
**Road vehicles — Cleanliness of
components of fluid circuits —**

**Part 6:
Particle mass determination by
gravimetric analysis**

*Véhicules routiers — Propreté des composants des circuits de fluide —
Partie 6: Détermination de la masse de particules par analyse
gravimétrique*



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Published in Switzerland

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

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.

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.

ISO 16232-6 was prepared by Technical Committee ISO/TC 22, *Road vehicles*, Subcommittee SC 5, *Engine tests*.

ISO 16232 consists of the following parts, under the general title *Road vehicles — Cleanliness of components of fluid circuits*:

- *Part 1: Vocabulary*
- *Part 2: Method of extraction of contaminants by agitation*
- *Part 3: Method of extraction of contaminants by pressure rinsing*
- *Part 4: Method of extraction of contaminants by ultrasonic techniques*
- *Part 5: Method of extraction of contaminants on functional test benches*
- *Part 6: Particle mass determination by gravimetric analysis*
- *Part 7: Particle sizing and counting by microscopic analysis*
- *Part 8: Particle nature determination by microscopic analysis*
- *Part 9: Particle sizing and counting by automatic light extinction particle counter*
- *Part 10: Expression of results*

Introduction

The presence of particulate contamination in a fluid system is acknowledged to be a major factor governing the life and reliability of that system. The presence of particles residual from the manufacturing and assembly processes will cause a substantial increase in the wear rates of the system during the initial run-up and early life, and may even cause catastrophic failures.

In order to achieve reliable performance of components and systems, control over the amount of particles introduced during the build phase is necessary, and measurement of particulate contaminants is the basis of control.

The ISO 16232 series has been drafted to fulfil the requirements of the automotive industry, since the function and performance of modern automotive fluid components and systems are sensitive to the presence of a single or a few critically sized particles. Consequently, ISO 16232 requires the analysis of the total volume of extraction liquid and of all contaminants collected using an approved extraction method.

The ISO 16232 series has been based on existing ISO International Standards such as those developed by ISO/TC 131/SC 6. These International Standards have been extended, modified and new ones have been developed to produce a comprehensive suite of International Standards to measure and report the cleanliness levels of parts and components fitted to automotive fluid circuits.

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Road vehicles — Cleanliness of components of fluid circuits —

Part 6:

Particle mass determination by gravimetric analysis

1 Scope

The purpose of this part of ISO 16232 is to determine the mass of particulate contamination by gravimetric analysis. Contaminants are separated from the extraction liquid by filtration. It applies to automotive components in contact with a fluid.

Unless otherwise specified, this part of ISO 16232 deals with particulate cleanliness only. It does not, therefore, cover appearance defects or contamination by liquid or gaseous materials. It covers the amount of residual particulate contaminants resulting from manufacturing processes and from the environment.

2 Normative references

The following referenced documents are indispensable for the application 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 16232-1, *Road vehicles — Cleanliness of components of fluid circuits — Part 1: Vocabulary*

ISO 16232-2, *Road vehicles — Cleanliness of components of fluid circuits — Part 2: Method of extraction of contaminants by agitation*

ISO 16232-3, *Road vehicles — Cleanliness of components of fluid circuits — Part 3: Method of extraction of contaminants by pressure rinsing*

ISO 16232-4, *Road vehicles — Cleanliness of components of fluid circuits — Part 4: Method of extraction of contaminants by ultrasonic techniques*

ISO 16232-5, *Road vehicles — Cleanliness of components of fluid circuits — Part 5: Method of extraction of contaminants on functional test bench*

ISO 16232-10, *Road vehicles — Cleanliness of components of fluid circuits — Part 10: Expression of results*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 16232-1 apply.

4 Principles

The total amount of extraction liquid used in extracting particulate contaminants from components in ISO 16232-2, ISO 16232-3, ISO 16232-4 or ISO 16232-5 is filtered under either vacuum or pressure through one or more membrane filters. The number of filters is dependent on the mass of extracted contaminants. The mass difference in the membrane filter before and after the test is used to determine the mass of contaminants in the component.