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# Red Diesel fuel specifications alert

The CPA has issued an alert on fuel specifications for mobile and static plant powered by gas oil (red diesel) engines following feedback from owners and manufacturers. The alert advises owners and users of potential problems if the incorrect specification of fuel is used, particularly machines fitted with EU Stage V engines, where it is essential that the correct fuel is used.

Manufacturers have reported cases of fuel filters blocking where incorrect specification fuels are used, resulting in possible damage to the fuel and after treatment systems, with the results being potentially extremely expensive.

There are currently four specifications of diesel fuel commercially available in the UK:

- a. White road diesel to BS EN 590+A1:2017 - with a sulphur content of less than 10mg per kg of fuel (10ppm).
- b. Red diesel (Gas Oil) to BS EN 590+A1:2017 - with a sulphur content of less than 10mg per kg of fuel (10ppm).
- c. Red diesel (Gas Oil) to British Standard BS 2869 Class A2 - with a sulphur content of less than 10mg per kg of fuel (10ppm).
- d. Red diesel (Gas Oil) to British Standard BS 2869 Class D - with a sulphur content of 1000mg per kg of fuel (1000ppm).

In 2011, it became a requirement that all fuel used in non-road mobile

machinery must comply with EU Ultra Low Sulphur Diesel regulations and contain no more than 10mg of sulphur per kg of fuel. Since white road diesel was already compliant, it is often believed that the specifications for red and white diesel have since been identical. This however is not the case.

There are two recognised standards of red diesel currently in use:

- BS 2869 Class A2
- BS 2689 Class D

Class A2 has a maximum sulphur content of 10ppm and is used for excepted vehicles, while Class D has a sulphur content of 1000 ppm and can only be used for heating or static generators. An 'excepted vehicle' is one listed in Schedule 1 of the Hydrocarbon Oil Duties Act 1979 and includes mobile cranes and aerial work platforms.

Neither of these standards however, meet the specification for white road diesel. One of the key differences between Class A2 Gas Oil and Road Diesel is the cetane



value. BS EN 590 has a higher cetane value, with a shorter ignition delay and therefore burns more efficiently and cleanly, leaving fewer deposits in the engine's combustion chamber.

Equipment owners and users are strongly advised to check that the fuel obtained or used by themselves or their customers complies with the manufacturer's specification, if the incorrect fuel is used, it can cause costly engine breakdowns and recovery costs. There is also a possibility that the manufacturer's warranty will be voided.

Where equipment is on site for long periods or hired on a non-operated basis, it is essential that all users are made aware of the correct fuel specification, as the user or a designated person will generally be responsible for refuelling the machine and that the information has cascaded down to all those involved.

The alert can be downloaded from [www.cpa.uk.net/informationalertstechnical/Maintenance, Inspection and Thorough Examination of Construction Hoists \(CHIG 1101\)](http://www.cpa.uk.net/informationalertstechnical/Maintenance, Inspection and Thorough Examination of Construction Hoists (CHIG 1101))

The Construction Hoist Interest Group (CHIG) has updated guidance on the Maintenance, Inspection and Thorough Examination of Construction Hoists, first published in 2011. The revised document - re-numbered from CHIG 0301 to CHIG 1101 - provides guidance on the daily pre-use checks, inspections, thorough examination and maintenance of hoists. It also includes check lists and report forms for pre-use checks, weekly inspections and thorough examination. It should be read in conjunction with BS 7212 - Code of practice for safe use of construction hoists. The revised guidance can be downloaded from [www.cpa.uk.net/construction-hoist-interest-group/](http://www.cpa.uk.net/construction-hoist-interest-group/)

## Guidance on Tying Construction Hoists and Mast Climbing Work Platforms to Supporting Structures (CHIG 1901)

This new good practice document provides guidance on the design and installation of construction hoist bases and supporting ties. All construction hoists and mastclimbing work platforms rely on their bases and ties for stability and applies equally to all types and sizes of machine - passenger/goods, goods only, transport platforms and mast climbers.

Recent changes to standards for hoists and the fixings used to attach ties to supporting structures has resulted in confusion in the calculation of tie loads, the design of ties and the selection of fixings to attach those ties to structures. The increasing emphasis on the management of temporary works on construction projects requires that the design of hoist bases, ties and their fixings are recorded and subjected to checks.

A lack of understanding of the calculation of tie forces frequently results in excessive safety factors being applied.

[www.cpa.uk.net/construction-hoist-interest-group/](http://www.cpa.uk.net/construction-hoist-interest-group/)

