

ICS 75.160.20

English Version

Automotive fuels - Diesel - Requirements and test methods

Carburants pour automobiles - Carburants pour
moteur diesel (gazole) - Exigences et méthodes d'essai

Kraftstoffe für Kraftfahrzeuge - Dieseldieselmotoren -
Anforderungen und Prüfverfahren

This draft amendment is submitted to CEN members for unique acceptance procedure. It has been drawn up by the Technical Committee CEN/TC 19.

This draft amendment A1, if approved, will modify the European Standard EN 590:2013. If this draft becomes an amendment, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for inclusion of this amendment into the relevant national standard without any alteration.

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Recipients of this draft are invited to submit, with their comments, notification of any relevant patent rights of which they are aware and to provide supporting documentation.

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European foreword

This document (EN 590:2013/FprA1:2016) 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 document is currently submitted to the Unique Acceptance Procedure.

This document was originally prepared under a mandate given to CEN by the European Commission and the European Free Trade Association [5]. In addition to other standards, it is intended to be complementary to the regulatory measures contained in various EU Directives.

The following is a list of significant technical changes between this amendment and the previous edition:

- Requirements following amendment 2014/77/EU [12] are taken into account;
- Removal of references to the since 2014 obsolete legal limit of 6 mg/l MMT and alignment of that specific subclause with other fuel specifications;
- Inclusion of a revised version of EN 12662 and the revised FAME specification EN 14214:2012+A1:2014;
- Precising the wording for the allowance of other (bio)components;
- Reference to recently developed CEN Technical Reports on cold operability testing and on cold filterability issues;
- Inclusion of EN 16715 as a third possible derived cetane number (DCN) test;
- Adaptation of the lubricity requirement, as following the recent revision to the HFRR test method it is no longer appropriate to refer to the “corrected wear scar diameter (wsd 1.4) at 60°C” because the humidity correction factor has been eliminated;
- Updates towards other revised test method standards in general;
- Inclusion of reference to the work of CEN/TC 441 regarding pump marking in line with the requirements set by the new Directive 2014/94/EU [11].