

AS/NZS 1425:2003

AS/NZS 1425

Australian/New Zealand Standard™

## **LP Gas fuel systems for vehicle engines**

### **AS/NZS 1425:2003**

This Joint Australian/New Zealand Standard was prepared by Joint Technical Committee ME-046, Gas Fuel Systems for Vehicle Engines. It was approved on behalf of the Council of Standards Australia on 22 October 2003 and on behalf of the Council of Standards New Zealand on 12 November 2003. It was published on 11 December 2003.

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The following are represented on Committee ME-046:

Australian Automobile Association  
Australian Chamber of Commerce and Industry  
Australian Industrial Truck Association  
Australian Liquefied Petroleum Gas Association  
Box Hill Institute of TAFE  
Department for Administrative and Information Services, S.A.  
Department of Natural Resources and Mines, Qld  
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Australian/New Zealand Standard™

## **LP Gas fuel systems for vehicle engines**

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## PREFACE

This Standard was prepared by the Joint Standards Australia/Standards New Zealand Committee ME-046, Gas Fuel Systems for Vehicle Engines, to supersede AS/NZS 1425:1999.

The first edition of this Standard, published in 1973, was derived in the main from NFPA 58. A revision in 1979 introduced compartments and sub-compartments to control random leakage, required external filling points, and upgraded the strength of mountings, amongst other things. The first amendment in October 1980 introduced automatic fill limiters, and the second in 1981 virtually eliminated the hydrostatic relief valve.

The 1982 edition was generally a consolidation, in which editorial presentation was improved and a number of adjustments of detail occurred, the most significant of which was that attempts to make the excess flow valve more sensitive were abandoned in the face of experience with inadvertent shut-off of fuel to the engine. Amendment 1 of May 1984 corrected and clarified minor detail. Amendment 2 of December 1985, besides further polishing detail, upgraded a number of requirements related to the security of a container and its fittings in a collision.

Amendment 3 of July 1987 permitted safety valves to discharge into a sub-compartment or compartment. This represented a major reversal of the previous policy of insistence on piping such discharges to exit vertically outside the vehicle.

The 1989 edition of the Standard incorporated changes to the requirements for fixed liquid level gauges, sizing of ventilation ducts and their construction materials, heat shielding and the referencing of AS 3509—1988, *LP gas fuel vessels for automotive use*.

The 1999 edition was a Joint Standards Australia/Standards New Zealand edition and the layout and content of sections were restructured to facilitate easy referencing with the grouping of all material on a subject in the one location.

In this edition, amendments which followed the 1999 edition and other editorial corrections have been incorporated. This edition introduces clauses related to the installation of fuel injection systems, the decommissioning of redundant LP Gas fuel systems, medium pressure hose up to 450 kPa and an Appendix relating to exhaust emission testing.

The 2003 edition of the Standard incorporates descriptive procedures for providing assurance of compliance with exhaust emission standards. Incorporated are requirements for certified kits to meet exhaust emission standards. Appendix D outlines requirements for testing vehicles, manufactured under ADR 79/00, ADR 79/01, ADR 70/00, ADR 80/00 and ADR 80/01. In relation to ADR 79/01 vehicles, the committee will examine the need for further testing requirements for providing assurance of compliance prior to 2005.

The terms ‘normative’ and ‘informative’ have been used in this Standard to define the application of the appendix to which they apply. A ‘normative’ appendix is an integral part of a Standard, whereas an ‘informative’ appendix is only for information and guidance.

## CONTENTS

	<i>Page</i>
<b>SECTION 1 SCOPE AND GENERAL</b>	
1.1 SCOPE AND APPLICATION .....	6
1.2 OBJECTIVE .....	6
1.3 REFERENCED DOCUMENTS .....	6
1.4 NEW DESIGNS AND INNOVATIONS .....	6
1.5 DEFINITIONS .....	6
1.6 VEHICLE MODIFICATIONS .....	10
1.7 MINOR ALTERATIONS .....	11
1.8 ENGINE MANAGEMENT SYSTEM .....	11
1.9 APPROVED EQUIPMENT .....	12
1.10 PREVIOUSLY USED EQUIPMENT .....	12
1.11 LP GAS WITHDRAWAL FROM AUTOMOTIVE SYSTEMS .....	12
1.12 DECOMMISSIONING OF LP GAS FUEL SYSTEM .....	12
1.13 WORKING AREA AND SAFE PRACTICES .....	12
1.14 REGULATORY AGENCIES .....	12
<b>SECTION 2 COMPONENTS</b>	
2.1 GENERAL SUITABILITY .....	13
2.2 MOVING PARTS .....	13
2.3 SUITABILITY FOR INSTALLATION .....	13
2.4 MODIFICATION .....	14
2.5 METALS .....	14
2.6 NON-METALS .....	14
<b>SECTION 3 CONTAINER SUB-ASSEMBLY</b>	
3.1 APPLICATION .....	15
3.2 CONTAINER .....	15
3.3 COMPONENTS FOR FIXED CONTAINERS .....	15
3.4 COMPONENTS FOR REMOVABLE CONTAINERS .....	15
3.5 COMPONENT SUITABILITY .....	16
3.6 FILLING CONNECTION .....	16
3.7 FILLER NON-RETURN VALVE SYSTEM .....	16
3.8 AUTOMATIC FILL LIMITER (AFL) .....	18
3.9 FIXED LIQUID LEVEL GAUGE .....	19
3.10 CONTENTS GAUGE .....	19
3.11 EXCESS-FLOW VALVE .....	19
3.12 SERVICE VALVE .....	19
3.13 AUTOMATIC FUEL SHUT-OFF DEVICE AT CONTAINER .....	19
3.14 FUEL FILTER .....	20
3.15 SAFETY VALVE .....	20
3.16 LOCATION OF CONTAINER COMPONENTS .....	22
3.17 COMPARTMENTS AND SUB-COMPARTMENTS .....	22
3.18 MOUNTING OF FUEL CONTAINER .....	24
3.19 CONTAINER LOCATION, GROUND CLEARANCES .....	27
3.20 PROTECTION .....	29
3.21 HEAT SHIELDING .....	30
3.22 SUITABILITY FOR HAZARDOUS ZONES .....	30

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