



Standard Test Method for Determination of Octane Number of Spark-Ignition Engine Fuels by On-Line Direct Comparison Technique¹

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1. Scope

1.1 This test method covers the quantitative on-line determination by direct comparison of the difference in knock rating or delta octane number of a stream sample of spark-ignition engine fuel from that of a comparison reference fuel.

1.2 This test method covers the methodology for obtaining an octane number using the measured delta octane number and the octane number of the comparison reference fuel.

1.3 The comparison reference fuel is required to be of essentially the same composition as the stream sample to be analyzed and can be a secondary fuel termed standard fuel or a tertiary fuel termed prototype fuel.

1.4 The test method utilizes a knock testing unit/automated analyzer system that incorporates computer control of a standardized single-cylinder, four-stroke cycle, variable compression ratio, carbureted, CFR engine with appropriate auxiliary equipment using either Test Method D 2699 Research method or Test Method D 2700 Motor method operating conditions.

1.4.1 Knock measurements are based on operation of both fuels at the specific fuel-air ratio that produces maximum knock intensity for that fuel.

1.4.2 Measured differences in knock intensity are scaled to provide a positive or negative delta octane number of the stream sample from the comparison reference fuel when the fuels are compared at the same compression ratio.

1.4.3 Measured differences in compression ratio are scaled to provide a positive or negative delta octane number of the stream sample from the comparison reference fuel when the fuels are compared at the same knock intensity.

1.5 This test method is limited to testing 78 to 102 octane number spark-ignition engine fuels using either research or motor method conditions.

1.6 The octane number difference between the stream sample and the applicable comparison reference fuel is self-limiting by specifications imposed upon the standard and prototype fuels.

1.7 Specifications for selection, preparation, storage, and dispensing of standard and prototype fuels are provided. Detailed procedures for determination of an appropriate assigned octane number for both standard and prototype fuels are also incorporated.

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

1.9 *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 more specific hazard statements, see Section 8 and Annex A1.

2. Referenced Documents

2.1 ASTM Standards:

D 1193 Specification for Reagent Water²

D 2699 Test Method for Research Octane Number of Spark-Ignition Fuels³

D 2700 Test Method for Motor Octane Number of Spark-Ignition Engine Fuel³

D 4057 Practice for Manual Sampling of Petroleum and Petroleum Products⁴

D 4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants⁴

D 4177 Practice for Automatic Sampling of Petroleum and Petroleum Products⁴

D 4814 Specification for Automotive Spark-Ignition Engine Fuel⁴

D 6299 Practice for Applying Statistical Quality Assurance Techniques to Evaluate Analytical Measurement System Performance⁵

¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.01 on Combustion Characteristics.

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² *Annual Book of ASTM Standards*, Vol 11.01.

³ *Annual Book of ASTM Standards*, Vol 05.05.

⁴ *Annual Book of ASTM Standards*, Vol 05.02.

⁵ *Annual Book of ASTM Standards*, Vol 05.03.

