



Designation: **D6426—18** **D6426 – 22**

## Standard Test Method for Determining Filterability of Middle Distillate Fuel Oils<sup>1</sup>

This standard is issued under the fixed designation D6426; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

### 1. Scope\*

1.1 This test method covers a procedure for determining the filterability of distillate fuel oils within the viscosity range from 1.70 mm<sup>2</sup>/s to 6.20 mm<sup>2</sup>/s (cSt) at 40 °C.

NOTE 1—ASTM specification fuels falling within the scope of this test method are Specification **D396** Grade No. 2, Specification **D975** Grade No. 2-D, and Specification **D2880** Grade No. 2-GT.

NOTE 2—The test method has been used with lower viscosity middle distillate fuels such as Specification **D396** Grade No. 1, Specification **D975** Grade No. 1-D, and Specification **D2880** Grade No. 1-GT, but the precision has not been studied and therefore the stated precision has not been validated for these grades.

1.2 This test method is not applicable to fuels that contain undissolved water.

1.3 The values stated in SI units are to be regarded as standard.

1.3.1 Non-SI units, specifically U.S. customary units such as temperature in degrees Fahrenheit and pressure in pounds per square inch gauge (psig), are included for information.

1.4 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

1.5 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

### 2. Referenced Documents

#### 2.1 ASTM Standards:<sup>2</sup>

[D396 Specification for Fuel Oils](#)

[D975 Specification for Diesel Fuel](#)

[D2880 Specification for Gas Turbine Fuel Oils](#)

[D4057 Practice for Manual Sampling of Petroleum and Petroleum Products](#)

[D4175 Terminology Relating to Petroleum Products, Liquid Fuels, and Lubricants](#)

<sup>1</sup> This test method is under the jurisdiction of ASTM Committee **D02** on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee **D02.14** on Stability, Cleanliness and Compatibility of Liquid Fuels.

Current edition approved Dec. 1, 2018; Dec. 1, 2022. Published February 2019; December 2022. Originally approved in 1999. Last previous edition approved in 2013 as D6426 –13– 18. DOI: 10.1520/D6426-18.10.1520/D6426-22.

<sup>2</sup> For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

\*A Summary of Changes section appears at the end of this standard

**D4176** Test Method for Free Water and Particulate Contamination in Distillate Fuels (Visual Inspection Procedures)

**D4177** Practice for Automatic Sampling of Petroleum and Petroleum Products

**D4860** Test Method for Free Water and Particulate Contamination in Middle Distillate Fuels (Clear and Bright Numerical Rating)

### 3. Terminology

#### 3.1 Definitions:

3.1.1 For definitions of terms used in this test method, refer to Terminology **D4175**.

#### 3.2 Definitions of Terms Specific to This Standard:

3.2.1 *filterability, n*—a measure of the rapidity with which a standard filter medium is plugged by insoluble matter in fuel and may be described as a function of pressure or volume:

3.2.2 *filterability (by pressure), n*—the pressure drop across a filter medium when 300 mL of fuel is passed at a rate of 20 mL/min.

3.2.3 *filterability (by volume), n*—the volume of fuel passed when a pressure of 104 kPa (15 psig) is reached.

##### 3.2.3.1 Discussion—

Filterability by volume is used when less than 300 mL passes at a pressure up to 104 kPa (15 psig).

3.2.4 *filterability quality factor (F-QF), n*—a value that defines the filter plugging tendency of a fuel caused by particulates.

##### 3.2.4.1 Discussion—

The F-QF value is calculated using the volume and pressure attained at the end of the test cycle, according to one of two equations, depending on the outcome of the test. (See Section 10, Calculations.)

### 4. Summary of Test Method

4.1 A sample is passed at a constant rate (20 mL/min) through a standard porosity filter medium. The pressure drop across the filter and the volume of filtrate are monitored. The test is concluded either when the pressure drop across the filter exceeds 104 kPa (15 psig) or when 300 mL have passed through the filter. <https://standards.iteh.ai/catalog/standards/sist/8b7ff831-65b1-4a0fb3d3-2d61ac388267/astm-d6426-22>

4.2 Results are reported as either the volume that has passed through the filter when a pressure of 104 kPa (15 psig) has been reached or the pressure drop when 300 mL have passed through the filter.

4.3 Verification of the apparatus is required when there is a doubt of a test result, or when the apparatus has not been used for three months or more. It is not necessary to verify apparatus performance prior to each test.

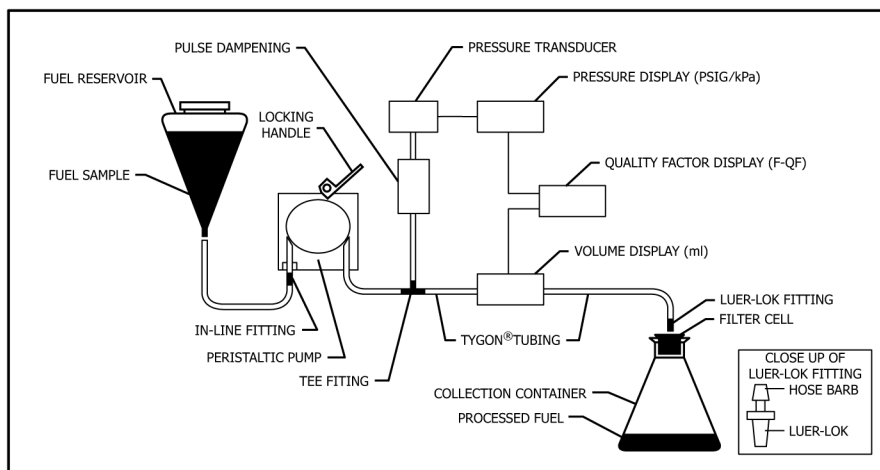
### 5. Significance and Use

5.1 This test method is intended for use in the laboratory or field in evaluating distillate fuel cleanliness.

5.2 A change in filtration performance after storage, pretreatment, or commingling can be indicative of changes in fuel condition.

5.3 Relative filterability of fuels may vary depending on filter porosity and structure and may not always correlate with results from this test method.

5.4 Causes of poor filterability in industrial/refinery filters include fuel degradation products, contaminants picked up during storage or transfer, incompatibility of commingled fuels, or interaction of the fuel with the filter media. Any of these could correlate with orifice or filter system plugging, or both.



NOTE 1—Fuel flow from reservoir, through pump, to container.

FIG. 1 Schematic Diagram of Filterability Apparatus

## 6. Apparatus

### 6.1 Micro-Filter Analyzer:<sup>3</sup>

NOTE 3—The Micro-Filter can display the pressure in either kPa or psig units by changing an internal jumper wire.

6.1.1 The apparatus is shown diagrammatically in Fig. 1 and photographically in Fig. 2. It is capable of measuring pressure upstream of the filtering element and the volume of sample passed through the filter at a preset pressure level. The apparatus is comprised of the following parts:

6.1.1.1 *Peristaltic Pump*, variable speed/flow rate, with feedback speed control, adjusted to provide fuel delivery at a constant rate of 20 mL/min  $\pm$  1 mL/min, and incorporating a pulse dampening mechanism to produce a smooth flow.

6.1.1.2 *Pressure Transducer*—Pressure transducer capable of measuring gauge pressure in the range from 0 kPa to 104 kPa, in 1.0 kPa increments (0 psig to 15 psig, in 0.1 psig increments).

6.1.1.3 *Three Digital Displays*—One for pressure readout capable of interfacing with transducer (see 6.1.1.2) with display range from 0 kPa to 104 kPa in 1.0 kPa increments (0 psig to 15 psig in 0.1 psig increments), one for volume readout with display range from 0 mL to 300 mL in 1 mL increments, and one for F-QF.

6.1.1.4 *Fuel Reservoir Container*—PTFE-fluorocarbon, funnel shaped, 500 mL capacity.

6.1.1.5 *Collection Container*—Glass or plastic Erlenmeyer flask, 500 mL capacity.

6.1.1.6 *Tygon Tubing*,<sup>4</sup>fuel compatible, 3.1 mm (0.12 in.) inner diameter.

6.1.1.7 *Plastic In-line Splice Coupler*, fuel compatible, capable of being inserted into, and making a seal in Tygon tubing (see 6.1.1.6).

6.1.1.8 *Plastic Tee Coupler*, fuel compatible, capable of being inserted into, and making a seal in Tygon tubing (see 6.1.1.6).

6.1.1.9 *Plastic Luer-Loc Coupler*, fuel compatible, one end capable of being inserted into, and making a seal in Tygon tubing (see 6.1.1.6) and the other end into filter unit (see 6.2).

<sup>3</sup> The sole source of supply of the apparatus (Model 1143 Micro-Filter Analyzer) known to the committee at this time is available from EMCEE Electronics, Inc., 520 Cypress Ave., Venice, FL 34292. If you are aware of alternate suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee, which you may attend.

<sup>4</sup> Tygon tubing was used in the round robin test program to generate the precision and bias. Tygon is available from most laboratory supply houses.

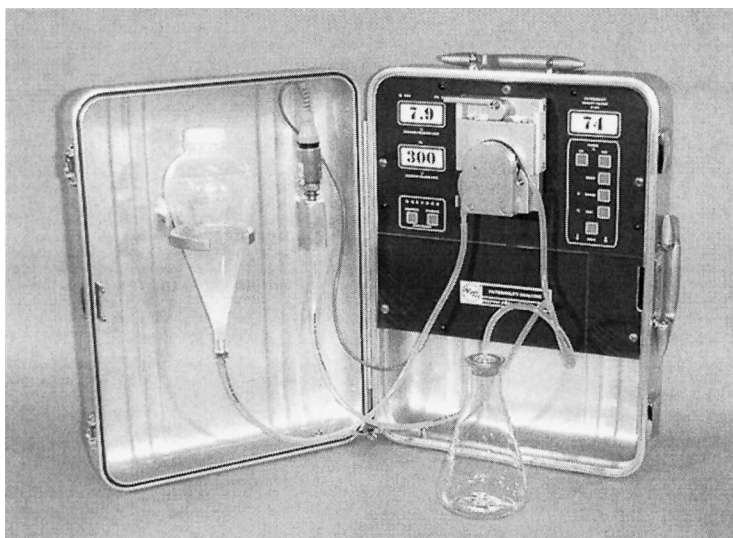


FIG. 2 Micro-Filter Analyzer

6.2 *FCell* (trademarked)<sup>5</sup> *Filter Unit*—Disposable, precalibrated assembly consisting of a shell and plug containing a 25 mm diameter nylon membrane filter of nominal 5.0  $\mu\text{m}$  pore size, nominal 60 % porosity, with a 158.9  $\text{mm}^2$  effective filtering area. It is labeled in a white background with black lettering:

D6426, DIESEL (5.0), FCell®

6.3 *Accessories for Apparatus Verification Test:*

6.3.1 *Measuring Cylinder*, 500 mL capacity, with 1 mL graduations.

6.3.2 *Pressure Gauge*, 350 kPa (50 psig) capability, graduations 0.5 kPa (0.1 psig).

6.3.3 *Temperature Measuring Device*, having a range of 0 °C to 60 °C and accurate to 0.5 °C. Temperature measuring devices that cover the temperature range of interest, such as liquid-in-glass thermometers, thermocouples, or platinum resistance thermometers that provide equivalent or better accuracy and precision may be used.

## 7. Sampling

7.1 The fuel sample from which an aliquot is being drawn for the purposes of this test shall be representative of the lot of fuel. Obtain the sample in accordance with the procedures of Practice D4057 or D4177, and report (see 11.1.1) how and from where it was obtained. The maximum sample size is dictated by the quantity that can be mixed thoroughly (see 9.3).

7.2 If any undissolved water is visually apparent (as determined by Test Method D4176 or D4860, or both), discard and replace with a fresh sample.

7.3 After thoroughly mixing, if the sample container such as a drum is too large to readily handle, use an epoxy-lined can or dark glass bottle as a transfer container to store an aliquot of the test sample. Prior to drawing the aliquot, rinse the transfer container three times with the product to be tested. Draw a representative 1 L to 2 L aliquot from the sample container into a transfer container. (**Warning**—Because the situations under which samples are taken vary from laboratory to laboratory and from situation to situation, no firm recommendation for sampling can be given. It is the responsibility of the user of this test method to ensure the aliquot used in the test is representative of the lot of fuel.)

## 8. Preparation of Apparatus

8.1 Locate the apparatus on a level surface in an area where the temperature is between 15 °C and 25 °C (59 °F and 77 °F).

<sup>5</sup> A registered trademark of EMCEE Electronics, Inc., 520 Cypress Ave., Venice, FL 34285.

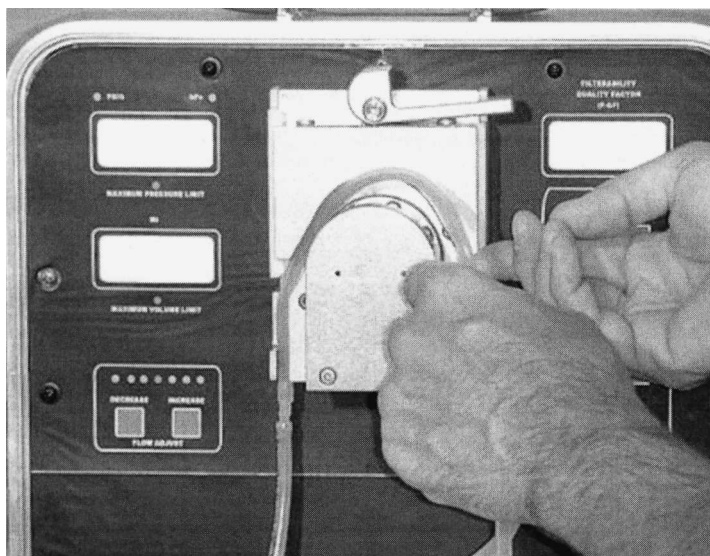


FIG. 3 Threading the Tubing in the Pump

8.2 Open the case, and assemble the apparatus as shown in Fig. 2. If the Tygon tubing (see 6.1.1.6) is not attached as shown, carry out 8.2.1 to 8.2.2.

8.2.1 Attach one end of the Tygon tubing to the fuel reservoir container (6.1.1.4) and insert the plastic in-line splice coupler (6.1.1.7) into the other end.

8.2.2 Insert the plastic in-line coupler into another piece of Tygon tubing, thread the tubing in the peristaltic pump (see 6.1.1.1), as shown in Fig. 3, and clamp it in place by moving the lever counterclockwise.

NOTE 4—The splice fitting prevents the tubing from being pulled into the pump during operation. This also allows easy replacement of the portion of the tubing that is depressed by the pump rollers. To extend the life of the Tygon tubing, when not in use, leave the clamp open or remove the tubing from the pump.

<https://standards.iteh.ai/catalog/standards/sist/8b7ff831-65b1-4a0f-b3d3-2d61ac388267/astm-d6426-22>

8.2.3 Insert one end of the horizontal section of the plastic tee coupler (6.1.1.8) into the tubing that is clamped in the pump and attach two other sections of tubing to the other parts of the tee.

8.2.4 Connect the tubing that is connected to the perpendicular part of the tee to the pressure transducer. Insert the hose barbed portion of the Luer-Loc coupler (6.1.1.9) into the other section of tubing that is connected to the in-line part of the tee.

8.3 Attach the power pack to the connector on the top of the case and connect the power pack to an ac power source. Turn the instrument on by depressing the ON switch causing both the POWER and MODE A lights to illuminate.

8.4 Have a labeled FCell filter (see 6.2) ready for use.

8.5 *Verification of Apparatus*—As required per 4.3, verify apparatus performance by checking that the flow rate and the pressure transducer are within tolerance.

8.5.1 Check the flow rate by performing a purge cycle to eliminate any air from the system. Subsequently, perform a test using a fuel sample without a filter, collecting the sample in a graduate (see 6.3.1). Compare the volume collected with amount displayed. The amount displayed shall be approximately 300 mL, and the amount collected shall be 285 mL to 315 mL. Adjust the pump speed control, as required.

8.5.1.1 If the proper flow rate can not be attained by adjusting the pump speed control, perform the following operation:

- (1) Release the tubing in the peristaltic pump,
- (2) Using both hands, grasp each end of the tubing that is engaged by the pump rollers,