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Responsible committee: PTI/2 Liquid Fuels

Interested committees:

Title: Draft BS EN 16709 Automotive fuels - High FAME diesel fuel (B20 and B30) - Requirements and test methods.

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- iii) requires additional national guidance or information

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Introduction

This draft standard is based on national and international discussions. Your comments on this draft are invited and will assist in the preparation of the consequent standard.

For international standards, comments will be reviewed by the relevant UK national committee before sending the consensus UK vote and comments to the international committee, which will then decide appropriate action. If the international standard is approved, it is usual for the text to be published as a British Standard.

For national standards, comments will be reviewed by the relevant UK national committee and the resulting standards published as a British Standard.

UK Vote

Please indicate whether you consider the UK should submit a negative (with supporting technical reasons) or positive vote on this draft. Please indicate if you are aware of any reason why this draft standard should not be published as a British Standard.

Submission of Comments

- **Annotated drafts are not acceptable and will be rejected.**
- All comments should be submitted online at <https://standardsdevelopment.bsigroup.com/>. You will need to register in order to comment.

Template for comments and secretariat observations

Date: xx/xx/20xx	Document: ISO/DIS xxxx
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1	2	(3)	4	5	(6)	7
MB	Clause No./ Subclause No./Annex (e.g. 3.1)	Paragraph/ Figure/Table/Note	Type of comment	Comment (justification for change) by the MB	Proposed change by the MB	Secretariat observations on each comment submitted
	3.1	Definition 1	ed	Definition is ambiguous and needs clarifying.	Amend to read '...so that the mains connector to which no connection...'	
	6.4	Paragraph 2	te	The use of the UV photometer as an alternative cannot be supported as serious problems have been encountered in its use in the UK.	Delete reference to UV photometer.	

English Version

Automotive fuels - High FAME diesel fuel (B20 and B30) - Requirements and test methods

Carburants pour automobiles - Carburant diesel à
haute teneur en EMAG (B20 et B30) - Exigences et
méthodes d'essai

Kraftstoffe - Dieselmischungen mit hohem
FAME-Anteil (B20 und B30) - Anforderungen und
Prüfverfahren

This draft European Standard is submitted to CEN members for second enquiry. It has been drawn up by the Technical Committee CEN/TC 19.

If this draft becomes a European Standard, CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

This draft European Standard was established by CEN 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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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.

Warning : This document is not a European Standard. It is distributed for review and comments. It is subject to change without notice and shall not be referred to as a European Standard.



EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

CEN-CENELEC Management Centre: Rue de la Science 23, B-1040 Brussels

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European foreword

This document (prEN 16709:2023) 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 CEN Second Enquiry.

This document will supersede EN 16709:2015+A1:2018.

Significant technical changes between this document and the previous edition are:

- Update to the normative references towards undated versions where they don't concern requirements originating from European Directives (in line with decisions by CEN/TC 19 in coordination with the European Commission), and updating the effective publication dates were required.
- Inclusion of the amended EN 14214 FAME specification.
- Deletion of the Fuel Ignition Tester (EN 16144) as an alternative test method for cetane number determination due to its absence of use in the market. Whereas the ICN technique (EN 17155) has now been included as alternative methods for cetane number determination,
- Addition of micro-distillation (EN 17306) as an alternative test method to distillation by EN ISO 3405 and EN ISO 3924.
- Addition of automated method (EN ISO 22995) as an alternative test method to cloud point by EN ISO 3015.
- Addition of the Stabinger viscometer (ISO 23581) as an alternative test method to viscosity by EN ISO 3104.
- Addition of oxidation stability by rapid small scale oxidation method (EN 16091) as an alternative test method to oxidation stability by EN 15751.
- Updating of the Clause on Pump marking to harmonize it with other CEN/TC 19 specification standards.
- Update to the “workmanship clause” in 7.5.2 to address the issue of abrasive wear of fuel injection equipment by hard particles in diesel fuel.
- Clarification of the dispute requirement concerning sulfur content in 7.7.3.
- Deletion of the allowance for cetane number alternative methods in 7.7.4.
- Addition of 7.7.10 to address situations in which the test method includes a bias-correction to the dispute method.
- Deletion of the A-deviation for Belgium and inclusion of an A-deviation for Germany, following changes of respective national legislations.

Introduction

This document specifies two fuel grades in the range of (14 – 20) % (V/V) and (24 – 30) % (V/V) of fatty acid methyl ester (FAME) in diesel fuel to be used in captive fleet application for designated vehicles¹, as it is not suitable for all vehicles.

Requirements following amendment 2003/17/EC [2], 2009/30/EC [3], 2011/63/EU [4] and 2014/77/EU [12] to the European Fuels Quality Directive 98/70/EC [1], are taken into account. Dates are included for normative test method references in order to comply with the requirements of the European Commission; with the accompanying assurance by CEN/TC 19 that any referenced updated versions will always give at least the same accuracy and at least the same level of precision (see [4]).

The marking at the pump of this product is in line with the requirements of the Fuels Quality Directive and the Alternative Fuels Infrastructure Directive [11].

Information on the development of this fuel specification can be found in CEN/TR 16557 [5].

¹ In the sense that they are compatible with the product.