

STN	Motorová nafta. Stanovenie mazivosti s využitím vysokofrekvenčného trecieho mechanizmu (HFRR). Časť 1: Skúšobná metóda (ISO 12156-1:2016).	STN EN ISO 12156-1 65 6132
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Diesel fuel - Assessment of lubricity using the high-frequency reciprocating rig (HFRR) - Part 1: Test method (ISO 12156-1:2016)

Táto norma obsahuje anglickú verziu európskej normy.
This standard includes the English version of the European Standard.

Táto norma bola oznámená vo Vestníku ÚNMS SR č. 08/16

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Diesel fuel - Assessment of lubricity using the high-frequency reciprocating rig (HFRR) - Part 1: Test method (ISO 12156-1:2016)

Carburant diesel - Évaluation du pouvoir lubrifiant au banc alternatif à haute fréquence (HFRR) - Partie 1: Méthode d'essai (ISO 12156-1:2016)

Dieselmotorkraftstoff - Methode zur Bestimmung der Schmierfähigkeit unter Verwendung eines Schwingungsverschleiß-Prüfgerätes (HFRR) - Teil 1: Prüfverfahren (ISO 12156-1:2016)

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European foreword

This document (EN ISO 12156-1:2016) has been prepared by Technical Committee ISO/TC 22 "Road vehicles" in collaboration 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.

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**Diesel fuel — Assessment of
lubricity using the high-frequency
reciprocating rig (HFRR) —**

**Part 1:
Test method**

*Carburant diesel — Évaluation du pouvoir lubrifiant au banc
alternatif à haute fréquence (HFRR) —*

Partie 1: Méthode d'essai



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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. www.iso.org/directives

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.

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 22, *Road vehicles*, Subcommittee SC 34, *Propulsion, powertrain and powertrain fluids*, in collaboration with Technical Committee ISO/TC 28, *Petroleum products and related products of synthetic or biological origin*.

This third edition cancels and replaces the second edition (ISO 12156-1:2006), which has been technically revised. Details of the major changes (additions, modifications and deletions) which affect the performance of the products or the technical requirements applicable to the products are provided for information in [Annex B](#).

ISO 12156 consists of the following parts, under the general title *Diesel fuel — Assessment of lubricity using the high-frequency reciprocating rig (HFRR)*:

- *Part 1: Test method*
- *Part 2: Limit*

For the purposes of user feedback and making future improvements to this part of ISO 12156, we encourage you to share your views. Please click on the link below to take part in the online survey.

<https://www.surveymonkey.com/r/12156-1>

Introduction

All diesel fuel injection equipment has some reliance on diesel fuel as a lubricant. Wear due to excessive friction resulting in shortened life of engine components, such as diesel fuel injection pumps and injectors, has sometimes been ascribed to lack of lubricity in the fuel.

The relationship of test results to diesel injection equipment component distress due to wear has been demonstrated for some fuel/hardware combinations where boundary lubrication is a factor in the operation of the component.¹⁾

Test results from fuels tested to this procedure have been found to correlate with many fuel/hardware combinations and provide an adequate prediction of the lubricating quality of the fuel. The correlation of biodiesel blends has been validated through 15 years of field experience and anecdotal data.

This part of ISO 12156 includes content and data, with permission of ASTM International, from ASTM Research Report RR:D02-1718^[3] that is cited in ASTM D6079^[1] and ASTM D7688.^[2]

1) NIKANJAM, Manuch, Teri CROSBY, Paul HENDERSON, Chris GRAY, Klaus MEYER, and Nick DAVENPORT, "ISO Diesel Fuel Round Robin Program," SAE Technical Paper No. 952372, 1995, ISSN 0148- 7191, doi: 10.4271/952372.

Diesel fuel — Assessment of lubricity using the high-frequency reciprocating rig (HFRR) —

Part 1: Test method

WARNING — Application of this part of ISO 12156 may involve the use of hazardous materials, operations and equipment. This part of ISO 12156 does not purport to address all of the safety problems associated with its use. It is the responsibility of the user of this part of ISO 12156 to establish appropriate safety and health practices, and determine the applicable regulatory limitations prior to use.

1 Scope

This part of ISO 12156 specifies a test method using the high-frequency reciprocating rig (HFRR), for assessing the lubricating property of diesel fuels, including those fuels which may contain a lubricity-enhancing additive. It defines two methods for measurement of the wear scar; Method “A” — Digital camera, and Method “B” — Visual observation.

This test method applies to fuels used in diesel engines.

NOTE It is not known if this test method will predict the performance of all additive/fuel combinations, including paraffinic fuels for which no additional correlation testing has been performed. Nevertheless, no data has been presented to suggest that such fuels are not within scope.

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 683-17, *Heat-treated steels, alloy steels and free-cutting steels — Part 17: Ball and roller bearing steels*

ISO 3170, *Petroleum liquids — Manual sampling*

ISO 3171, *Petroleum liquids — Automatic pipeline sampling*

ISO 3290-1, *Rolling bearings — Balls — Part 1: Steel balls*

ISO 4288, *Geometrical Product Specifications (GPS) — Surface texture: Profile method — Rules and procedures for the assessment of surface texture*

ISO 5272, *Toluene for industrial use — Specifications*

ISO 6507-1, *Metallic materials — Vickers hardness test — Part 1: Test method*

ISO 6508-1, *Metallic materials — Rockwell hardness test — Part 1: Test method*

ASTM D4306, *Practice for Aviation Fuel Sample Containers for Tests Affected by Trace Contamination*

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