakage testing, perform the hydrostatic strength test in accordance with 6.2 of this part of ISO 15500.

## 6.5 Insulation resistance

The insulation resistance test is designed to check for a potential failure of the insulation between the two-pin coil assembly and the automatic valve casing.