Designation: D 4860 – 07

An American National Standard

Standard Test Method for Free Water and Particulate Contamination in Mid-Distillate Fuels (Clear and Bright Numerical Rating)[1]

This standard is issued under the fixed designation D 4860; 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 rapid, portable means for field and laboratory use to inspect visually for particulate matter and numerically rate free water in aviation turbine and distillate fuels.

1.2 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.

1.3 *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 and health practices and determine the applicability of regulatory limitations prior to use.* For specific warning statements, see 11.2.3 and Annex A1.

2. Referenced Documents

2.1 *ASTM Standards:* [2]

D 1500 Test Method for ASTM Color of Petroleum Products (ASTM Color Scale)

D 1744 Test Method for Water in Liquid Petroleum Products by Karl Fischer Reagent[3]

D 2276 Test Method for Particulate Contaminant in Aviation Fuel by Line Sampling

D 2709 Test Method for Water and Sediment in Middle Distillate Fuels by Centrifuge

D 4057 Practice for Manual Sampling of Petroleum and Petroleum Products

D 4176 Test Method for Free Water and Particulate Contamination in Distillate Fuels (Visual Inspection Procedures)

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *clear-and-bright* (also termed *clean-and-bright*)—a condition in which the fuel contains no visible water drops or particulates and is free of haze or cloudiness.

3.1.2 *free water*—water in excess of that soluble in the fuel at the temperature of the test and appearing in the fuel as a haze or cloudiness, or as droplets.

3.1.3 *Micro-Separometer clear-and-bright (MSEP–C&B)*—a numerical rating indicating the presence and ease of removal of free water and particulate contamination by filtration.

3.1.4 *solid particulates*—small solid or semi-solid particles, sometimes referred to as silt or sediment, present in fuel as a result of contamination by air-blown dusts, corrosion by-products, fuel instability, or protective-coating deterioration.

4. Summary of Test Method

4.1 Visual inspection of the fuel sample for free water and particulate matter is performed immediately when the sample is taken. A glass container is used to view for water haze, and the fuel sample is swirled to create a vortex to detect the presence of particulate matter.

4.2 A numerical rating for free water is obtained by filtering a portion of the fuel sample at a programmed rate (50 mL/45 s) through a standard fiberglass coalescer/filter. A portion of the effluent is used to establish a reference (100) level by a light transmittance measurement. Another portion of the unprocessed (unfiltered) fuel sample is then compared to the 100 reference level. The results are reported on a 50 to 100 scale to the nearest whole number. A test can be performed in 5 to 10 min.

NOTE 1—The standard fiberglass coalescer/filter consists of a precision-machined aluminum housing containing fiber-glass material that has been selected to specific air flow characteristics. These criteria have a direct bearing on the test results.

5. Significance and Use

5.1 The test provides a field test to evaluate visually a fuel sample for particulate matter and free water similar to Test Method D 4176 plus a numerical rating for free water. High numerical ratings indicate that the fuel is relatively free of free water. The degree of water and particulate contamination can be measured using other methods such as Test Methods D 1744, D 2276, and D 2709.

[1] This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.14 on Stability and Cleanliness of Liquid FuelsStability and Cleanliness of Liquid Fuels.

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[2] 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.

[3] Withdrawn.

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

FIG. 1 Micro-Separometer Mark V Deluxe and Control Panel

5.2 The color of the sample does not affect the measurement. Limited laboratory evaluations of samples have determined the degree of free water can be rated in fuels with dark opaque color having a darker rating than five in Test Method D 1500.

6. Interferences

6.1 When a fuel is visually inspected at or below the cloud point temperature of the fuel, small amounts of solid wax particles can be confused with a water-induced haze or cloudiness.

6.2 The presence of free water or particulate can be obscured and missed during visual inspection of the fuel, if the ASTM color rating is greater than five.

7. Apparatus

7.1 *Micro-Separometer, Mark V Deluxe:*[4]

7.1.1 The Micro-Separometer is a completely portable and self contained unit capable of operating on an internal rechargeable battery pack or being connected to an ac power source using power cords that are furnished for various voltages. Connection to an ac power source provides power to the unit and effects battery recharge. The accessories as well as the expendable materials for six tests can be packed in the cover of the lockable case.

[4] A registered trademark of and available from EMCEE Electronics, Inc., 520 Cypress Ave., Venice, FL 34285.

7.1.2 The Micro-Separometer Mark V Deluxe model and the associated control panel is shown in Fig. 1. The emulsifier is on the right side of the raised panel and the syringe drive mechanism is on the left side. The control panel containing the operating controls is mounted on the fixed panel in the left side of the case.

7.1.3 All of the controls are located in a push-button array on the control panel. The push buttons illuminate when depressed, thus indicating operational status. A circuit breaker located on the control panel provides protection for the ac power circuit.

7.1.4 By depressing the *ON* push button, the electronic circuits are energized. The *ON* push button light pulses on and off when the instrument is being operated by an ac source and constantly remains on when the battery (dc) pack is used. The *A-G* lettered push buttons sequentially illuminate on and off indicating *ready*operational status.

NOTE 2—Of the lettered (*A-G*) push buttons, only the *C* push button is applicable to this test method.

7.1.5 The *RESET* push button can be depressed at any time to cancel the test in progress and restore the program to the initial start mode. The lettered push buttons commence to illuminate sequentially, thus indicating a *ready* operational status enabling test mode selection.

7.1.6 Test mode selection is accomplished by depressing the applicable lettered (*C*) push button. The depressed push button illuminates and the sequential illumination of the other lettered push buttons ceases. The *START* push button also illuminates and the syringe drive mechanism moves to the *UP* position.

7.1.7 The *START* push button, when depressed sequentially after depressing the *C* lettered push button, initiates the automatic program for the clear-and-bright test.

7.1.8 The turbidimeter is located under the main control panel and consists of a well in which the sample vial is placed, a light source, and a photocell. A mark on the panel in front of the turbidimeter well is used to align the sample vial.

7.1.9 By depressing the appropriate *ARROWED* push button, the displayed value on the meter can be increased/decreased, as required, to establish the 100 reference level for the vial of filtered fuel sample in the turbidimeter.

7.2 Accessory equipment and expendable materials needed to perform the test are shown in Fig. 2 and consist of the following:

7.2.1 *Syringe Plug (A)*—A plastic plug used to stopper the syringe.

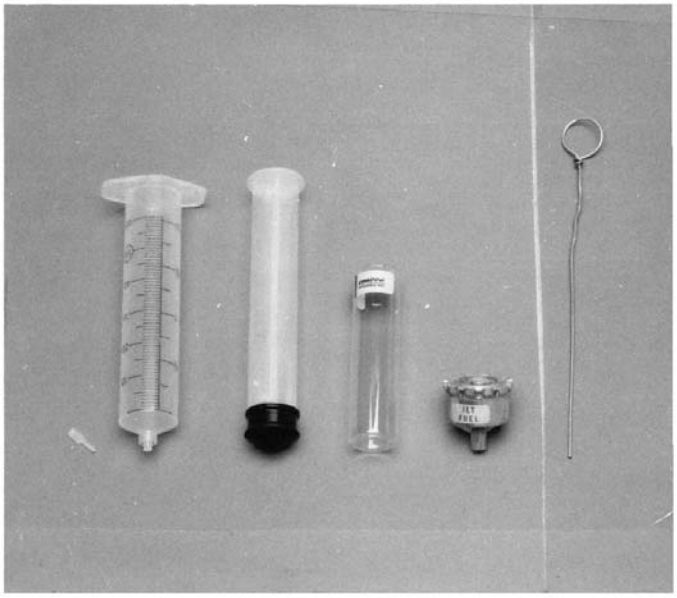
7.2.2 *Syringe Barrel (B) and Syringe Plunger (C)*—A disposable plastic syringe.

7.2.3 *Vials (D)*—25-mm outside diameter vial premarked for proper alignment in the turbidimeter.

7.2.4 *Alumicel Coalescer/Filter (E)*[4]—An expendable, precalibrated aluminum coalescer/filter cell with a tapered end to fit the syringe. It is labeled in blue background with black lettering:

Clear and Bright, Alumicel, D 4860

7.2.5 *Wire Aid (F)*—A piece of wire with a loop on one end, used to release the air trapped in the barrel of the syringe when the plunger is being inserted. A wire aid is supplied with each Micro-Separometer.



A B C D E F

FIG. 2 Test Supplies and Accessory

7.2.6 *Beaker*, catch pan or the plastic container supplied with each Micro-Separometer can be used to receive the waste fuel during the coalescence period of the test (not shown).

7.3 *New Syringe, Syringe Plug, Test Sample Vial, and Alumicel Coalescer/Filter*[4] are used in each test. These expendable materials are available in a kit containing supplies for six tests. This kit, termed Micro-Separometer Clear and Bright Six Pack,[4] is designed to fit inside the top lid of the Micro-Separometer.

7.4 *Sample Container*, cylindrical, wide-mouth, clear-glass, container capable of holding at least 900 mL of fuel. The minimum dimensions of the container shall be 100 mm in diameter with a height of 120 mm. The container shall have a lid to seal the contents.

8. Sampling

8.1 Sampling shall be consistent with the procedures of Practice D 4057. When practical, take the sample directly into the sample container; however, in some instances the sample can be transferred from the apparatus used to secure the sample to the sample container used in the test.

NOTE 3—Exercise care when transferring a sample from one container to another to ensure the test sample is representative of the fuel source.

8.2 Use the following procedure when the sample is drawn directly into the sample container from a sampling valve:

8.2.1 Be sure the sampling valve is free of loose solid contaminants. If rust or other loose encrustations are present, remove with a cloth; then flush the sampling valve before taking the actual sample.

8.2.2 Rinse a clean sample container thoroughly with the fuel being sampled.

8.2.3 Draw approximately 700 mL of fuel into the sample container (at least ¾ full) as rapidly as possible. Use a full flush rather than permitting the fuel sample to trickle out.