SLOVENSKI STANDARD
SIST EN ISO 6246:2017

01-junij-2017

Nadomešča:
SIST EN ISO 6246:1998

Naftni proizvodi - Vsebnost smolnega ostanka v lahkih in srednjih destilatnih gorivih - Metoda s prepihavanjem (ISO 6246:2017)

Petroleum products - Gum content of light and middle distillate fuels - Jet evaporation method (ISO 6246:2017)

Mineralölerzeugnisse - Abdampfrückstand von leichtflüchtigen und Mitteldestillat-Kraftstoffen - Aufblaseverfahren (ISO 6246:2017)

Produits pétroliers - Teneur en gommes des distillats légers et moyens - Méthode d'évaporation au jet (ISO 6246:2017)

Ta slovenski standard je istoveten z: **EN ISO 6246:2017**

ICS:

75.160.20	Tekoča goriva	Liquid fuels

SIST EN ISO 6246:2017 **en,fr,de**

EUROPEAN STANDARD

NORME EUROPÉENNE

EUROPÄISCHE NORM

EN ISO 6246

April 2017

ICS 75.160.20

Supersedes EN ISO 6246:1997

English Version

Petroleum products - Gum content of fuels - Jet evaporation method (ISO 6246:2017)

Produits pétroliers - Teneur en gommes des carburants - Méthode d'évaporation au jet (ISO 6246:2017)

Mineralölerzeugnisse - Abdampfrückstand von Kraftstoffen - Aufblaseverfahren (ISO 6246:2017)

This European Standard was approved by CEN on 9 February 2017.

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This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the CEN-CENELEC Management Centre has the same status as the official versions.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

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European foreword

This document (EN ISO 6246:2017) has been prepared by Technical Committee ISO/TC 28 " Petroleum and related products, fuels and lubricants from natural or synthetic sources" in collaboration with Technical Committee CEN/TC 19 "Gaseous and liquid fuels, lubricants and related products of petroleum, synthetic and biological origin" the secretariat of which is held by NEN.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by October 2017, and conflicting national standards shall be withdrawn at the latest by October 2017.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. CEN [and/or CENELEC] shall not be held responsible for identifying any or all such patent rights.

This document supersedes EN ISO 6246:1997.

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Endorsement notice

The text of ISO 6246:2017 has been approved by CEN as EN ISO 6246:2017 without any modification.

INTERNATIONAL STANDARD

ISO 6246

Third edition
2017-03

Petroleum products — Gum content of fuels — Jet evaporation method

Produits pétroliers — Teneur en gommes des carburants — Méthode d'évaporation au jet

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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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For an explanation on the voluntary nature of standards, 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.

This document was prepared by ISO/TC 28, *Petroleum products and related products of synthetic or biological origin.*

This third edition cancels and replaces the second edition (ISO 6246:1995), which has been technically revised and aligned with ASTM D381[1].

It also incorporates the Technical Corrigendum ISO 6246:1995/Cor 1:1998.

The changes incorporate modern methods for temperature measurement and clarification of various measurement limits. Some process steps on the rounding of results are added. The precision in the former edition was based on very old data using samples that did not contain components found in modern gasoline, such as oxygenated compounds and deposit control additives. New precision estimates from a 1997 joint ASTM/EI study[3] are included. Unwashed and washed gum results for non-aviation fuels can now be expressed to the nearest 0,5 mg/100 ml. This study and additional work in ASTM[4] and CEN in 2014[5] have led to broadening of the scope to modern gasoline (blends).

Introduction

The true significance of this test method for determining gum in motor gasoline is not firmly established. It has been proven that high gum content can cause induction-system deposits and sticking of intake valves, and in most cases, it can be assumed that low gum content will ensure absence of induction-system difficulties. The user should, however, realize that the test is not of itself correlative to induction-system deposits.

The primary purpose of the test, as applied to motor gasoline, is the measurement of the oxidation products formed in the sample prior to or during the comparatively mild conditions of the test procedure. Since many kinds of motor gasoline are purposely blended with non-volatile oils or additives, the heptane extraction step is necessary to remove these from the evaporation residue so that the deleterious material, gum, can be determined. With respect to aviation turbine fuels, large quantities of gum are indicative of contamination of fuel by higher boiling oils or particulate matter and generally reflect poor handling practices in distribution downstream of the refinery.