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# **Fuel Oil Compatibility & Diesel Performance**

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## Fuel Oil Compatibility Test



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## **Petroleum products — Fuels (class F) — Considerations for fuel suppliers and users regarding marine fuel quality in view of the implementation of maximum 0,50 % sulfur in 2020**

### **6 Compatibility**

Fuel blend formulations are expected to vary widely across the regions. Suppliers cannot guarantee the compatibility between different fuels of which one or both contain a residual component. Managing such fuels on board the ship relies on the competence of the fuel purchaser and the ship's crew. Ship operators should aim to minimize commingling of fuel to prevent fuel incompatibility issues. Applying full segregation between fuels is the preferred option but it is recognized that some degree of commingling on board the ship might not be possible to avoid, e.g. when switching between fuels.

Ship operators, as they do today, should consider the risk of incompatibility when using consecutive fuels from different ports and regions and are encouraged to continue to evaluate their segregation policy and the means to determine the compatibility between fuels on board and from on shore (see [Annex C](#)).

# Sulphur Cap 2020 – Stability / Compatibility Issues

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How can you prepare your ships for incompatibility / stability problems

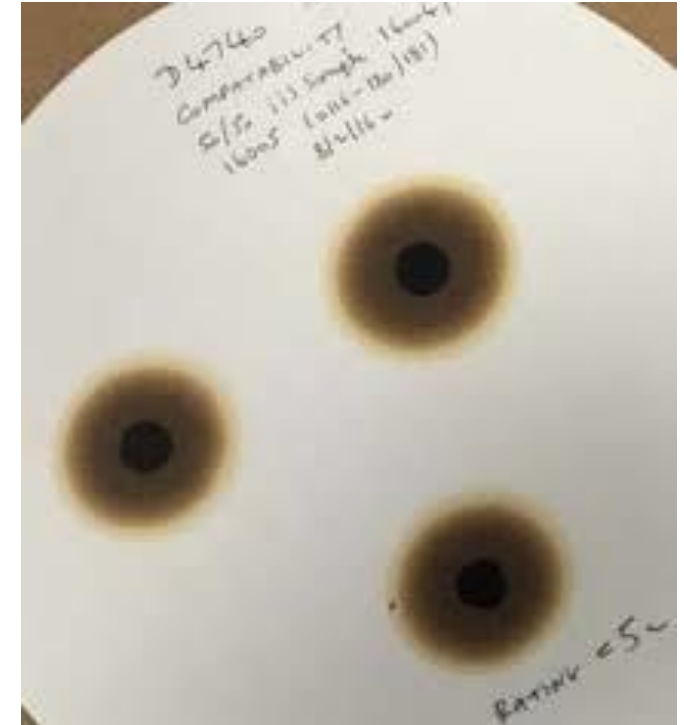
- You will not be able to avoid mixing of fuels (switch over / remaining sump ...)
- You will need to test onsite to be aware of the problem.
- It will be practically impossible to test before bunkering fuel.



# Sulphur Cap 2020 – Stability / Compatibility Issues

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- Only one test for onsite use according ASTM
- If this is followed accurately results are reliable and comparable.
- Be aware of test devices not following ASTM
- CMT test is does comply and not just correlate with ASTM



# Sulphur Cap 2020 – Stability / Compatibility Issues

- Heating oven
- Container in required size
- Guided step by step procedure.
- Timer included

