

Fuel oils for non-marine use —

**Part 2: Specification for fuel oil for
agricultural and industrial engines and
burners (classes A2, C1, C2, D, E, F, G
and H)**

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Committees responsible for this British Standard

The preparation of this British Standard was entrusted by the Petroleum Standards Committee (PTC/-) to Technical Committee PTC/2, upon which the following bodies were represented:

- British Coal Corporation
- British Combustion Equipment Manufacturers' Association
- British Railways Board
- Chemical Industries Association
- Chief and Assistant Chief Fire Officers' Association
- Department of Energy (Oil Division)
- Department of Health and Social Security
- Department of Transport (Highways)
- Department of Transport (Marine Directorate)
- Department of Transport (Vehicle Standards and Engineering)
- Electricity Supply Industry in England and Wales
- Federation of Petroleum Suppliers
- Freight Transport Association
- General Council of British Shipping
- Institute of Petroleum
- Institute of Road Transport Engineers (Incorporated)
- Institute of Trading Standards Administration
- London Regional Transport
- Ministry of Defence
- National Farmers' Union
- Oil Appliances Manufacturers' Association
- Road Haulage Association Ltd.
- Society of Motor Manufacturers and Traders Limited
- United Kingdom Petroleum Industry Association Ltd.

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Foreword

This Part of BS 2869 has been prepared under the direction of the Petroleum Standards Committee. BS 2869 was first published as a combination of earlier standards in 1957, and subsequent revisions took place in 1967, 1970 and 1983. Since 1983 subsequent amendments have been published. The present revision has been undertaken to incorporate these amendments and introduce further changes.

The European Committee for Standardization (CEN) has been advised by the Commission of the European Communities that it is likely to mandate CEN to prepare a European Standard (EN) specification for automotive diesel fuel. The opportunity of this revision has therefore been used to split the standard into two Parts as follows:

- *Part 1: Specification for automotive diesel fuel (class A1);*
- *Part 2: Specification for fuel oil for agricultural and industrial engines and burners (classes A2, C1, C2, D, E, F, G and H).*

This change will facilitate the eventual implementation of any resulting EN. The two Parts supersede BS 2869:1983, which is withdrawn.

The determination of cold filter plugging point was substituted by amendment in the 1970 edition for the determination of cloud point to define the low temperature characteristics of classes A1, A2 and D fuels, and it has been retained in this revision. However, following consideration of meteorological data updated to 1985, the limit values for cold filter plugging point of class A2 and class D fuels were amended in 1986 (Amendment No. 2) to provide for greater protection in cold weather conditions. In Part 1 of BS 2869 this limit value has also been lowered for class A1 fuel.

Amendment No. 2 also introduced a change in the reference temperature for the determination of kinematic viscosity from 80 °C to 100 °C in line with the decision of ISO/TC 28 of the International Organization for Standardization (ISO) to adopt this temperature. The limits for the kinematic viscosity of burner fuel classes E to H were amended to technically equivalent values.

In this revision the calculation of specific energy has been replaced by revised equations published by ISO in ISO 8217:1987, and Figure 3 and Figure 4 are identical with figures in ISO 8217. In respect of these figures it should be noted that a comma has been used as the decimal marker, unlike British Standards, in which it is current practice to use a full point on the baseline as the decimal marker.

It is recognized that there are some applications where, for technical or other reasons, limits different from those in this standard or additional requirements may be necessary. This standard does not cover such special applications, which are matters for arrangement between the purchaser and the vendor.

EEC Directive 75/716/EEC¹⁾ restricts the sulphur content of two types of gas oil, designated A and B. These designations are not equivalent to, and should not be confused with, the designations assigned to classes of fuel oils in BS 2869. Fuel oils complying with classes A1, A2 and D of BS 2869 are considered to be subject to the provisions of the Directive.

The 1987 amendment (87/219/EEC) to the EEC Directive will introduce by 1 January 1989 a change in the method for determination of the sulphur content of gas oils from EN 41 (with which BS 5379 is identical) to IP (Institute of Petroleum) 336. This change in relation to classes A1, A2 and D fuels has been introduced with immediate effect for non-statutory purposes pending the publication of an amendment to the Statutory Instruments (see the footnote to Table 1 and Table 2).

¹⁾ Council Directive (75/716/EEC of the European Economic Community) on the approximation of the laws of Member States relating to the sulphur content of certain liquid fuels.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

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Summary of pages

This document comprises a front cover, an inside front cover, pages i to iv, pages 1 to 12, an inside back cover and a back cover.

This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.

