



Designation: D2386 – 15^{ε1}

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Standard Test Method for Freezing Point of Aviation Fuels¹

This standard is issued under the fixed designation D2386; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

This standard has been approved for use by agencies of the U.S. Department of Defense.

^{ε1} NOTE—A mercury caveat was removed from the scope editorially in July 2015.

1. Scope*

1.1 This test method covers the determination of the temperature below which solid hydrocarbon crystals may form in aviation turbine fuels and aviation gasoline.

NOTE 1—The interlaboratory program that generated the precisions for this test method did not include aviation gasoline.

1.2 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.* For specific warning statements, see 5.4, Section 6, and 8.3.

2. Referenced Documents

2.1 *ASTM Standards:*²

D910 Specification for Leaded Aviation Gasolines

D1655 Specification for Aviation Turbine Fuels

D3117 Test Method for Wax Appearance Point of Distillate Fuels (Withdrawn 2010)³

D4057 Practice for Manual Sampling of Petroleum and Petroleum Products

D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products

E1 Specification for ASTM Liquid-in-Glass Thermometers

¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.07 on Flow Properties.

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ The last approved version of this historical standard is referenced on www.astm.org.

E77 Test Method for Inspection and Verification of Thermometers

2.2 *Energy Institute Standard:*

IP Standards for Petroleum and Its Products IP 16/15⁴

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *freezing point, n*—in aviation fuels, the fuel temperature at which solid hydrocarbon crystals, formed on cooling, disappear when the temperature of the fuel is allowed to rise under specified conditions of test.

3.1.2 *crystallization point, n*—the temperature at which crystals of hydrocarbons first appear when the test sample is cooled.

4. Significance and Use

4.1 The freezing point of an aviation fuel is the lowest temperature at which the fuel remains free of solid hydrocarbon crystals that can restrict the flow of fuel through filters if present in the fuel system of the aircraft. The temperature of the fuel in the aircraft tank normally falls during flight depending on aircraft speed, altitude, and flight duration. The freezing point of the fuel must always be lower than the minimum operational tank temperature.

4.2 Freezing point is a requirement in Specifications D910 and D1655.

5. Apparatus

5.1 *Jacketed Sample Tube*—A double-walled, unsilvered vessel, similar to a Dewar flask, the space between the inner and outer tube walls being filled at atmospheric pressure with dry nitrogen or air. The mouth of the sample tube shall be closed with a stopper supporting the thermometer and moisture-proof collar through which the stirrer passes (Fig. 1). A cork stopper is recommended.

⁴ Available from Energy Institute, 61 New Cavendish St., London, W1G 7AR, U.K., <http://www.energyinst.org>.

*A Summary of Changes section appears at the end of this standard