
**Thermoplastic tubing and hoses for
automotive use —**

**Part 2:
Petroleum-based-fuel applications**

*Tubes et tuyaux en thermoplastique pour l'industrie automobile —
Partie 2: Applications pour carburants à base de pétrole*





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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).

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For an explanation on 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 the following URL: www.iso.org/iso/foreword.html.

The committee responsible for this document is 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 13775-2:2000), which has been technically revised.

ISO 13775 consists of the following parts, under the general title *Thermoplastic tubing and hoses for automotive use*:

- *Part 1: Non-fuel applications*
- *Part 2: Petroleum-based-fuel applications*

Introduction

This part of ISO 13775 defines the requirements of extruded thermoplastic tubing/hoses for petroleum-based-fuel applications for automotive use. In addition, it 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 six main types (see example in [Annex A](#)). In this case, the tubing or hose would not carry any marking showing this ISO specification number, but could detail the OEM’s own identification markings as shown on their part drawings.

Thermoplastic tubing and hoses for automotive use —

Part 2:

Petroleum-based-fuel applications

WARNING — Persons using this part of ISO 13775 should be familiar with normal laboratory practice. This part of ISO 13775 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 and to ensure compliance with any national regulatory conditions.

1 Scope

This part of ISO 13775 specifies test requirements and test methods for extruded thermoplastic tubing and hoses for use in petroleum-based-fuel lines in vehicles powered by internal-combustion engines.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. 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 1817, *Rubber, vulcanized or thermoplastic — Determination of the effect of liquids*

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

ISO 7628, *Road vehicles — Thermoplastics tubing for air braking systems*

ISO 8031:2009, *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 8308, *Rubber and plastics hoses and tubing — Determination of transmission of liquids through hose and tubing walls*

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

ISO 19013-2:2016, *Rubber hoses and tubing for fuel circuits for internal combustion engines — Specification — Part 2: Gasoline fuels*

ISO 30013, *Rubber and plastics hoses — Methods of exposure to laboratory light sources — Determination of changes in colour, appearance and other physical properties*

SAE J2260, *Non-metallic Fuel System Tubing with One or More Layers*

3 Classification and materials

The product shall consist of an extruded thermoplastic material with or without an integral reinforcement. The product may also have an inner veneer to impart improved fluid resistance and/or

reduced fuel vapour permeability. It may also have an extruded outer cover to improve environmental resistance and/or flame resistance. The outer cover is not necessarily bonded to the tubing or hose.

Six types of tubing and hose for specific applications are specified as follows:

- Type 1: feed and return lines from the fuel tank to the engine compartment — gasoline engines;
- Type 2: feed and return lines from the fuel tank to the engine compartment — diesel engines;
- Type 3: feed and return lines in the engine compartment — moderate-temperature (100 °C) environment — gasoline engines;
- Type 4: feed and return lines in the engine compartment — high-temperature (125 °C) environment — gasoline engines;
- Type 5: feed lines in the engine compartment — diesel engines;
- Type 6: multi-layer tubing or hoses for vapour lines.

4 Dimensions

Diameters and wall thicknesses shall be as given in [Table 1](#).

The wall thickness shall be the sum of the individual thicknesses of the various elements in the construction of the tubing or hose. The thickness of each individual element shall be such that it is able to carry out its own function and the total function of the tubing or hose.

Table 1 — Nominal sizes, internal diameters and wall thicknesses

Nominal size	Internal diameter mm	Wall thickness (min) mm
2	$2 \pm 0,1$	0,9
4	$4 \pm 0,1$	0,9
6	$6 \pm 0,1$	0,9
6	$6 \pm 0,1$	1,35
7,5	$7,5 \pm 0,1$	1,12
8	$8 \pm 0,1$	0,9
8	$8 \pm 0,1$	1,35
9	$9 \pm 0,1$	1,35
10	$10 \pm 0,1$	1,8
12	$12 \pm 0,1$	1,35
12	$12 \pm 0,1$	1,8
14	$14 \pm 0,1$	1,8

5 Requirements

The following tests shall be selected for each application of the tubing or hose, based on the performance requirements of the finished product. The tests to be carried out for each type of tubing or hose classified in [Clause 3](#) are given in [Table E.1](#).

- a) Burst pressure: When determined in accordance with ISO 1402, the minimum burst pressure for all constructions shall be 5,5 MPa gauge (55 bar).
- b) Cold impact resistance: After cold impact testing at -40 °C in accordance with ISO 7628, all constructions shall show no evidence of external fracture or cracking and shall meet the burst pressure requirements of a).