



NSAI
Standards

Irish Standard
I.S. EN 15940:2016

Automotive fuels - Paraffinic diesel fuel from synthesis or hydrotreatment - Requirements and test methods

I.S. EN 15940:2016

Incorporating amendments/corrigenda/National Annexes issued since publication:

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I.S. xxx: Irish Standard — national specification based on the consensus of an expert panel and subject to public consultation.

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Údarás um Chaighdeáin Náisiúnta na hÉireann

National Foreword

I.S. EN 15940:2016 is the adopted Irish version of the European Document EN 15940:2016, Automotive fuels - Paraffinic diesel fuel from synthesis or hydrotreatment - Requirements and test methods

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EUROPEAN STANDARD

EN 15940

NORME EUROPÉENNE

EUROPÄISCHE NORM

June 2016

ICS 75.160.20

Supersedes CEN/TS 15940:2012

English Version

Automotive fuels - Paraffinic diesel fuel from synthesis or hydrotreatment - Requirements and test methods

Carburants pour automobiles - Gazoles paraffiniques
de synthèse ou obtenus par hydrotraitement -
Exigences et méthodes d'essais

Kraftstoffe für Kraftfahrzeuge - Paraffinischer
Dieselkraftstoff aus Synthese oder
Hydrierungsverfahren - Anforderungen und
Prüfverfahren

This European Standard was approved by CEN on 15 April 2016.

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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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EN 15940:2016 (E)**European foreword**

This document (EN 15940:2016) has been prepared by 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of an identical text or by endorsement, at the latest by December 2016, and conflicting national standards shall be withdrawn at the latest by December 2016.

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 CEN/TS 15940:2012.

Significant other technical changes between this document and CEN/TS 15940:2012 are:

- a) the limits for distillation at 250 °C and 350 °C are included in line with EN 590 and the EU Common Customs tariff for diesel fuel;
- b) EN ISO 3924, also known as simulated distillation, has been incorporated in Table 1 as an additional methodology to determine distillation characteristics;
- c) prEN 16906 (EN equivalent to DIN 51773, *Testing of liquid fuels — Determination of ignition quality (cetane number) of Diesel fuels with the BASF-engine*) has been studied and allowed as an additional methodology to determine cetane number;
- d) in order to allow fitness for purpose product and to align it with EN 590 product that has proven functionality in diesel engines, the arctic climate viscosity limits and the distillation recovery at 180 °C have been introduced in Table 3;
- e) in order to present all relevant requirements within the same fuel specification, the necessary climate dependent properties from EN 590 have been introduced in 5.7; this required reference of some additional test methods in Clause 2;
- f) further clarification on the oxidation stability requirement, as a result of recent changes in EN 15751, has been introduced;
- g) exclusion of special sampling procedures for clean paraffinic fuel as they apply to diesel fuel in general;
- h) to further underline the link with EN 590 that normative reference being stipulated without reference to a particular date of publication;
- i) introduction of an annex of the precision data for test methods where different from normal diesel fuel in following the CEN/TC 19 interlaboratory study [1];
- j) introduction of an annex covering a test procedure for aromatics content determination being developed as part of a second interlaboratory study funded by the EC on three different HPLC techniques;

- k) introduction of an annex on density – temperature corrections being developed as part of a CEN/TC 19 investigation led by Mr. H. Th. Feuerhelm of DIN-FAM.

In this document, all relevant characteristics, requirements and test methods are specified. These specifications are relevant for the driveability of the vehicles and are currently known to prevent harm to the vehicles and their powertrains. Climate dependent requirements of this document may vary according to national adoptions of EN 590 and EN 14214, but should be indicated by a specific National Annex.

Several assessments of test methods for paraffinic diesel fuel have been executed and the results thereof [1] led to conclusions regarding the applicability of each of the test methods as required in Clause 5. The conclusion of these assessments, partially funded by the European Commission, led to the possibility to upgrade the original Technical Specification into a full European Standard. Although it is its main actual use, the product is now no longer limited to captive fleet usage, but the scope defines the need to check the use of the product with the vehicle manufacturer. There are no EU legislative needs to limit the product to captive fleets. Such restriction is not for the specification but for the market to decide upon. Therefore, and in the light of the defined need to check the use of the product with the vehicle manufacturer, all restrictions towards captive fleet from the CEN/TS text have been deleted

This document is based on current knowledge at the time of publishing, but will require revision when the specification for either regular automotive diesel fuel, EN 590, or FAME, EN 14214, has been determined (revised) by CEN/TC 19 or based on further experiences with the use of paraffinic diesel fuel according to this document. Further background can be found in CEN/TR 16389 [2].

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, Former Yugoslav Republic of Macedonia, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, Switzerland, Turkey and the United Kingdom.

EN 15940:2016 (E)

Introduction

This document has been laid down to define a quality specification for diesel fuel on the basis of synthesis gas or of hydrotreated bio-oils or -fats. Its main use is as diesel fuel in dedicated diesel vehicle fleets and engines. Paraffinic diesel fuel does not meet the current diesel fuel specification, EN 590. The main differences between paraffinic diesel fuel and automotive diesel fuel are in the areas of density, sulfur, aromatics and cetane. Its density can be outside the regular diesel specification, and the described class A type fuel has a higher cetane number. Paraffinic diesel fuel is not validated for all vehicles, consult vehicle manufacturer before use.

Paraffinic diesel is a high quality, clean burning fuel with virtually no sulfur and aromatics. Paraffinic diesel fuel can be used in diesel engines (see NOTE 1 under Clause 1 and the last paragraph of Clause 4), also to reduce regulated emissions. In order to have the greatest possible emissions reduction, a specific calibration may be necessary. Paraffinic diesel fuel can also offer a meaningful contribution to the target of increased non-petroleum and/or renewable content in transportation fuel pool.

As some production processes result in a fuel containing *cyclo*-paraffins, as well as *n*-paraffins and *iso*-paraffins, they show different cetane number compared to other paraffinic diesel fuels. Hence, in this document, two classes have been defined, one class showing improved ignition quality compared to regular diesel fuel.

Blending of paraffinic diesel with biodiesel (FAME) is covered in this document. Against the background of the EU Renewable Energy Directive (RED, 2009/28/EC [3]) and also the latest developments regarding European regular diesel specification, there is now a pressing requirement to allow for FAME blend variations of those paraffinic fuels, which are not already classified as being from renewable resources.

As with CEN/TS 15940, this document allows for a paraffinic diesel specification other than the former CWA 15940, to “mirror” the current EN 590 diesel fuel quality specification. That is, allowing a blend variant of paraffinic diesel in the same way that CEN diesel quality specifications allow for refinery diesel up to 7 % (V/V) FAME blend percentage.

Paraffinic diesel may also be used as a blending component for automotive diesel fuel, but this is not in the scope of this document.

The document will be usable on a voluntary basis for engine clearance, fuel acceptance and fuelling station allowance, supporting both local regulations and international trade.

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