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**Rubber hoses and tubing for fuel  
circuits for internal combustion  
engines — Specification —**

**Part 1:  
Diesel fuels**

*Tuyaux de caoutchouc et flexibles pour les circuits de carburant pour  
les moteurs à combustion interne — Spécifications —*

*Partie 1: Carburants diesel*



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Published in Switzerland

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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](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 45, *Rubber and rubber products*, Subcommittee SC 1, *Rubber and plastics hoses and hose assemblies*.

This second edition cancels and replaces the first edition (ISO 19013-1:2005), of which it constitutes a minor revision.

The main changes compared to the previous edition are as follows:

- Normative references have been updated;
- [Clause 3](#) “Terms and definitions” has been introduced to conform to ISO/IEC Directives, Part 2, 2018;
- Editorial changes in [Clause 8](#) “Marking” have been made.

A list of all parts in the ISO 19013 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).

# Rubber hoses and tubing for fuel circuits for internal combustion engines — Specification —

## Part 1: Diesel fuels

**WARNING** — Persons using this document should be familiar with normal laboratory practice. This document does not purport to address all of the safety problems, if any, associated with its use. It is the responsibility of the user to establish appropriate safety and health practices.

### 1 Scope

This document specifies the requirements for rubber tubing and hoses used in diesel fuel circuits for internal combustion engines. The diesel fuels covered include “bio-diesels” which consist of the methyl ester of rape seed oil at levels up to 20 % by volume in conventional diesel fuels.

This document can also be applied as a classification system to enable original equipment manufacturers (OEMs) to detail a “line call-out” of tests for specific applications where these are not covered by the main types specified (see example in [Annex E](#)). In this case, the hose or tubing would not carry any marking showing the number of this document but can detail the OEM's own identification markings as shown on their part drawings.

### 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 188, *Rubber, vulcanized or thermoplastic — Accelerated ageing and heat resistance tests*

ISO 1402, *Rubber and plastics hoses and hose assemblies — Hydrostatic testing*

ISO 1629, *Rubber and latices — Nomenclature*

ISO 1817, *Rubber, vulcanized or thermoplastic — Determination of the effect of liquids*

ISO 3302-1, *Rubber — Tolerances for products — Part 1: Dimensional tolerances*

ISO 4926, *Road vehicles — Hydraulic braking systems — Non-petroleum-base reference fluids*

ISO 4671, *Rubber and plastics hoses and hose assemblies — Methods of measurement of the dimensions of hoses and the lengths of hose assemblies*

ISO 6133, *Rubber and plastics — Analysis of multi-peak traces obtained in determinations of tear strength and adhesion strength*

ISO 7233:2016, *Rubber and plastics hoses and hose assemblies — Determination of resistance to vacuum*

ISO 7326:2016, *Rubber and plastics hoses — Assessment of ozone resistance under static conditions*

ISO 8031, *Rubber and plastics hoses and hose assemblies — Determination of electrical resistance and conductivity*

ISO 8033, *Rubber and plastics hoses — Determination of adhesion between components*

ISO 10619-1:2017, *Rubber and plastics hoses and tubing — Measurement of flexibility and stiffness — Part 1: Bending tests at ambient temperature*

ISO 10619-2, *Rubber and plastics hoses and tubing — Measurement of flexibility and stiffness — Part 2: Bending tests at sub-ambient temperatures*

ISO 23529, *Rubber — General procedures for preparing and conditioning test pieces for physical test methods*

SAE J2027, *Standard for Protective Covers for Gasoline Fuel Line Tubing*

SAE J2044:2009, *Quick Connect Coupling Specification for Liquid Fuel and Vapor/Emissions Systems*

SAE J2260, *Nonmetallic Fuel System Tubing with One or More Layers*

EN 14214, *Automotive fuels — Fatty acid methyl esters (FAME) for diesel engines — Requirements and test methods*

### 3 Terms and definitions

No terms and definitions are listed in this document.

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 Classification

The product shall consist of extruded rubber materials with or without an integral reinforcement which may or may not be pre-formed before final vulcanization. The product may also have a rubber or thermoplastic barrier layer, either as an internal layer or forming the inner liner, to impart improved fluid resistance and/or reduced fuel vapour permeability.

Seven hoses and tubings for specific applications are specified, as follows:

- Type 1
  - Class A = Pressurized [0,7 MPa (7 bar) working pressure] feed and return lines from the fuel tank to the engine compartment (–40 °C to +80 °C continuous)
  - Class B = Pressurized [0,2 MPa (2 bar) working pressure] feed and return lines from the fuel tank to the engine compartment (–40 °C to +80 °C continuous)
- Type 2
  - Class A = Pressurized [0,7 MPa (7 bar) working pressure] feed and return lines in the engine compartment (–40 °C to +100 °C continuous)
  - Class B = Pressurized [0,2 MPa (2 bar) working pressure] feed and return lines in the engine compartment (–40 °C to +100 °C continuous)
- Type 3
  - Class A = Pressurized [0,7 MPa (7 bar) working pressure] feed and return lines in the engine compartment (–40 °C to +125 °C continuous)
  - Class B = Pressurized [0,2 MPa (2 bar) working pressure] feed and return lines in the engine compartment (–40 °C to +125 °C continuous)
- Type 4 Low pressure [0,12 MPa (1,2 bar) working pressure] fuel filler, vent and vapour handling (–40 °C to +80 °C continuous)