

FAILED FUEL TESTS: YOUR NEXT STEP

Situation	Responses	Risk
A close fail	<p>If your test shows that your fuel only just failed, you have choices.</p> <p>You could choose to ignore the failure. Many organisations do accept particulate contamination just above 18/16/13 and water content just above 200 parts per million (ppm).</p> <p>If your fuel has only just failed the test the risk to your engines is modest. However, you have to recognise that it is a risk. The Worldwide Fuel Charter and engine manufacturers set the limits because that is what they consider safe.</p> <p>If you suffer an engine failure after receiving a failed fuel report your warranty will be void and you will suffer considerable disruption to your business.</p>	Moderate
A questionable report	<p>If you are not confident in the accuracy of the report, order another from a different supplier. Costs range from £15 to £100, a lot less than the cost of consequential actions or damages.</p>	Low
Quantity of fuel	<p>If the test was conducted when your fuel stocks were low, you may decide that it would be best to consume your current stocks and repeat the test when you have been resupplied.</p> <p>This runs the same risk as ignoring a close fail: you are not covered if your engines fail while they are running on the contaminated fuel.</p>	Low
Duration of storage	<p>If your fuel has been stored for several months - or even years - a failed fuel test suggests that there is a problem with the way you are storing your fuel. There may be a pipe or tank breach that lets water into the tank. There may be an unprotected vent that allows moisture-laden air into the tank. Excessive heat from direct sunlight might be encouraging the growth of microbial contamination. Consult IPU for your options.</p>	N/A
Supplier	<p>If you have failed several fuel tests but you are satisfied that your storage methods are adequate, you should consult your supplier. Check their certificates of fuel quality. Check your fuel immediately before and soon after delivery (giving it time to settle). If necessary, change supplier.</p>	Low
Clean or replace	<p>Cleaning fuel is always possible. IPU's ClearTank service does exactly that. However, if you are satisfied that the problem is with the fuel and not your storage infrastructure it might be cheaper to discard and replace your fuel rather than cleaning it.</p>	Low
Importance of fuel	<p>How important is the equipment that relies on your stored fuel? If it is business critical, you must take action. If the equipment is less important or less expensive, you may choose to take the risks associated with using contaminated fuel.</p>	N/A
Insurance implications	<p>Apart from engine warranties, your organisation may have insurance in place to cover you against circumstances that disrupt your business. The failure of critical equipment would fall into this category. However, your cover would be void if you fail to act on a professional opinion warning you of a risk. A failed fuel report is such a warning.</p>	High

For further details, please visit:

IPU.CO.UK/FUEL

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