



Designation: ~~D8076—21a~~ D8076 – 21b

Standard Specification for 100 Research Octane Number Test Fuel for Automotive Spark-Ignition Engines¹

This standard is issued under the fixed designation D8076; 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 reappraisal. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reappraisal.

1. Scope*

1.1 This specification covers the requirements of a high octane number test fuel suitable for spark-ignition engines to be utilized in ground vehicles that will require 100 research octane number (RON) minimum rated fuel.

1.1.1 The fuels described by this specification are intended for developing technologies that lead to reduced vehicle energy consumption, such as higher compression ratio, higher power density, increased turbocharger boost pressure, smaller swept displacement volume, and operation at lower engine speeds.

1.1.2 The fuels described in this test fuel specification may not meet all of the performance or regulatory requirements for use in vehicles using commercial gasoline.

1.2 The fuels covered in this specification may contain oxygenates, such as alcohols and ethers, up to 50 % by volume. This specification covers fuels that may contain both fossil and bio-derived components.

1.3 This specification provides a description of high RON test fuel for automotive spark-ignition engines that are not currently in the marketplace but are being developed and require a defined standard test fuel. The high RON fuel could become available in the marketplace if/when such engines are introduced in commerce. The specification is under continuous review, which can result in revisions based on changes in fuel, automotive requirements, or test methods, or a combination thereof. All users of this specification, therefore, should refer to the latest edition.

NOTE 1—If there is any doubt as to the latest edition of Specification D8076, contact ASTM International Headquarters.

1.4 The values stated in SI units are the standard.

1.4.1 *Exception*—Non-SI values are provided for information only. U.S. federal regulations frequently specify non-SI units.

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.*

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.*

¹ This specification is under the jurisdiction of ASTM Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.A0.01 on Gasoline and Gasoline-Oxygenate Blends.

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

2. Referenced Documents

2.1 ASTM Standards:²

- D86 Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure
- D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test
- D381 Test Method for Gum Content in Fuels by Jet Evaporation
- D525 Test Method for Oxidation Stability of Gasoline (Induction Period Method)
- D1152 Specification for Methanol (Methyl Alcohol) (Withdrawn 2021)³
- D1266 Test Method for Sulfur in Petroleum Products (Lamp Method)
- D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
- D2699 Test Method for Research Octane Number of Spark-Ignition Engine Fuel
- D2700 Test Method for Motor Octane Number of Spark-Ignition Engine Fuel
- D3120 Test Method for Trace Quantities of Sulfur in Light Liquid Petroleum Hydrocarbons by Oxidative Microcoulometry
- D3237 Test Method for Lead in Gasoline by Atomic Absorption Spectroscopy
- D3831 Test Method for Manganese in Gasoline By Atomic Absorption Spectroscopy
- D4057 Practice for Manual Sampling of Petroleum and Petroleum Products
- D4175 Terminology Relating to Petroleum Products, Liquid Fuels, and Lubricants
- D4176 Test Method for Free Water and Particulate Contamination in Distillate Fuels (Visual Inspection Procedures)
- D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products
- D4306 Practice for Aviation Fuel Sample Containers for Tests Affected by Trace Contamination
- D4806 Specification for Denatured Fuel Ethanol for Blending with Gasolines for Use as Automotive Spark-Ignition Engine Fuel
- D4814 Specification for Automotive Spark-Ignition Engine Fuel
- D4815 Test Method for Determination of MTBE, ETBE, TAME, DIPE, tertiary-Amyl Alcohol and C₁ to C₄ Alcohols in Gasoline by Gas Chromatography
- D4953 Test Method for Vapor Pressure of Gasoline and Gasoline-Oxygenate Blends (Dry Method)
- D5059 Test Methods for Lead and Manganese in Gasoline by X-Ray Fluorescence Spectroscopy
- D5191 Test Method for Vapor Pressure of Petroleum Products and Liquid Fuels (Mini Method)
- D5453 Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence
- D5482 Test Method for Vapor Pressure of Petroleum Products and Liquid Fuels (Mini Method—Atmospheric)
- D5599 Test Method for Determination of Oxygenates in Gasoline by Gas Chromatography and Oxygen Selective Flame Ionization Detection
- D5842 Practice for Sampling and Handling of Fuels for Volatility Measurement
- D5845 Test Method for Determination of MTBE, ETBE, TAME, DIPE, Methanol, Ethanol and *tert*-Butanol in Gasoline by Infrared Spectroscopy
- D5854 Practice for Mixing and Handling of Liquid Samples of Petroleum and Petroleum Products
- D5983 Specification for Methyl Tertiary-Butyl Ether (MTBE) for Blending With Gasolines for Use as Automotive Spark-Ignition Engine Fuel
- D6378 Test Method for Determination of Vapor Pressure (VP_x) of Petroleum Products, Hydrocarbons, and Hydrocarbon-Oxygenate Mixtures (Triple Expansion Method)
- D6550 Test Method for Determination of Olefin Content of Gasolines by Supercritical-Fluid Chromatography
- D7039 Test Method for Sulfur in Gasoline, Diesel Fuel, Jet Fuel, Kerosine, Biodiesel, Biodiesel Blends, and Gasoline-Ethanol Blends by Monochromatic Wavelength Dispersive X-ray Fluorescence Spectrometry
- D7220 Test Method for Sulfur in Automotive, Heating, and Jet Fuels by Monochromatic Energy Dispersive X-ray Fluorescence Spectrometry
- D7319 Test Method for Determination of Existent and Potential Sulfate and Inorganic Chloride in Fuel Ethanol and Butanol by Direct Injection Suppressed Ion Chromatography
- D7328 Test Method for Determination of Existent and Potential Inorganic Sulfate and Total Inorganic Chloride in Fuel Ethanol by Ion Chromatography Using Aqueous Sample Injection
- D7618 Specification for Ethyl Tertiary-Butyl Ether (ETBE) for Blending with Aviation Spark-Ignition Engine Fuel
- D7667 Test Method for Determination of Corrosiveness to Silver by Automotive Spark-Ignition Engine Fuel—Thin Silver Strip Method
- D7671 Test Method for Corrosiveness to Silver by Automotive Spark-Ignition Engine Fuel—Silver Strip Method
- D7862 Specification for Butanol for Blending with Gasoline for Use as Automotive Spark-Ignition Engine Fuel

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.

E29 Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications

2.2 *Government Regulations:*

United States Code of Federal Regulations Title 40 Protection of Environment⁴

California Code of Regulations Title 17—Public Health—Section 60100–60114 Description of California Air Basins⁵

2.3 *Other Documents:*

CRC Report No. 660 Fuel Antiknock Quality—Engine Response to RON Versus MON Scoping Tests, Final Report, May 2011⁶

3. Terminology

3.1 For general terminology, refer to Terminology **D4175**.

3.2 *Definitions:*

3.2.1 *dry vapor pressure equivalent (DVPE), n*—value calculated by a defined correlation equation that is expected to be comparable to the vapor pressure value obtained by Test Method **D4953**, Procedure A. **D4953**

3.2.2 *gasoline, n*—a volatile mixture of liquid hydrocarbons, generally containing small amounts of additives, suitable for use as a fuel in spark-ignition, internal combustion engines. **D4814**

3.2.3 *gasoline-oxygenate blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 % by mass oxygen) of one or more oxygenates. **D4814**

3.2.4 *octane sensitivity, n*—the mathematical difference between research octane number (RON) and motor octane number (MON) (octane sensitivity = RON – MON).

3.2.4.1 *Discussion—*

A typical value for sensitivity is 6 to 10. A larger value is referred to as high sensitivity.

3.2.4.2 *Discussion—*

The terms octane sensitivity and octane number sensitivity are used synonymously.

3.2.5 *oxygenate, n*—a molecule composed solely of carbon, hydrogen, and oxygen. **D4814**

3.2.5.1 *Discussion—*

The fuel described in this standard may contain oxygenates.

4. Ordering Information

<https://standards.iteh.ai/catalog/standards/sist/2b900d63-2782-4e99-a0cc-e172b4e55c6/astm-d8076-21b>

4.1 The volatility of the fuel shall be agreed upon between buyer and seller.

4.2 State the concentration and types of oxygenates present as agreed upon between buyer and seller.

5. Performance Requirements for High Octane Number Test Fuel

5.1 High octane number test fuel shall conform to the requirements of **Table 1**, and meet the volatility requirements of **Table 2**. The significance of each of the properties of this specification is shown in **Appendix X1**.

5.1.1 The user is advised to review applicable national, state, provincial, or local fuel requirements.

5.1.1.1 In the United States there may be additional Clean Air Act requirements that must be fulfilled prior to introduction of the high octane number fuel into commerce. See Appendix X3 in Specification **D4814** for information on U.S. Environmental Protection Agency (EPA) regulations for spark-ignition engine fuels.

5.1.2 The following applies to all specified limits in this specification: For purposes of determining conformance with these specifications, an observed value or a calculated value shall be rounded to the nearest unit in the right-most significant digit used in expressing the specification limit, in accordance with the rounding method of Practice **E29**. For a specification limit expressed

⁴ Available from U.S. Government Printing Office, Superintendent of Documents, 732 N. Capitol St., NW, Washington, DC 20401-0001, or electronically at <https://www.govinfo.gov/app/collection/cfr>.

⁵ Available from California's Office of Administrative Law, <https://oal.ca.gov/publications/cacr/>.

⁶ Available from Coordinating Research Council, 5755 North Point Parkway, Suite 265, Alpharetta, GA 30022, <http://www.crao.org>.

TABLE 1 High Octane Number Test Fuel Specifications^A

Property	Limit	ASTM Test Method
Research octane number, min	100.	D2699
Motor octane number, min	86	D2700
Sensitivity, min	8	D2699, D2700
Inorganic chloride, mg/kg, max	1	D7319 or D7328 as modified in 7.1.12
Lead content, g/L (g/U.S. gal), max ^B	0.013 (0.05)	D3237 or D5059
Sulfur, mg/kg, max	10	D1266, D2622, D3120, D5453, D7220, or D7039
Manganese content, mg/L, max ^B	0.25 ^C	D3831
Manganese content, mg/L, max ^C	0.25 ^D	D3831
Copper strip corrosion, max	No. 1	D130
Silver strip corrosion, max	No. 1	D7667 or D7671
Solvent-washed gum content, mg/100 mL, max	5	D381
Oxidation stability, minutes, min	240.	D525

^A See 5.1.2 for determining conformance with numerical specification limits in this table.

^B The intentional addition of lead is prohibited.

^C See Appendix X2 for information on U.S. EPA and California Air Resources Board regulations for manganese in gasoline.

^D This level represents the lower limit of the Test Method D3831 scope.

TABLE 2 Vapor Pressure and Distillation Requirements^A

Property	Vapor Pressure/ Distillation	ASTM Test Methods
Vapor pressure, at 37.8 °C (100 °F), kPa (psi), max	62 (9.0)	D4953, D5191, D5482, or D6378
Distillation temperatures, °C (°F), at % evaporated and 101.3 kPa pressure (760 mm Hg)		
10 % by volume, max	70. (158)	
50 % by volume		D86
min	66 (150.)	
max	121 (250.)	
90 % by volume, max	190. (374)	
End point, max	225 (437)	
Distillation residue, % by volume, max	2	D86

^A See 5.1.2 for determining conformance with numerical specification limits in this table.

as an integer, a trailing zero is significant only if the decimal point is specified. For a specified limit expressed as an integer, and the right-most digit is non-zero, the right-most digit is significant without a decimal point being specified. This convention applies to specified limits in Tables 1 and 2.

5.2 RON and octane sensitivity are critical performance parameters for the fuels described in this specification. Engine knock and laboratory octane number are described in X1.2 and X1.3, respectively.

5.2.1 For engines with increased compression ratio, higher boost pressure, operating at slower speeds, and smaller swept displacement volume, a high RON, combined with high octane sensitivity, are well correlated with knock resistance.

5.2.2 A minimum motor octane number (MON) is required to ensure antiknock performance for all engines at high ambient temperature and certain other conditions (see CRC Report No. 660).

5.3 Volatility requirements for the high octane number test fuel are specified in Table 2. Different limits on dry vapor pressure equivalent (DVPE), T50, and other volatility parameters may be agreed upon between buyer and seller. For guidance on volatility requirements for specific climatic conditions, consult section 5.2.1 of Specification D4814.

5.4 Oxygenate Blendstock Requirements:

5.4.1 Denatured fuel ethanol used in blending high octane number fuel shall conform to the requirements of Specification D4806.

5.4.2 Butanol used in blending high octane number fuel shall conform to the requirements of Specification D7862.

5.4.3 Methyl *tert*-butyl ether (MTBE) used in blending high octane number fuel shall conform to the requirements of Specification D5983.

5.4.4 Methanol used in blending high octane number fuel shall conform to the requirements of Specification **D1152**.

5.4.5 Ethyl *tert*-butyl ether (ETBE) used in blending high octane number fuel shall conform to the requirements of Specification **D7618**.

5.5 Deposit control additives are added to spark-ignition engine fuel to help keep fuel injectors and intake valves clean.

5.5.1 In the United States, deposit control additives used in gasoline are required to be certified by the EPA. As this specification is for a test fuel, requirements for deposit control additives have not been determined.

6. Workmanship

6.1 The test fuel shall be visually free of undissolved water, sediment, and suspended matter; it shall be clear and bright at the fuel temperature at the point of custody transfer or at a lower temperature agreed upon by the purchaser and seller.

NOTE 2—Test Method **D4176** can be helpful for evaluating the product.

6.1.1 *Avoiding Water Haze and Phase Separation*—The test fuel should not contain a separate water or water-alcohol phase at the time it is introduced into a vehicle or equipment fuel tank or under the conditions the fuel is used. Water that is dissolved in fuel at the point of use does not generally cause engine problems. However, if excess water is present in spark-ignition fuel, a separate phase, either ‘free water’ or a water-alcohol mixture, can form. Either condition can lead to engine damage, engine failing to start, or failing to operate properly. A separated water-rich phase can be observed as a haze, as water droplets, or as a distinct lower layer. This lower aqueous phase can be corrosive to many metals and the engine cannot operate on it. Similarly, the upper hydrocarbon phase may no longer meet volatility and antiknock properties.

6.2 The test fuel shall also be free of any adulterant or contaminant that can render the fuel unacceptable for its commonly used applications.

7. Test Methods

7.1 The requirements of this specification shall be determined in accordance with the methods listed below. The scopes of some of the test methods listed below do not include gasoline-ethanol blends or other gasoline-oxygenate blends. Refer to the listed test methods to determine applicability or required modifications for use with gasoline-oxygenate blends. The precision of these test methods can differ from the reported precisions when testing gasoline-ethanol blends or other gasoline-oxygenate blends.

7.1.1 *Distillation*—Test Method **D86**.

7.1.2 *Vapor Pressure*—Test Methods **D4953**, **D5191**, **D5482**, or **D6378**.

7.1.2.1 When using Test Method **D6378**, determine VP_4 at 37.8 °C (100 °F) using a sample from a 1 L container and convert to DVPE (**D5191** equivalence) using the following equation:

$$\text{Predicted DVPE} = VP_{4, 37.8\text{ }^\circ\text{C}} - 1.005\text{ kPa} \quad (1)$$

$$\text{Predicted DVPE} = VP_{4, 37.8\text{ }^\circ\text{C}} - 0.15\text{ psi} \quad (2)$$

7.1.3 *Corrosion, for Copper*—Test Method **D130**, 3 h at 50 °C (122 °F).

7.1.4 *Solvent-Washed Gum Content*—Test Method **D381**, air jet apparatus.

7.1.5 *Sulfur*—Test Methods **D1266**, **D2622**, **D3120**, **D5453**, **D7039**, or **D7220**.

7.1.6 *Lead*—Test Methods **D3237** or **D5059** (Test Method C), which are appropriate for lead levels below 0.03 g/L (0.1 g/U.S. gal).

7.1.7 *Oxidation Stability*—Test Method **D525**.

7.1.8 *Oxygenate Detection*—Test Methods **D4815**, **D5599**, or **D5845**. These test methods are designed for the quantitative determination of methyl *tert*-butyl ether (MTBE), ethyl *tert*-butyl ether (ETBE), *tert*-amyl methyl ether (TAME), diisopropyl ether (DIPE), methyl alcohol, ethyl alcohol, and *tert*-butyl alcohol. In addition, Test Methods **D4815** and **D5599** are designed for the quantitative determination of *n*-propyl alcohol, *isopropyl* alcohol, *n*-butyl alcohol, *sec*-butyl alcohol, *isobutyl* alcohol, and *tert*-pentyl alcohol. Results for all of these test methods are reported in percent by mass. Test Method **D4815** includes procedures for calculating oxygenate concentration in percent by volume and percent-by-mass oxygen content using the percent-by-mass oxygenate results.

7.1.9 *Corrosion, for Silver*—Test Methods **D7667** or **D7671**.

7.1.10 *Research Octane Number*—Test Method **D2699**.

7.1.11 *Motor Octane Number*—Test Method **D2700**.

7.1.12 *Chloride*—Test Method **D7319** modified to use a pre-concentration column to concentrate the chloride and eliminate the fuel matrix with deionized water, or Test Method **D7328** modified to increase fuel sample volume from 2 mL to 20 mL but still dissolve the residue from evaporation in 2 mL of water to concentrate tenfold. Note that precision and bias in the test method may not be applicable to this modification.

7.1.13 *Manganese*—Test Method **D3831**.

7.2 Tests applicable to gasoline are not necessarily applicable to its blends with oxygenates. Consequently, the type of fuel under consideration must first be identified in order to select applicable tests. Test Method **D4815** provides a procedure for determining oxygenate concentration in percent by mass. Test Method **D4815** also includes procedures for calculating percent-by-mass oxygen content and oxygenate concentration in percent by volume. Appendix X4 in Specification **D4814** provides a procedure for calculating the percent-by-mass oxygen content of a fuel using measured oxygenate type, oxygenate concentration in percent by volume, and measured density or relative density of the fuel.

8. Sampling, Containers, and Sample Handling

8.1 The user is strongly advised to review all intended test methods prior to sampling to understand the importance and effects of sampling technique, proper containers, and special handling required for each test method.

8.2 Correct sampling procedures are critical to obtain a sample representative of the lot intended to be tested. Use appropriate procedures in Practice **D4057** for manual method sampling and in Practice **D4177** for automatic method sampling, as applicable.

8.3 The correct sample volume and appropriate container selection are important decisions that can impact test results. Refer to Practice **D4306** for aviation fuel container selection for tests sensitive to trace contamination. Refer to Practice **D5854** for procedures on container selection and sample mixing and handling. For octane number determination, protection from light is important. Collect and store sample fuels in an opaque container, such as a metal can, or minimally reactive plastic container to minimize exposure to UV emissions from sources such as sunlight or fluorescent lamps.

8.4 For volatility determination of a sample, refer to Practice **D5842** for special precautions recommended for representative sampling and handling techniques.

9. Keywords

9.1 alcohol; automotive fuel; automotive spark-ignition engine fuel; copper strip corrosion; corrosion; distillation; EPA regulations; ethanol; ether; fuel; gasoline; gasoline-alcohol blend; gasoline-ethanol blend; gasoline-ether blend; gasoline-oxygenate blend; high octane number fuel; induction period; lead; methanol; MTBE; octane number; octane number requirement; oxidation stability; oxygenate; oxygenate detection; solvent-washed gum; sulfur; unleaded fuel; vapor pressure; volatility

APPENDIXES**(Nonmandatory Information)****X1. SIGNIFICANCE OF ASTM SPECIFICATION FOR 100 RON TEST FUEL FOR AUTOMOTIVE SPARK-IGNITION ENGINES****X1.1 General**

X1.1.1 Antiknock rating and volatility define the general characteristics of automotive spark-ignition engine fuel. Other characteristics relate to the following: limiting the concentration of undesirable components so that they will not adversely affect engine performance and ensuring the stability of fuel, as well as its compatibility with materials used in engines and their fuel systems.

X1.1.2 Fuel for spark-ignition engines is a complex mixture composed of relatively volatile hydrocarbons that vary widely in their physical and chemical properties and may contain oxygenates. Fuel is exposed to a wide variety of mechanical, physical, and chemical environments. Thus, the properties of fuel must be balanced to give satisfactory engine performance over an extremely wide range of operating conditions. The prevailing standards for fuel represent compromises among the numerous quality and performance requirements. This ASTM specification is established on the basis of the broad experience and close cooperation of producers of fuel, manufacturers of automotive equipment, and users of both.

X1.2 Engine Knock

X1.2.1 The fuel-air mixture in the cylinder of a spark-ignition engine will, under certain conditions, autoignite in localized areas ahead of the flame front that is progressing from the spark. This is engine spark knock which can cause a ping that may be audible to the customer. Spark knock occurs because the temperature and pressure in the cylinder are too high for the knock or autoignition resistance of the fuel. Knock can cause abnormally high pressures and temperatures and can result in damage to engine components.

X1.2.2 The antiknock rating of a fuel is a measure of its resistance to knock. The antiknock requirement of an engine depends on engine design and operation, as well as atmospheric conditions. Fuel with an antiknock rating higher than that required for knock-free operation does not improve performance.

X1.2.3 A decrease in antiknock rating may cause vehicle performance loss. However, vehicles equipped with knock limiters can show a performance improvement as the antiknock quality of the fuel is increased in the range between customer-audible knock and knock-free operation. The loss of power and the damage to an automotive engine due to knocking are generally not significant until the knock intensity becomes very severe. Heavy and prolonged knocking may cause power loss and damage to the engine.

X1.3 Laboratory Octane Number

X1.3.1 The two recognized laboratory engine test methods for determining the antiknock rating of fuels are the research method (Test Method **D2699**) and the motor method (Test Method **D2700**). The following paragraphs describe their significance as applied to various equipment and operating conditions.