This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

Designation: D2700 – 24a

Standard Test Method for Motor Octane Number of Spark-Ignition Engine Fuel[1]

This standard is issued under the fixed designation D2700; 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.

1. Scope*

1.1 This laboratory test method covers the quantitative determination of the knock rating of liquid spark-ignition engine fuel in terms of Motor octane number, including fuels that contain up to 25 % v/v of ethanol. However, this test method may not be applicable to fuel and fuel components that are primarily oxygenates.[2] The sample fuel is tested in a standardized single cylinder, four-stroke cycle, variable compression ratio, carbureted, CFR engine run in accordance with a defined set of operating conditions. The octane number scale is defined by the volumetric composition of primary reference fuel blends. The sample fuel knock intensity is compared to that of one or more primary reference fuel blends. The octane number of the primary reference fuel blend that matches the knock intensity of the sample fuel establishes the Motor octane number.

1.2 The octane number scale covers the range from 0 to 120 octane number, but this test method has a working range from 40 to 120 octane number. Typical commercial fuels produced for automotive spark-ignition engines rate in the 80 to 90 Motor octane number range. Typical commercial fuels produced for aviation spark-ignition engines rate in the 98 to 102 Motor octane number range. Testing of gasoline blend stocks or other process stream materials can produce ratings at various levels throughout the Motor octane number range.

1.3 The values of operating conditions are stated in SI units and are considered standard. The values in parentheses are the historical inch-pounds units. The standardized CFR engine measurements continue to be in inch-pound units only because of the extensive and expensive tooling that has been created for this equipment.

1.4 For purposes of determining conformance with all specified limits in this standard, an observed value or a calculated value shall be rounded "to the nearest unit" in the last right-hand digit used in expressing the specified limit, in accordance with the rounding method of Practice E29.

1.5 *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, health, and environmental practices and determine the applicability of regulatory limitations prior to use.* For more specific hazard statements, see Section 8, 14.4.1, 15.5.1, 16.6.1, Annex A1, A2.2.3.1, A2.2.3.3(*6*) and (*9*), A2.3.5, X3.3.7, X4.2.3.1, X4.3.4.1, X4.3.9.3, X4.3.12.4, and X4.5.1.8.

1.6 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 *ASTM Standards:*[3]

D1193 Specification for Reagent Water

D2268 Test Method for Analysis of High-Purity *n*-Heptane and *Iso*octane by Capillary Gas Chromatography

D2699 Test Method for Research Octane Number of Spark-Ignition Engine Fuel

D2885 Test Method for Determination of Octane Number of Spark-Ignition Engine Fuels by On-Line Direct Comparison Technique

D3703 Test Method for Hydroperoxide Number of Aviation Turbine Fuels, Gasoline and Diesel Fuels

D4057 Practice for Manual Sampling of Petroleum and Petroleum Products

D4175 Terminology Relating to Petroleum Products, Liquid Fuels, and Lubricants

D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products

[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 D02.01 on Combustion Characteristics.

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[2] Research octane number, determined using Test Method D2699, is a companion method to provide a similar but typically higher octane rating under milder operating conditions.

[3] 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.

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

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