
**Diesel engines — Cleanliness
assessment of fuel injection
equipment**

*Moteurs diesels — Évaluation de propreté pour équipement
d'injection de combustible*



This document is a preview generated by EKO



COPYRIGHT PROTECTED DOCUMENT

© ISO 2021

All rights reserved. Unless otherwise specified, or required in the context of its implementation, no part of this publication may be reproduced or utilized otherwise in any form or by any means, electronic or mechanical, including photocopying, or posting on the internet or an intranet, without prior written permission. Permission can be requested from either ISO at the address below or ISO's member body in the country of the requester.

ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

Published in Switzerland

Contents

	Page
Foreword	v
Introduction	vi
1 Scope	1
2 Normative references	1
3 Terms and definitions	1
4 Test apparatus	2
4.1 Pressure source	2
4.1.1 Fuel injection pump test bench	2
4.1.2 Hand-lever-operated testing and setting apparatus	2
4.1.3 High-pressure pulsating flow rig	2
4.1.4 Verification low-pressure pump	2
4.1.5 Verification high-pressure delivery pump	3
4.1.6 Pressure vessel	3
4.1.7 Flushing pump	3
4.2 Verification high-pressure pipe assembly	3
4.3 Verification test injector	3
4.4 Collecting vessel	3
4.5 Verification rail	3
4.6 Equipment for contamination measurement	3
4.6.1 Gravimetric analysis apparatus	4
4.6.2 Microscopic analysis apparatus	5
4.7 Test fluid	5
4.7.1 Calibration fluid	5
4.7.2 Solvent, aliphatic hydrocarbon	5
4.7.3 Water, de-mineralised	6
4.8 Clean-up filter	6
4.9 Pressure gauge	6
5 Procedure	6
5.1 General	6
5.2 High-pressure supply pumps (common rail fuel injection system)	7
5.2.1 General	7
5.2.2 Dynamic test with the test pump running	7
5.2.3 Flushing test at low speed with the test pump running by hand	8
5.3 Unit injectors	8
5.3.1 General	8
5.3.2 Equipment set up and verification of cleanliness	8
5.3.3 Test procedure	9
5.4 Fuel injection pumps	9
5.4.1 General	9
5.4.2 Equipment set up and verification of cleanliness	9
5.4.3 Test procedure	9
5.5 CR fuel injectors	10
5.5.1 General	10
5.5.2 Dynamic test	10
5.5.3 Continuous high-pressure flow test	11
5.6 Fuel injectors (nozzle holder assemblies)	12
5.6.1 General	12
5.6.2 Dynamic test	12
5.6.3 Syringe test (washing out injectors)	12
5.7 High-pressure fuel injection pipes	13
5.7.1 General	13
5.7.2 Dynamic test	13

5.7.3	High-pressure flushing test.....	14
5.7.4	Syringe (solvent dispenser) or hand flush test.....	14
5.8	Rails.....	15
5.8.1	General.....	15
5.8.2	Pressure vessel flushing test.....	15
5.8.3	Low-pressure flushing test.....	16
5.8.4	Syringe or hand flush test.....	18
5.9	Low-pressure systems.....	18
5.9.1	General.....	18
5.9.2	Equipment set up and verification of cleanliness	18
5.9.3	Test procedure.....	19
6	Sample analysis.....	19
6.1	General.....	19
6.2	Gravimetric analysis.....	19
6.3	Particle size distribution	19
7	Reporting of the inspection results.....	20
8	Designation of cleanliness requirements.....	20
Annex A	(normative) Typical test equipment for measuring fuel injection equipment cleanliness.....	21
Annex B	(normative) Rail low-pressure flushing test.....	27
Annex C	(normative) Procedure for verifying test equipment initial cleanliness.....	29
Annex D	(normative) Determination of flushing parameters for rail pressure vessel flushing test.....	32
Annex E	(informative) Comparison of CCC (component cleanliness code, ISO 16232) to FIECC (fuel injection equipment cleanliness code, ISO 12345:2013)	34
Bibliography	36

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 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC22, *Road vehicles*, Subcommittee SC 34, *Propulsion, powertrain and powertrain fluids*.

This third edition cancels and replaces the second edition (ISO 12345:2013), which has been technically revised.

The main changes compared to the previous edition are as follows:

- the reporting of the inspection results ([Clause 7](#)) changed from FIECC (fuel injection equipment cleanliness code, as in ISO 12345:2013) to CCC (component cleanliness code, as in ISO 16232).

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

Modern fuel injection systems contain many closely controlled clearances and rely on the fuel-flowing characteristics of small orifices; thus they require the close control of sources of contamination in order to maintain the operational performance demanded of them throughout their design life. To this end, such systems are designed with integral fuel-filtration equipment, which reduces the amount of potentially damaging debris that could enter the system from external sources.

However, contamination of the fuel injection system can also occur internally, from system use or wear, from equipment servicing, or as a result of the original supplier's manufacturing and assembly processes. The focus of this document is on the latter source of contamination, and is thus concerned with the assessment of the cleanliness of the fuel injection equipment as originally supplied to the engine manufacturer.

Fuel injection systems comprise a number of components. Traditional systems contain low-pressure elements (fuel tank, pipe work, filters, lift pump, etc.), a fuel injection pump, high-pressure pipes and fuel injectors, located within the engine cylinder head.

During the preparation of this document, the importance of care in the handling and measurement of contamination samples was clearly recognized. Moreover, the low levels of contaminant with fuel injection equipment make this a particularly difficult task. For this document to be used meaningfully - as an indicator of component cleanliness and a driver towards higher-quality standards - extreme attention to detail is recommended for the user. Therefore, verification requirements for the used test equipment are emphasized in detail.

It is not always clear what level and type of cleanliness would be beneficial for improved performance and life on a cost-effective basis. The actual quantitative levels can only be set in relation to other parameters, agreed between the manufacturer, supplier and user. This document provides a set of procedures for evaluating the cleanliness of fuel-injection equipment and a framework for a common measurement and reporting.

Diesel engines — Cleanliness assessment of fuel injection equipment

1 Scope

This document specifies cleanliness assessment procedures for evaluating the amount of debris found within the clean side of diesel fuel injection assemblies, which could lead to a reduction in the system's operational effectiveness.

While other International Standards, e.g. ISO 16232, relate to cleanliness of components used in road vehicle fluid circuits, this document is focused on diesel fuel injection assemblies as supplied to diesel engine manufacturers or the service market.

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.

ISO 4008-1, *Road vehicles — Fuel injection pump testing — Part 1: Dynamic conditions*

ISO 4113, *Road vehicles — Calibration fluids for diesel injection equipment*

ISO 4788, *Laboratory glassware — Graduated measuring cylinders*

ISO 7440-1, *Road vehicles — Fuel injection equipment testing — Part 1: Calibrating nozzle and holder assemblies*

ISO 8535-1, *Diesel engines — Steel tubes for high-pressure fuel injection pipes — Part 1: Requirements for seamless cold-drawn single-wall tubes*

ISO 8984-1, *Diesel engines — Testing of fuel injectors — Part 1: Hand-lever-operated testing and setting apparatus*

ISO 14644-1, *Cleanrooms and associated controlled environments — Part 1: Classification of air cleanliness by particle concentration*

ISO 16232:2018, *Road vehicles — Cleanliness of components and systems*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 16232 and the following apply.

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

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