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Diesel engines — Fuel filters — Method for evaluating fuel/water separation efficiency

*Moteurs diesel — Filtres à carburant — Méthode d'évaluation de
l'efficacité de séparation carburant-eau*



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Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Symbols	3
5 Test equipment	3
5.1 Test fluids.....	3
5.1.1 Test fuels.....	3
5.1.2 Test water.....	4
5.2 Laboratory equipment.....	5
5.2.1 General.....	5
5.2.2 Sampling bottles and glassware.....	5
5.2.3 Water detection system.....	5
5.2.4 Equipment for determination of IFT.....	5
5.3 Test stand.....	5
5.3.1 General.....	5
5.3.2 Fuel/water separator test circuit.....	5
6 Test conditions	10
6.1 Volume of test fuel V_T	10
6.2 Test fuel temperature T	10
6.3 Test flow rate Q_T	10
6.4 Upstream undissolved water concentration $c_{U,up}$	10
6.4.1 General.....	10
6.4.2 Water injection flow rate Q_W	11
6.5 Back pressure.....	11
6.6 Sampling.....	11
6.7 Droplet size distribution DSD.....	11
6.8 Test duration t_{test}	11
7 Accuracy of measuring instruments and test conditions	11
8 Validation procedures	12
8.1 General.....	12
8.2 Water detection system.....	12
8.2.1 Inline water concentration measurement device (optional).....	12
8.2.2 Karl Fischer titration sytem.....	12
8.3 Emulsifying device.....	13
8.4 Filter test circuit and water injection system.....	13
8.4.1 General.....	13
8.4.2 Validation preparation.....	13
8.4.3 Preconditioning cycle.....	14
8.4.4 Validation cycle.....	14
9 Simplified laboratory test	15
9.1 Test procedure.....	15
9.1.1 General.....	15
9.1.2 Pre-test preparation.....	15
9.1.3 Preconditioning cycle.....	15
9.1.4 Efficiency measurement.....	16
9.2 Calculation of water separation efficiency and reporting of test results.....	17
10 Test report	18
Annex A (normative) Fuel treatment to obtain test fuel F2	19

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Annex B (normative) Water emulsifying device	21
Annex C (normative) Conditions and parameters for the determination of the interfacial tension according to ISO 9101, drop volume method	28
Annex D (normative) Validation of the sampling procedure for Karl Fischer titration and centrifuge	29
Annex E (normative) Determination of the concentration c_S of dissolved water in saturated fuel	30
Annex F (informative) Typical fuel/water separator test report	31
Annex G (informative) Report round robin	33
Annex H (informative) Effect of KF-titration on the precision of water separation efficiency measurements	42
Bibliography	44

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Foreword

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This document was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 34, *Vehicle propulsion, powertrain, and powertrain fluids*.

This document cancels and replaces the first edition ISO/TS 16332:2006 which has been technically revised. The main changes compared to the previous edition are as follows:

- test fuel definition;
- change of IFT measurement standard and interface age;
- droplet size distribution;
- test duration;
- additional preconditioning cycle; and
- validation of test procedure by conduction of two round robin tests (see [Annex G](#)).

Introduction

Modern fuel injection systems, installed in passenger cars, as well as in heavy duty or off-road applications, require high and stable separation efficiencies for all insoluble contaminants in the fuel to ensure a prolonged life. Beside solid contamination, undissolved water, in finely or coarsely emulsified form, can also reduce the lifetime of injection systems. Suitable fuel/water separators, having a high level water separation efficiency, are an absolute necessity for system longevity.

Factors found to affect the separation efficiency of undissolved water in the field are mainly due to the fuel quality, which can differ widely in different regions of the world and which can also differ when biogenic components are added to the fuel. Additionally the separation efficiency is strongly influenced by fuel composition.

Separation efficiency tests can be applied mainly for two purposes:

- To evaluate the field performance of a fuel/water separator
 - To evaluate the performance of a fuel/water separator close to field conditions, the usage of commercially, untreated fuel as test fluid is necessary.
- To compare fuel/water separators under repeatable test conditions

For a fuel/water separator comparison in the laboratory, fuel conditioning is necessary to achieve constant and repeatable test conditions. Water separation efficiency results obtained with treated fuel can be significantly different from those with commercially available, untreated fuel.

Tests performed with new fuel/water separators can lead to considerably higher water separation efficiencies.

NOTE Ageing of the fuel/water separator due to operational conditions can strongly affect the water separation function of a fuel/water separator. To test a fuel/water separator in an "end of life" state, it can be aged in advance. It is proposed to do this by a standardized ageing procedure, to get comparable "end of life" states. However, it is not a part of this document nor any other ISO standard. This procedure may be explored in future.