SLOVENSKI STANDARD
SIST EN ISO 21487:2013/oprA2:2015

01-april-2015

Mala plovila - Trajno vgrajeni rezervoarji za bencinsko in dizelsko gorivo (ISO 21487:2012/DAM 2:2015)

Small craft - Permanently installed petrol and diesel fuel tanks (ISO 21487:2012/DAM 2:2015)

Kleine Wasserfahrzeuge - Fest eingebaute Ottokraftstoff- und Dieselkraftstofftanks (ISO 21487:2012/DAM 2:2015)

Petits navires - Réservoirs à carburant à essence et diesel installés à demeure (ISO 21487:2012/DAM 2:2015)

Ta slovenski standard je istoveten z: **EN ISO 21487:2012/prA2**

ICS:

47.020.20	Ladijski motorji	Marine engines and propulsion systems
47.080	Čolni	Small craft

SIST EN ISO 21487:2013/oprA2:2015 **en,fr,de**

DRAFT INTERNATIONAL STANDARD

ISO/DIS 21487

ISO/TC **188**/SC **2** Secretariat: **SIS**

Voting begins on: **2015-01-29**

Voting terminates on: **2015-04-29**

Small craft — Permanently installed petrol and diesel fuel tanks

AMENDMENT 2

Petits navires — Réservoirs à carburant à essence et diesel installés à demeure

AMENDEMENT 2

ICS: 47.080

ISO/CEN PARALLEL PROCESSING

This draft has been developed within the International Organization for Standardization (ISO), and processed under the **ISO lead** mode of collaboration as defined in the Vienna Agreement.

This draft is hereby submitted to the ISO member bodies and to the CEN member bodies for a parallel five month enquiry.

Should this draft be accepted, a final draft, established on the basis of comments received, will be submitted to a parallel two-month approval vote in ISO and formal vote in CEN.

To expedite distribution, this document is circulated as received from the committee secretariat. ISO Central Secretariat work of editing and text composition will be undertaken at publication stage.

Reference number
ISO/DIS 21487:2014(E)

COPYRIGHT PROTECTED DOCUMENT

ISO copyright office
Case postale 56 • CH-1211 Geneva 20
Tel. + 41 22 749 01 11
Fax + 41 22 749 09 47
E-mail copyright@iso.org
Web www.iso.org

Published in Switzerland

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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

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

Amendment 2 to ISO 21487:2012 was prepared by Technical Committee ISO/TC 188, *Small craft* together with CEN/BT/WG 69, *Small craft*.

Small craft — Permanently installed petrol and diesel fuel tanks

AMENDMENT 2

Pages 4(end) and 5:

With the purpose of improvement of test sequence/understanding and allowing air to be used for leakage tests, replace Clause 7.2 with:

7.2 Hydraulic pressure test

WARNING — Do not to exceed the maximum static test pressure. Do not use solutions containing ammonia for testing.

7.2.1 Hydraulic pressure/strength type test

A tank representative of the tank series type, with all its accessories, shall be pressure type tested.

Prior to the test non-metal tanks shall filled with test liquid C in accordance with ISO 1817 or the fuel for which the tank is fabricated and stored for at least 28 days at an ambient temperature of ISO_21487_A2_(E)Figure 1.EPS °C. The hydraulic pressure test shall be performed immediately after emptying the test liquid out of the tank.

The pressure shall be gradually increased to the greater of:

— 20 kPa; or

— 1,5 times the highest hydrostatic pressure to which the tank may be subjected in service (maximum fill-up height above tank top).

This pressure shall be maintained for:

— 1 min for metal tanks;

— 60 min for thermoplastic and fibre reinforced plastic (FRP) tanks with inner coatings having a density ≥ 935 kg/m^3; and

— 5 h for thermoplastic and fibre reinforced plastic (FRP) tanks with inner coatings having a density < 935 kg/m^3.

During this time, the tank shell shall not crack or leak; however, it may be permanently deformed.

7.2.2 Leakage test

Each fuel tank identical to a type tested tank shall be internally leakage tested with a test pressure of 20 kPa. Air pressure may be used as an alternative to hydraulic pressure for this test.

The test pressure shall be applied for 5 min without pressure drop or rise. After the test, the test fuel tank shall not show any leakage when using a leak detection method other than the pressure-drop method.

WARNING — If air is used for this test care should be taken not to exceed a test pressure of 20 kPa.