



BSI Standards Publication

Centrifuges — Marine fuel centrifuges — Determination of particle separation performance and certified flow rate (CFR) under defined test conditions

National foreword

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The UK participation in its preparation was entrusted to Technical Committee PTI/2/-/4, Marine fuels.

A list of organizations represented on this committee can be obtained on request to its committee manager.

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English Version

Centrifuges - Marine fuel centrifuges - Determination of particle separation performance and certified flow rate (CFR) under defined test conditions

Centrifugeuses - Centrifugeuses à combustible pour la marine - Détermination des performances de séparation des particules et du débit certifié (CFR) dans des conditions d'essai définies

Zentrifugen - Zentrifugen für Schiffskraftstoffe - Bestimmung der Partikelabscheideleistung und der zertifizierten Durchflussrate (CFR) unter definierten Testbedingungen

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European foreword

This document (EN 17763:2022) has been prepared by Technical Committee CEN/TC 313 “Centrifuges”, the secretariat of which is held by SIS.

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of an identical text or by endorsement, at the latest by April 2023, and conflicting national standards shall be withdrawn at the latest by April 2023.

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Introduction

In general, diesel engines for propulsion of ships burn marine residual fuels. Marine residual fuels contain the residue remaining after lighter fractions have been extracted from the crude oil during various processes in the oil refinery. They are a blend of this heavy fraction to which other refinery stream products are added to obtain the desired viscosity grade. Marine residual fuel oils contain elements inherent to the product itself but they also contain some contaminants, which either are due to an external contamination or enter into the fuel at the refinery during production, such as catalyst fines which are small fragments of a catalyst, used in the catalytic cracking stage in order to cut long molecule chains into smaller molecule chains. The catalyst fines are extremely hard and abrasive, and, if not removed from marine residual fuel, can damage diesel engines with severe economic and, in extreme cases, safety consequences. The normal way of removing catalyst fines and other contaminants from marine residual fuel is by centrifugal separation.

It is important that all fuels are centrifuged efficiently to minimize the level of contaminants, including catalyst fines.

In bunkered oil the maximum content of catalyst fines, expressed as the total content of Aluminium and Silicon, is 60 mg/kg according to ISO 8217. Engine builders expect the level of catalyst fines to be reduced to below 10 mg/kg, only reaching to 15 mg/kg for short amounts of time in the fuel entering the engine. As the level of catalyst fines in the bunkered fuel is lowered, the engine builders expect a related reduction in the amount of catalyst fines in the fuel entering the engine.

For many years there has been a demand from engine builders, ship builders, ship owners and classification societies for reliable performance criteria for the centrifuges' ability to remove abrasive particles from marine residual fuels. The purpose of this document is to meet this demand by specifying a repeatable method to determine separation performance with specific test particles in specific test oil.

1 Scope

This document specifies the procedure for the determination of the certified flow rate (CFR), a performance parameter for centrifuges, at specific fuel oil viscosities using a defined test oil and a defined test procedure.

This document is applicable to marine fuel centrifuges.

All values reported as CFR capacities are verified measured values on a defined CFR test bench.

Separation efficiency is determined by a defined particle counting method.

Scaling based on Stoke's law and disc stack design is excluded from this document.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

EN ISO 3104, *Petroleum products - Transparent and opaque liquids - Determination of kinematic viscosity and calculation of dynamic viscosity (ISO 3104)*

EN ISO 3675, *Crude petroleum and liquid petroleum products - Laboratory determination of density - Hydrometer method (ISO 3675)*

EN ISO 3838, *Crude petroleum and liquid or solid petroleum products - Determination of density or relative density - Capillary-stoppered pyknometer and graduated bicapillary pyknometer methods (ISO 3838)*

EN 60751, *Industrial platinum resistance thermometers and platinum temperature sensors*

EN ISO 12185, *Crude petroleum and petroleum products - Determination of density - Oscillating U-tube method (ISO 12185)*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

ISO and IEC maintain terminological databases for use in standardization at the following addresses:

- IEC Electropedia: available at <https://www.electropedia.org/>
- ISO Online browsing platform: available at <https://www.iso.org/obp>

3.1

separation efficiency

measure of a centrifuge's capability to remove test specific contaminants

Note 1 to entry: The separation efficiency, η , is calculated as follows:

$$\eta = 100 \cdot (1 - C_{\text{out}}/C_{\text{in}}) \quad (1)$$

where

η	is separation efficiency in %;
C_{out}	is number of the test specific particles in cleaned test oil;
C_{in}	is number of the test specific particles in test oil before centrifuge.

3.2 certified flow rate CFR

rate of flow under defined conditions

Note 1 to entry: Certified flow rate is determined at a certain time after sludge discharge, at which the separation efficiency of the centrifuge is 85 %, using a specific test oil and specific test particles under specific test conditions. The certified flow rate is expressed in l/h.

3.3 density difference

difference of density between particles and oil

Note 1 to entry: Where the difference of density deviates from the nominal values, correction for the deviation shall be made according to 6.3.

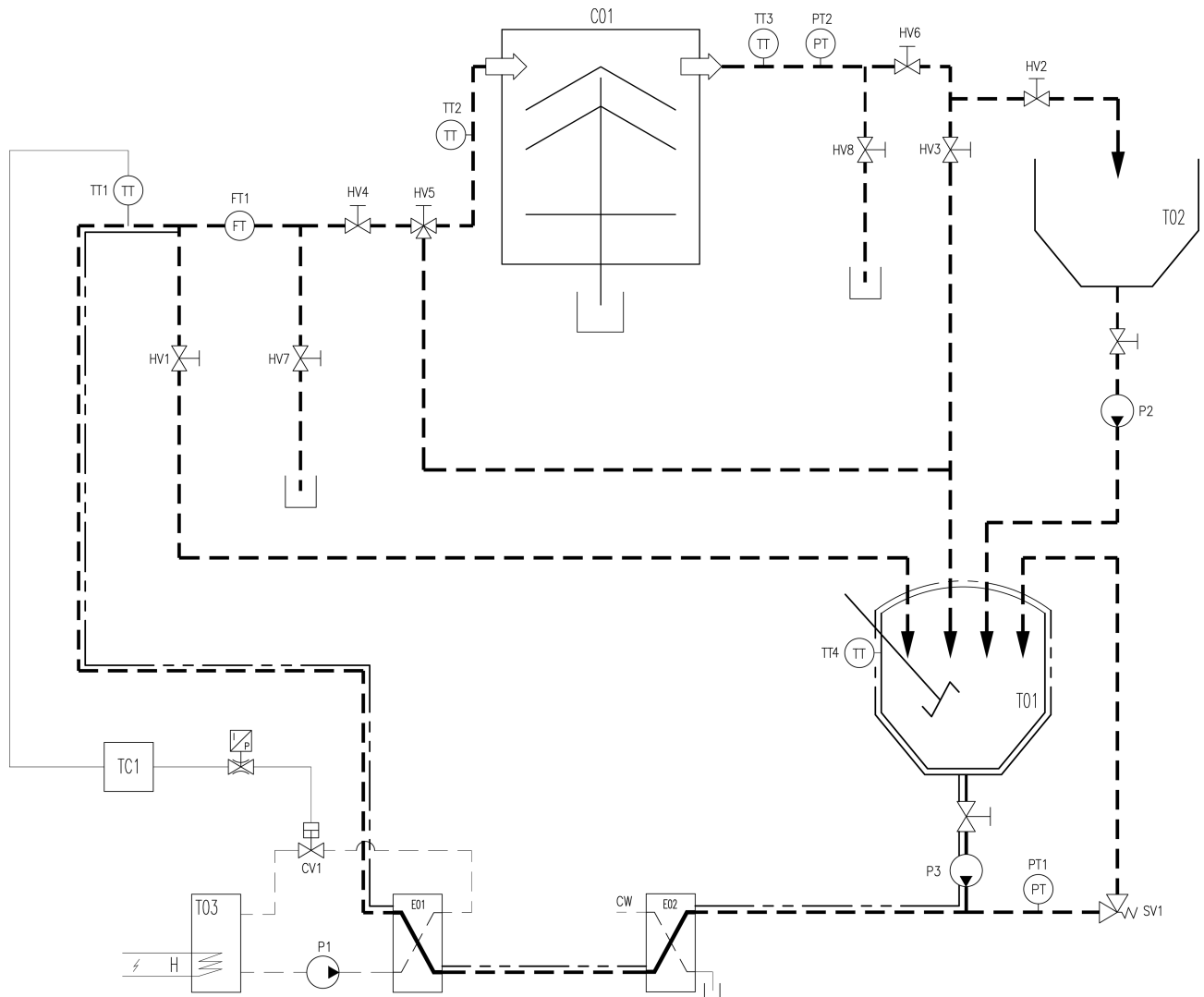
4 Test arrangements

4.1 Test equipment

The test rig shall be arranged according to Figure 1.

The below listed equipment in Figure 1 is subject to the following requirements:

- a) system tank/mixing tank (T01) with stirrer shall be of sufficient size for the test run without refilling;
- b) reception tank (T02) shall be of sufficient size to match the test run;
- c) hot water pump (P01) shall be of centrifugal type;
- d) system pump/circulation pump (P3) shall be of adjustable screw pump type;
- e) temperature controller (TC1) shall be of PID type;
- f) temperature transmitter and sensor (TT1) shall be class B according to EN 60751;
- g) temperature transmitter and sensor (TT2) shall be class AA according to EN 60751;
- h) temperature transmitter and sensor (TT3) shall be class B according to EN 60751;
- i) temperature transmitter and sensor (TT4) shall be class B according to EN 60751;
- j) pressure transmitter (PT1) shall have an accuracy of $\pm 0,1$ bar;
- k) pressure transmitter (PT2) shall have an accuracy of $\pm 0,1$ bar;
- l) flow transmitter (FT1) shall be of screw type and shall have an accuracy of ± 1 % of the measured flow;
- m) oil pipe (B) shall be insulated.



A — —
 B — —
 C — —

Key

T01	system tank/mixing tank with stirrer
T02	reception tank
T03	hot water tank
E01	heat exchanger for heating
E02	heat exchanger for cooling
P1	hot water pump
P2	regeneration pump
P3	system pump/circulation pump
C01	centrifuge
SV1	safety relief valve
CV1	control valve
I/P	I/P converter
TC1	temperature controller
TT	temperature transmitter

TT1	temperature transmitter and sensor
TT2	temperature transmitter and sensor
TT3	temperature transmitter and sensor
TT4	temperature transmitter and sensor
PT	pressure transmitter
PT1	pressure transmitter
PT2	pressure transmitter
FT	flow transmitter
FT1	flow transmitter
H	heating coil
CW	cold water
HV1	regulating valve
HV2	stop valve
HV3	stop valve
HV4	regulating valve
HV5	3-way valve
HV6	regulating valve
HV7	sample valve
HV8	sample valve
A	oil pipe
B	oil pipe, insulated

Figure 1 — Test rig

4.2 Test media

4.2.1 Test oil specification

The test oil shall be an automotive lube oil of type PAO 6.

NOTE PAO 6 is a polyalphaolefin oil used as a base for synthetic lubricating oils.

4.2.2 Test oil kinematic viscosity

The kinematic viscosity of the test oil shall be measured according to EN ISO 3104. The kinematic viscosity shall be expressed as:

$$\nu = 10^{10A/T^B + C} \quad (2)$$

where

- ν the kinematic viscosity in mm²/s;
- T is the temperature in Kelvin (K);
- A , B and C are constants related to the actual test oil.

The formula shall be used with three accurately measured values of temperature and corresponding viscosities for finding A , B and C . The chosen temperatures should for practical reasons be one at each end of a measuring range of about 20 °C to 60 °C, and one in between. The formula shall then be used again for determining the two correct temperatures for the desired viscosities (see 5.1) for the tests. The