Draft for Public Comment

Form 36

DPC: 24/30470350 DC

BSI Group Headquarters

389 Chiswick High Road London W4 4AL

Tel: +44 (0)20 8996 9000
Fax: +44 (0)20 8996 7400
www.bsigroup.com

Date: 22 April 2024
Origin: International

Latest date for receipt of comments: 12 June 2024

Project No. 2023/00409

Responsible committee: MCE/22 Engines for road vehicles

Interested committees:

Title: Draft BS ISO 13296 Draft ISO 13296 Diesel engines — High-pressure fuel injection pipe assemblies — General requirements and dimensions.
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Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

For national standards, comments will be reviewed by the relevant UK national committee and the resulting standards published as a British Standard.

UK Vote

Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

- **Annotated drafts are not acceptable and will be rejected.**
- All comments should be submitted online at **https://standardsdevelopment.bsigroup.com/**. You will need to register in order to comment.

Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx

1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex **(e.g. 3.1)**	Paragraph/ Figure/Table/Note	**Type of comment**	**Commend (justification for change) by the MB**	**Proposed change by the MB**	**Secretariat observations on each comment submitted**
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

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DRAFT International Standard

ISO/DIS 13296

Diesel engines — High-pressure fuel injection pipe assemblies — General requirements and dimensions

Moteurs diesels — Lignes assemblées d'injection de carburant à haute pression — Exigences générales et dimensions

ICS: 43.060.40

ISO/TC **22**/SC **34**

Secretariat: **ANSI**

Voting begins on:
2024-04-19

Voting terminates on:
2024-07-12

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CP 401 • Ch. de Blandonnet 8
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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).

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This document was prepared by Technical Committee ISO/TC 022, Road vehicles, Subcommittee SC 34, Propulsion, powertrain, and powertrain fluids.

This fifth edition cancels and replaces the fourth edition (ISO 13296:2016), which has been technically revised.

The main changes are as follows:

— Added dimensions of pipe end connections for integral 60° concave cones with a pipe outer diameter 8.

— Added connection end with crimped sleeve.

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

In order to comply with recent exhaust gas regulations and fuel consumption regulations for internal combustion engines, the fuel injection pressure of automobile diesel engines is generally 2,000 bar or more, and 2,700 bar engines are also being introduced to the market.

Since the fuel injection pressure is extremely high, the dimensions or specifications of the high-pressure fuel injection pipe assembly are serialised to account for failure due to high stress and prevention of fuel leak from the joint.

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