



Designation: D4814 – 21c

## Standard Specification for Automotive Spark-Ignition Engine Fuel<sup>1</sup>

This standard is issued under the fixed designation D4814; 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 ( $\epsilon$ ) 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 specification covers the establishment of requirements of liquid automotive fuels for ground vehicles equipped with spark-ignition engines.

1.2 This specification describes various characteristics of automotive fuels for use over a wide range of operating conditions. It provides for a variation of the volatility and water tolerance of automotive fuel in accordance with seasonal climatic changes at the locality where the fuel is used. For the period May 1 through September 15, the maximum vapor pressure limits issued by the United States (U.S.) Environmental Protection Agency (EPA) are specified for each geographical area except Alaska, Hawaii, and the U.S. Territories. Variation of the antiknock index with seasonal climatic changes and altitude is discussed in [Appendix X1](#). This specification neither necessarily includes all types of fuels that are satisfactory for automotive vehicles, nor necessarily excludes fuels that can perform unsatisfactorily under certain operating conditions or in certain equipment. The significance of each of the properties of this specification is shown in [Appendix X1](#).

1.3 The spark-ignition engine fuels covered in this specification are gasoline and its blends with oxygenates, such as alcohols and ethers and where gasoline is the primary component by volume in the blend. The concentrations and types of oxygenates are not specifically limited in this specification. The composition of both unleaded and leaded fuel is limited by economic, legal, and technical consideration, but their properties, including volatility, are defined by this specification. In many countries, regulatory authorities having jurisdiction have set laws and regulations that limit the concentration of oxygenates and certain other compounds found in spark-ignition engine fuel. In the United States, oxygenate types and concentrations are limited to those approved under the U.S. Environmental Protection Agency's (EPA) substantially simi-

lar rule (see [X3.3.1](#)), waivers, and partial waivers including some restrictions on vehicle and equipment use (see [X3.3.2](#)). With regard to fuel properties, including volatility, this specification can be more or less restrictive than the EPA rules, regulations, and waivers. Refer to [Appendix X3](#) for discussions of EPA rules relating to fuel volatility, lead and phosphorous contents, sulfur content, benzene content, deposit control additive certification, and use of oxygenates in blends with unleaded gasoline. Contact the EPA for the latest versions of the rules and additional requirements.

1.4 This specification does not address the emission characteristics of reformulated spark-ignition engine fuel. Reformulated spark-ignition engine fuel is required in some areas to lower emissions from automotive vehicles, and its characteristics are described in Monograph 12 (MONO12) on reformulated spark-ignition engine fuel.<sup>2</sup> However, in addition to the legal requirements found in MONO12, reformulated spark-ignition engine fuel should meet the performance requirements found in this specification.

1.5 This specification represents a description of automotive fuel as of the date of publication. 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 D4814, contact ASTM International Headquarters.

1.6 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 mass percent. Test Method [D4815](#) also includes procedures for calculating mass oxygen content and oxygenate concentration in volume percent. [Appendix X4](#) provides a procedure for calculating the mass oxygen content of a fuel using measured oxygenate type, oxygenate concentration in volume percent, and measured density or relative density of the fuel.

<sup>1</sup> 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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<sup>2</sup> MONO12, "U.S. Reformulated Spark-Ignition Engine Fuel and the U.S. Renewable Fuel Standard" is available from ASTM International Headquarters.

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

**TABLE 1 Vapor Pressure and Distillation Class Requirements<sup>A</sup>**

	Vapor Pressure/Distillation Class							ASTM Test Method
	AAA	AA	A	B	C	D	E	
Vapor Pressure, <sup>B</sup> at 37.8 °C (100 °F) max, kPa (psi)	51 (7.4)	54 (7.8)	62 (9.0)	69 (10.0)	79 (11.5)	93 (13.5)	103 (15.0)	D4953, D5191, D5482, or D6378 D86 or D7345 <sup>D, E</sup>
Distillation Temperatures, °C (°F), at % Evaporated <sup>C</sup>								
10 volume %, max	70. (158)	70. (158)	70. (158)	65 (149)	60. (140.)	55 (131)	50. (122)	
50 volume %								
min <sup>F</sup>	77 (170.)	77 (170.)	77 (170.)	77 (170.)	77 (170.)	77 (170.) <sup>G</sup>	77 (170.) <sup>G</sup>	
max	121 (250.)	121 (250.)	121 (250.)	118 (245)	116 (240.)	113 (235)	110. (230.)	
90 volume %, max	190. (374)	190. (374)	190. (374)	190. (374)	185 (365)	185 (365)	185 (365)	
End Point, max	225 (437)	225 (437)	225 (437)	225 (437)	225 (437)	225 (437)	225 (437)	
Distillation Residue, volume %, max	2	2	2	2	2	2	2	D86 or D7345 <sup>D, E</sup>
Driveability Index, <sup>H</sup> max, °C (°F)	597 (1250.)	597 (1250.)	597 (1250.)	591 (1240.)	586 (1230.)	580. (1220.)	569 (1200.)	Derived <sup>I, J</sup>

<sup>A</sup> See 1.7 for determining conformance with specification limits in this table. When using this table to determine the conformance of gasoline volatility, the reader is advised to review other applicable national, state, provincial, or local requirements. (For example, in the U.S. these may include the EPA Substantially Similar rule, California Air Resources Board (CARB), Clean Burning Gasoline (CBG), other state or local and pipeline specifications). See Appendix X3 for a summary of applicable U.S. EPA regulations for spark-ignition engine fuels.

<sup>B</sup> Consult EPA for approved test methods for compliance with EPA vapor pressure regulations.

<sup>C</sup> At 101.3 kPa pressure (760 mm Hg).

<sup>D</sup> Test Method D86 shall be the referee method.

<sup>E</sup> Test Method D7345, results shall be reported as “Predicted D86” as determined by applying the corrections described in Test Method D7345 to convert to D86 equivalent values. The use of Test Method D7345 shall be limited to gasoline and gasoline-ethanol blends up to maximum 20 % by volume ethanol.

<sup>F</sup> Gasolines that may be blended with 1 % to 15 % by volume ethanol or all other gasolines whose disposition with ethanol blending is not known shall meet a minimum 50 % evaporated distillation temperature of 77 °C (170. °F) prior to blending with ethanol. Gasoline-ethanol blends that contain 1 % to 15 % by volume ethanol shall meet a minimum 50 % evaporated distillation temperature of 66 °C (150. °F) after blending.

<sup>G</sup> Gasolines known from the origin to retail that will not be blended with ethanol may meet a minimum 50 % evaporated distillation temperature of 66 °C (150. °F) for volatility classes D and E only. Gasolines meeting these limits are not suitable for blending with ethanol.

<sup>H</sup> See 5.2.2 for Driveability Index equations for gasoline and gasoline-ethanol blends containing no more than 15 % by volume ethanol.

<sup>I</sup> The DI specification limits are applicable at the fuel manufacturing facility and are not subject to correction for precision of the test method.

<sup>J</sup> Since DI is an index and has no units, the standard temperature conversion from U.S. customary to SI units is not appropriate. The following equation is to be used to make the conversion:  $DI_C = (DI_F - 176) / 1.8$

1.7 The following applies to all specified limits in this standard: 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 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, 3, and X8.1, and it will not be observed in the remainder of this specification.

1.8 The values stated in SI units are the standard, except when other units are specified by U.S. federal regulation. Values given in parentheses are provided for information only.

NOTE 2—Many of the values shown in Table 1 were originally developed using U.S. customary units and were subsequently soft-converted to SI values. As a result, conversion of the SI values will sometimes differ slightly from the U.S. customary values shown because of round-off. In some cases, U.S. federal regulations specify non-SI units.

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, health, and environmental practices and determine the applicability of regulatory limitations prior to use.

1.10 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 Recom-

mendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.

## 2. Referenced Documents

### 2.1 ASTM Standards:<sup>3</sup>

- 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
- D287 Test Method for API Gravity of Crude Petroleum and Petroleum Products (Hydrometer Method)
- D381 Test Method for Gum Content in Fuels by Jet Evaporation
- D439 Specification for Automotive Gasoline (Withdrawn 1990)<sup>4</sup>
- D525 Test Method for Oxidation Stability of Gasoline (Induction Period Method)
- D1266 Test Method for Sulfur in Petroleum Products (Lamp Method)
- D1298 Test Method for Density, Relative Density, or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method
- D2622 Test Method for Sulfur in Petroleum Products by

<sup>3</sup> 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.

<sup>4</sup> The last approved version of this historical standard is referenced on www.astm.org.

- 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
- D2885** Test Method for Determination of Octane Number of Spark-Ignition Engine Fuels by On-Line Direct Comparison Technique
- D3120** Test Method for Trace Quantities of Sulfur in Light Liquid Petroleum Hydrocarbons by Oxidative Microcoulometry
- D3231** Test Method for Phosphorus in Gasoline
- D3237** Test Method for Lead in Gasoline by Atomic Absorption Spectroscopy
- D3341** Test Method for Lead in Gasoline—Iodine Monochloride Method
- D3831** Test Method for Manganese in Gasoline By Atomic Absorption Spectroscopy
- D4052** Test Method for Density, Relative Density, and API Gravity of Liquids by Digital Density Meter
- 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
- D4815** Test Method for Determination of MTBE, ETBE, TAME, DIPE, tertiary-Amyl Alcohol and C<sub>1</sub> to C<sub>4</sub> 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
- D5188** Test Method for Vapor-Liquid Ratio Temperature Determination of Fuels (Evacuated Chamber and Piston Based Method)
- 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)
- D5500** Test Method for Vehicle Evaluation of Unleaded Automotive Spark-Ignition Engine Fuel for Intake Valve Deposit Formation
- D5598** Test Method for Evaluating Unleaded Automotive Spark-Ignition Engine Fuel for Electronic Port Fuel Injector Fouling
- 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
- D6304** Test Method for Determination of Water in Petroleum Products, Lubricating Oils, and Additives by Coulometric Karl Fischer Titration
- D6378** Test Method for Determination of Vapor Pressure (VP<sub>X</sub>) of Petroleum Products, Hydrocarbons, and Hydrocarbon-Oxygenate Mixtures (Triple Expansion Method)
- D6469** Guide for Microbial Contamination in Fuels and Fuel Systems
- 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
- D7345** Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure (Micro Distillation Method)
- 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
- D7757** Test Method for Silicon in Gasoline and Related Products by Monochromatic Wavelength Dispersive X-ray Fluorescence Spectrometry
- D7923** Test Method for Water in Ethanol and Hydrocarbon Blends by Karl Fischer Titration
- 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 16 Part 306—Automotive Fuel Ratings, Certification and Posting<sup>5</sup>
- United States Code of Federal Regulations**, Title 40<sup>5</sup>
- United States Code of Federal Regulations**, Title 40 Part 1090
- Federal Register** Vol. 73, April 25, 2008, pp. 22281
- Federal Register** Vol. 84, June 10, 2019, pp. 26980
- California Code of Regulations**, Title 17, §60100 – §60114<sup>6</sup>
- 2.3 Other Documents:**
- API Recommended Practice 1640** Product Quality in Light Product Storage and Handling Operations<sup>7</sup>

<sup>5</sup> Available from U.S. Government Printing Office, Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401.

<sup>6</sup> Available from Barclays, 50 California Street, San Francisco, CA 94111.

<sup>7</sup> Available from American Petroleum Institute (API), 1220 L. St., NW, Washington, DC 20005-4070, <http://www.api.org/pubs>.

CRC Report No. 638 Intermediate-Temperature Volatility Program, 2003<sup>8</sup>

CRC Report No. 666 Intermediate-Temperature E15 Cold-start and Warm-up Vehicle Driveability Program, 2013<sup>8</sup>

CRC Report No. 667 Diesel Fuel Storage and Handling Guide, September 2014<sup>8</sup>

Monograph 12 (MONO12) U.S. Reformulated Spark-Ignition Engine Fuel and the U.S. Renewable Fuel Standard<sup>9</sup>

### 3. Terminology

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

#### 3.2 Definitions:

3.2.1 *antiknock index, n*—the arithmetic average of the Research octane number (RON) and Motor octane number (MON), that is,  $(RON + MON)/2$ .

3.2.2 *driveability, n*—in vehicles equipped with internal combustion engines, the quality of a vehicle's performance characteristics under a range of conditions as perceived by the operator.

3.2.2.1 *Discussion*—The operating conditions may include cold starting and warm-up, acceleration, idling, and hot start. The performance characteristics may include engine hesitation, stumble, and stall.

3.2.3 *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.

3.2.4 *finished fuel, n*—a homogeneous mixture of blendstocks and fuel additives meeting all specification and regulatory requirements for its intended use at the location where sold.

3.2.5 *fuel blending facility, n*—any facility, other than a refinery or transmix processing facility where fuel is produced by combining blendstocks or by combining blendstocks with fuel.

3.2.5.1 *Discussion*—Types of blending facilities include, but are not limited to, terminals, storage tanks, plants, tanker trucks, retail outlets, and marine vessels.

3.2.6 *fuel manufacturing facility, n*—any facility where fuels are produced, imported, or recertified.

3.2.6.1 *Discussion*—Fuel manufacturing facilities include refineries, fuel blending facilities, transmix processing facilities, import facilities, and any facility where fuel is recertified.

3.2.7 *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.

3.2.8 *gasoline-alcohol blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 %

by mass oxygen, or more than 0.15 % by mass oxygen if methanol is the only oxygenate) of one or more alcohols.

3.2.9 *gasoline-ethanol blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 % by mass oxygen) of ethanol. **D4806**

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

3.2.11 *gasoline-oxygenate blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 % by mass oxygen, or more than 0.15 % by mass oxygen if methanol is the only oxygenate) of one or more oxygenates.

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

3.2.12.1 *Discussion*—The fuel described in this standard may contain oxygenates.

3.2.12.2 *Discussion*—In this standard, the oxygenates are low molecular weight alcohols or ethers.

3.2.13 *refinery, n*—a facility where fuels are produced from feedstocks, including crude oil or renewable feedstocks, through physical or chemical processing equipment.

3.2.14 *water tolerance, n*—the ability to absorb small quantities of water without creating a separate phase in the fuel.

3.2.14.1 *Discussion*—Improved water tolerance is the ability to absorb larger quantities of water without phase separation.

3.3 *Applicability*—To determine when a fuel contains a substantial amount of an oxygenate, a gasoline-oxygenate blend is defined as a fuel that contains more than 0.35 % by mass oxygen, or more than 0.15 % by mass oxygen if methanol is the only oxygenate. The definitions in this section do not apply to fuels that contain an oxygenate as the primary component; for example, fuel methanol (M85).

NOTE 3—The criteria in 3.3 were selected with consideration given to current oxygenate levels in the marketplace, state labeling practices, and consistency with U.S. federal legislation and regulations.

NOTE 4—Refer to Test Method **D4815** to calculate the mass oxygen content of a fuel using oxygenate concentration in percent by mass. Refer to **Appendix X4** to calculate mass oxygen content of a fuel using oxygenate concentration in percent by volume.

### 4. Ordering Information

4.1 The purchasing agency shall:

4.1.1 State the antiknock index as agreed upon with the seller,

4.1.2 Indicate the season and locality in which the fuel is to be used,

4.1.3 Indicate the lead level required (**Table 2**), and

4.1.4 State the concentration and types of oxygenates present as agreed upon with the seller.

### 5. Performance Requirements

5.1 Some requirements applicable to automotive spark-ignition engine fuel depend on whether the fuel is a gasoline, or a gasoline-oxygenate blend. Test Methods **D4815** and

<sup>8</sup> Available from Coordinating Research Council (CRC), 5755 North Point Pkwy #265, Alpharetta, GA 30022, <http://www.crao.org>.

<sup>9</sup> Available from ASTM International Headquarters.



**TABLE 2 Detailed Requirements for all Volatility Classes<sup>A,B</sup>**

Property	Limit	ASTM Test Method
Lead content, max, g/L (g/U.S. gal) <sup>C</sup>		
Unleaded	0.013 (0.05)	D3237 or D5059
Leaded	1.1 (4.2)	D3341 or D5059
Sulfur, max, % by mass		D1266, D2622, D3120, D5453, D7039, or D7220
Unleaded	0.0080	
Leaded	0.15	
Manganese content, max, mg/L (mg/U.S. gal) <sup>D</sup>	See 6.3	D3831 <sup>E</sup>
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, minimum, minutes	240.	D525

<sup>A</sup> See Appendix X1 for information on Antiknock Index.

<sup>B</sup> See X3.7 for information on U.S. Environmental Protection Agency regulations for benzene in gasoline.

<sup>C</sup> See Appendix X3 for U.S. EPA maximum limits for lead and phosphorus contents in unleaded gasoline (X3.2.1) and maximum average lead limits for leaded gasoline (X3.2.2). The reader is advised to review other applicable national, state, provincial, or local requirements.

<sup>D</sup> See X3.8 for information on U.S. EPA and California Air Resources Board regulations for manganese in gasoline.

<sup>E</sup> See Note 8.

D5599, gas chromatographic test methods, are the recommended procedures to detect the types and amounts of oxygenates. Once the type of fuel is known, the appropriate requirements and test methods can be identified by reference to Table 1, Table 3, and Section 7.

5.2 Volatility of fuels is varied for seasonal climatic changes in the United States for conformance to U.S. EPA volatility regulations by providing seven vapor pressure/distillation classes and six vapor lock protection classes for fuel. Volatility of fuel is specified by an alphanumeric designation that uses a letter from Table 1 and a number from Table 3.

5.2.1 The seasonal and geographic distribution of the combined vapor pressure/distillation-vapor lock classes is shown in Table 4. For sea-level areas outside of the United States, the following ambient temperatures are for guidance in selecting the appropriate alphanumeric designation:

Alphanumeric Volatility Designation	10th Percentile	90th Percentile
	6 h Minimum Daily Temperature, °C (°F)	Maximum Daily Temperature, °C (°F)
A-1	>16 (60.)	≥43 (110.)
B-2	>10. (50.)	<43 (110.)
C-3	>4 (40.)	<36 (97)
D-4	> -7 (20.)	<29 (85)
E-5	≤ -7 (20.)	<21 (69)

The 6 h minimum temperature is the highest temperature of the six coldest consecutive hourly temperature readings of a 24 h day. The 6 h minimum temperature provides information on the cold-soak temperature experienced by a vehicle. The 10th percentile of this temperature statistic indicates a 10 % expectation that the 6 h minimum temperature will be below this value during a month. The 90th percentile maximum temperature is the highest temperature expected during 90 % of the days, and provides information relative to peak vehicle operating temperatures during warm and hot weather. For areas above sea level, the 10th percentile 6 h minimum temperature should be increased by 3.6 °C/1000 m (2 °F/1000 ft) of altitude, and the 90th percentile maximum should be increased by 4.4 °C/1000 m (2.4 °F/1000 ft) of altitude before comparing them to the sea level temperature. These corrections compensate for changes in fuel volatility caused by changes in barometric pressure due to altitude.

5.2.2 Driveability Index (DI) is intended to provide control of distillation parameters and ethanol content that influence cold start and warm-up driveability. It is a function of the 10 %, 50 %, and 90 % evaporated distillation temperatures measured by Test Methods D86 or D7345 and the ethanol content measured by the test methods shown in 7.1.9. Equations are provided for gasoline and gasoline-ethanol blends containing up to 10 % by volume ethanol and for gasoline-ethanol blends containing greater than 10 % by volume and no more than 15 % by volume ethanol when distillation temperatures are determined in Celsius or Fahrenheit degrees.

5.2.2.1 For fuels containing 0 % to 10 % by volume ethanol:

For degrees Celsius:

$$\text{Driveability Index (DI}_C\text{)} = 1.5 T_{10} + 3.0 T_{50} + 1.0 T_{90} + 1.33 \times (\text{Ethanol \% by Volume}) \quad (1)$$

For degrees Fahrenheit:

$$\text{Driveability Index (DI}_F\text{)} = 1.5 T_{10} + 3.0 T_{50} + 1.0 T_{90} + 2.4 \times (\text{Ethanol \% by Volume}) \quad (2)$$

5.2.2.2 For fuels greater than 10 % and no more than 15 % by volume ethanol:

For degrees Celsius:

$$\begin{aligned} \text{Driveability Index (DI}_C\text{)} &= 1.5 T_{10} + 3.0 T_{50} + 1.0 T_{90} + \\ & (1.33 + [(\text{Ethanol \% by Volume} - 10)/5]) \\ & \times (5.26 - 1.33) \times (\text{Ethanol \% by Volume}) \end{aligned} \quad (3)$$

For degrees Fahrenheit:

$$\begin{aligned} \text{Driveability Index (DI}_F\text{)} &= 1.5 T_{10} + 3.0 T_{50} + 1.0 T_{90} + \\ & (2.4 + [(\text{Ethanol \% by Volume} - 10)/5]) \\ & \times (9.49 - 2.4) \times (\text{Ethanol \% by Volume}) \end{aligned} \quad (4)$$

where:

$T_{10}$  = distillation temperature at 10 % evaporated,

$T_{50}$  = distillation temperature at 50 % evaporated, and

**TABLE 3 Vapor Lock Protection Class Requirements<sup>A, B, C</sup>**

	Vapor Lock Protection Class						ASTM Test Method
	1	2	3	4	5	6	
Temperature, °C (°F) for a Vapor-Liquid Ratio of 20, min	54 (129)	50. (122)	47 (116)	42 (107)	39 (102)	35 (95)	<b>D5188</b>
Special Requirements for Area V of D4814 Temperature, °C (°F) for a Vapor-Liquid Ratio of 20, min	54 (129)	50. (122)	47 (116)	47 (116)	41 (105)	35 (95)	<b>D5188</b>

<sup>A</sup> See 1.7 for determining conformance with numerical specification limits in this table. When using this table to determine the conformance of the temperature for a vapor-liquid ratio of 20, the reader is advised to review other applicable national, state, provincial, or local requirements (for example, EPA's "Substantially Similar" rule, CARB regulations, and other state and local regulations).

<sup>B</sup> Gasoline, or blend of oxygenate and gasoline as sold to the consumer, shall meet these limits. Certain gasolines meeting these limits of this table may not be suitable for blending with ethanol.

<sup>C</sup> Gasolines and gasoline-oxygenate blends sold at retail sites located in Area V shown in Fig. X1.2 (generally high elevations) shall use the special limits shown in Row 2 of this table, regardless of ethanol content.

$T_{90}$  = distillation temperature at 90 % evaporated.

5.2.3 Test Method **D5188** is the method for determining vapor-liquid ratio temperatures by an evacuated chamber method for gasoline-oxygenate blends, as well as for gasoline. The methods for estimating temperature-V/L ( $T_{V/L=20}$ ) (see **Appendix X2**) are applicable for gasoline and gasoline-ethanol blends (1 % to 15 % by volume), but not for gasoline-ether blends.

5.3 Antiknock index (AKI) is very important to engine performance. The matching of engine octane requirement to fuel octane level (AKI) is critical to the durability and performance of engines; this cannot be accomplished with a single specified minimum level of antiknock index. **Appendix X1** includes a discussion of antiknock indexes of fuels currently marketed and relates these levels to the octane needs of broad groups of engines and vehicles. Also discussed is the effect of altitude and weather on vehicle antiknock requirements.

5.4 The denatured fuel ethanol used in gasoline-ethanol blends shall conform to the requirements of Specification **D4806**.

5.5 Additional fuel requirements are shown in **Table 2**.

5.6 The properties of gasoline-oxygenate blends can differ considerably from those of gasoline. Consequently, additional requirements are needed for gasoline-oxygenate blends. These requirements involve evaluation of compatibility with plastic and elastomeric materials in fuel systems, corrosion of metals, and especially in the case of gasoline-alcohol blends, water tolerance.

5.7 Depending on oxygenate type and concentration in the blend, vehicle driveability with gasoline-oxygenate blends can differ significantly from that with gasolines having similar volatility characteristics.

5.8 Deposit control additives are added to fuel to help keep carburetors, fuel injectors, and intake valves clean.

5.8.1 In the United States, deposit control additives are required to be certified by the EPA as summarized in **X3.5**. Each additive is certified for use at a lowest additive concentration (LAC), which is the lowest level certified to be effective in preventing deposit formation. All parties who blend deposit control additives into fuel must complete mandatory volume

additive reconciliation (VAR) accounting to establish that the product was additized at a concentration that was at least equal to the LAC.

5.8.2 Outside the U.S., the user of this document should consult the regulatory authorities in those countries for similar deposit control requirements.

## 6. Workmanship

6.1 The finished 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 5—Test Method **D4176**, **D6304**, or **D7923** can be helpful for evaluating the product. Although **D6304** and **D7923** are quantitative methods to measure dissolved and/or entrained water in fuels, knowing these quantities can help determine if undissolved water may appear in fuels at lower temperatures. See **X8.1.1** for additional information on these standard test methods.

6.1.1 *Avoiding Water Haze and Phase Separation*—Finished spark-ignition engine 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. See **Appendix X8** for additional information on water haze and phase separation.

NOTE 6—Finished fuel should be resistant to phase separation or undissolved matter at the lowest temperatures to which it is likely to be subjected, dependent on the time and place of its intended use. See **Table X8.1** for guidance.

NOTE 7—Solubility is temperature dependent. As this fuel cools, water or water-alcohol and some high molecular weight additives can become insoluble.

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

**TABLE 4 Schedule of U.S. Seasonal and Geographical Volatility Classes<sup>A</sup>**

NOTE 1—This schedule, subject to agreement between purchaser and seller, denotes the volatility properties of the fuel at the time and place of bulk delivery to the fuel dispensing facilities for the end user. For September 16 through April 30 (the time period not covered by U.S. EPA vapor pressure requirements), volatility properties for the previous month or the current month are acceptable for the end user from the 1st through the 15th day of the month. From the 16th day through the end of the month, volatility properties of the fuel delivered to the end user shall meet the requirements of the specified class(es). To ensure conformance with this standard, vapor pressure for finished gasoline tankage at refineries, importers, pipelines, and terminals during May and for the entire distribution system, including retail stations, from June 1 to September 15 shall meet only the current month's class. Shipments should anticipate this schedule.

NOTE 2—Where alternative classes are listed, either class or intermediate classes are acceptable; the option shall be exercised by the seller.

NOTE 3—See Appendix X2 of MONO12<sup>2</sup> for detailed description of areas. Contact EPA for the latest information on areas requiring reformulated fuel.

State	Jan.	Feb.	Mar.	Apr.	May <sup>B</sup>	June	July	Aug.	Sept. 1–15	Sept. 16–30	Oct.	Nov.	Dec.
Alabama	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3	C-3/D-4	D-4
Alaska	E-6	E-6	E-6	E-6	E-6/D-4	D-4	D-4	D-4	D-4	D-4/E-6	E-6	E-6	E-6
Arizona: <sup>C</sup>													
N 34° Latitude and E111° Longitude	D-4	D-4	D-4/C-3	C-3/A-2	A-2 (B-2)	A-1	A-1	A-1	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4
Remainder of State	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1	A-1/B-2	B-2/C-3	C-3/D-4
Arkansas	E-5/D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4/E-5
California: <sup>C, D</sup>													
North Coast	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
South Coast	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4
Southeast	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1	A-1/B-2	B-2/C-3	C-3/D-4
Interior	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Colorado	E-5	E-5/D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Connecticut	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
Delaware	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
District of Columbia	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Florida	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-3	A-3	A-3	A-3/C-3	C-3	C-3/D-4	D-4
Georgia	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3	C-3/D-4	D-4
Hawaii	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3
Idaho:													
N 46° Latitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
S 46° Latitude	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Illinois:													
N 40° Latitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
S 40° Latitude	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4	D-4/E-5
Indiana: <sup>C</sup>	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Iowa	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Kansas: <sup>C</sup>	E-5	E-5/D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Kentucky	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Louisiana	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3	C-3/D-4	D-4
Maine	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Maryland	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Massachusetts	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
Michigan: <sup>C</sup>	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Minnesota	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Mississippi	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3	C-3/D-4	D-4
Missouri: <sup>C</sup>	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/C-3	C-3/D-4	D-4	D-4/E-5
Montana	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
Nebraska	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Nevada:													
N 38° Latitude	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
S 38° Latitude	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1	A-1	A-1	A-1	A-1	A-1/B-2	B-2/C-3	C-3/D-4
New Hampshire	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
New Jersey	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
New Mexico:													
N 34° Latitude	E-5/D-4	D-4	D-4/C-3	C-3/A-2	A-2 (B-2)	A-1	A-1	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4
S 34° Latitude	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1	A-1	A-1	A-1	A-1/B-2	B-2/C-3	C-3/D-4	D-4
New York	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
North Carolina	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4/E-5
North Dakota	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
Ohio	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Oklahoma	E-5/D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Oregon:													
E122° Longitude	E-5	E-5/D-4	D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
W 122° Longitude	E-5	E-5/D-4	D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Pennsylvania	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
Rhode Island	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/D-4	D-4	D-4/E-5	E-5
South Carolina	D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4
South Dakota	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Tennessee	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4/E-5
Texas: <sup>C</sup>													

TABLE 4 Continued

State	Jan.	Feb.	Mar.	Apr.	May <sup>B</sup>	June	July	Aug.	Sept. 1–15	Sept. 16–30	Oct.	Nov.	Dec.
E99° Longitude	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4
W 99° Longitude	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1 <sup>C</sup>	A-1/B-2	B-2/C-3	C-3/D-4	D-4
Utah	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2 <sup>C</sup>	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Vermont	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Virginia	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Washington:													
E122° Longitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
W 122° Longitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
West Virginia	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Wisconsin	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3 <sup>C</sup>	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Wyoming	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5

<sup>A</sup> For the period May 1 through September 15, the specified vapor pressure classes shall meet U.S. EPA volatility regulations. Reformulated gasoline is limited to a maximum vapor pressure of 7.4 psi during the summer EPA regulatory control period. Under EPA regulations at 40 CFR 1090.215(b), from May 1 through September 15, certain gasoline-ethanol blends in conventional gasoline areas are allowed a 1.0 psi higher vapor pressure. Other requirements apply to the ethanol waiver. See Appendix X3 for additional U.S. federal volatility and other regulations. The 1.0 psi vapor pressure waiver for gasoline-ethanol blends is not incorporated into Specification D4814. Many states provide a 1.0 psi vapor pressure waiver for gasoline-ethanol blends; however, vapor pressure limits for gasoline-ethanol blends vary among states and in areas with Federally approved State Implementation Plans (SIPs). Contact specific states to determine their vapor pressure limits for gasoline-ethanol blends.

<sup>B</sup> Values in parentheses are permitted for retail stations and other end users.

<sup>C</sup> See Tables 5-7 for specific area requirements. Consult U.S. Environmental Protection Agency regulations under 40 CFR Part 1090 for Federal 7.8 psi vapor pressure areas, RFG covered areas, and Federally approved SIP areas.

<sup>D</sup> Details of State Climatological Division by CARB air basin and county as indicated (Descriptions of the California Air Basins are found in the California Code of Regulations):

California, North Coast—CARB North Coast, Lake County, San Francisco Bay Area, and North Central Coast Air Basins (Alameda, Contra Costa, Del Norte, Humboldt, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, and Trinity Counties and part of Solano County).

California, interior—CARB Northeast Plateau, Sacramento Valley, Mountain Counties, Lake Tahoe, and San Joaquin Valley Air Basins (Amador, Butte, Calaveras, Colusa, El Dorado, Fresno, Glenn, Kings, Lassen, Madera, Mariposa, Merced, Modoc, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Sierra, Siskiyou, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, and Yuba Counties, and parts of Kern and Solano Counties).

California, South Coast—CARB South Central Coast, San Diego, and South Coast Air Basins (Los Angeles, Orange, San Diego, San Luis Obispo, Santa Barbara, and Ventura Counties, and parts of Riverside and San Bernardino Counties).

California, Southeast—CARB Great Basin Valleys, Salton Sea, and Mojave Desert Air Basins (Alpine, Imperial, Inyo, and Mono Counties, and parts of Kern, Los Angeles, Riverside, San Bernardino Counties).

TABLE 5 U.S. Ozone Nonattainment Areas Requiring Volatility Class AA<sup>A</sup>

NOTE 1—See 40 CFR Part 1090.215(a)(2) for Federal 7.8 psi vapor pressure areas during the summer EPA regulatory control period.

Colorado—Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer (part), and Weld (part) Counties

Nevada—Washoe County

Oregon—Clackamas (part), Marion (part), Multnomah (part), Polk (part), and Washington (part) counties

Texas—Hardin, Jefferson, and Orange Counties

Utah—Davis and Salt Lake Counties

<sup>A</sup> Refer to Tables 3 and 4 for Vapor Lock Protection Requirements.

6.2.1 Manufacturers and blenders of gasoline and gasoline-oxygenate blends shall avoid gasoline blending stocks (for example, purchased used toluene solvents) or denatured fuel ethanol (for example, improperly recycled ethanol) contaminated by silicon-containing materials, or both. Silicon contamination of gasoline and gasoline-oxygenate blends has led to fouled vehicle components (for example, spark plugs, exhaust oxygen sensors, catalytic converters) requiring parts replacement and repairs. Test Method D7757 is a procedure for determining silicon content but no specification limits have been established for silicon.

6.2.2 Manufacturers and blenders of gasoline and gasoline-oxygenate blends shall avoid gasoline blending stocks or denatured fuel ethanol contaminated by chloride salts. Chloride salts can contribute inorganic chloride ions to the blend

component or the finished fuel. Contamination of the blend components or the finished fuel with inorganic chlorides has led to corrosion issues with vehicle fuel and emissions systems requiring parts replacement and repairs. Approved standard test methods are not available to determine the concentration of inorganic chloride in spark-ignition engine fuels.

6.3 For markets where vehicles meeting U.S. Tier 2, Euro 5, or more stringent emissions standards are required or in widespread use, MMT shall be limited in automotive spark-ignition engine fuel to a maximum manganese concentration of 0.25 mg/L, until such time as data are produced to support its use at higher concentrations, and incorporated into this specification. (See Note 8.)

NOTE 8—This level represents the lower limit of the Test Method D3831 scope.

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 or D7345.



**TABLE 6 U.S. Federal RFG Areas Requiring Volatility Class AAA<sup>A, B</sup>**

NOTE 1—See 40 CFR Part 1090.285 for RFG covered areas.

NOTE 2—No waiver for gasoline-ethanol blends in RFG areas during the summer EPA regulatory control period.

California—El Dorado (part), Fresno, Kern (part), Kings, Los Angeles, Madera, Merced, Orange, Placer (part), Riverside (part), Sacramento, San Bernardino (part), San Diego, San Joaquin, Solano (part), Stanislaus, Sutter (part), Tulare, Ventura, and Yolo Counties
Connecticut—All Counties
Delaware—All Counties
District of Columbia
Illinois—Cook, Du Page, Grundy (part), Jersey, Kane, Kendall (part), Lake, Madison, McHenry, Monroe, St. Clair, and Will Counties
Indiana—Lake and Porter Counties
Kentucky—Bullitt (part), Jefferson, and Oldham (part) Counties
Maryland—Anne Arundel, Baltimore, Calvert, Carroll, Cecil, Charles, Frederick, Harford, Howard, Kent, Montgomery, Prince George’s, and Queen Anne’s Counties and the City of Baltimore
Massachusetts—All Counties
Missouri—Franklin, Jefferson, Saint Charles, and Saint Louis counties; and the City of St. Louis
New Hampshire—Hillsborough, Merrimack, Rockingham, and Strafford Counties
New Jersey—All Counties
New York—Bronx, Dutchess, Essex (part), Kings, Nassau, New York, Orange, Putnam, Queens, Richmond, Rockland, Suffolk, and Westchester Counties
Pennsylvania—Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties
Rhode Island—All Counties
Texas—Brazoria, Chambers, Collin, Dallas, Denton, Fort Bend, Galveston, Harris, Liberty, Montgomery, Tarrant, and Waller Counties
Virginia—Arlington, Charles City, Chesterfield, Fairfax, Hanover, Henrico, James City, Loudoun, Prince William, Stafford, and York counties and independent cities of Alexandria, Chesapeake, Colonial Heights, Fairfax, Falls Church, Hampton, Hopewell, Manassas, Manassas Park, Newport News, Norfolk, Poquoson, Portsmouth, Richmond, Suffolk, Virginia Beach, and Williamsburg
Wisconsin—Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties

<sup>A</sup> Refer to Tables 3 and 4 for Vapor Lock Protection Requirements.

<sup>B</sup> Gasoline designated as California gasoline or used in areas subject to the California reformulated gasoline regulations must comply with those regulations under Title 13, California Code of Regulations, sections 2250-2273.5.

7.1.1.1 When using Test Method D7345, results shall be reported as “Predicted D86” as determined by applying the corrections described in Test Method D7345 to convert to D86 equivalent values. In case of dispute, Test Method D86 shall be the referee method.

7.1.1.2 The use of Test Method D7345 shall be limited to gasoline and gasoline-ethanol blends up to maximum 20 % by volume ethanol.

7.1.2 Vapor-Liquid Ratio—Test Method D5188 is an evacuated chamber method for determining temperatures for vapor-liquid ratios between 8 to 1 and 75 to 1. For this specification, it is conducted at a ratio of 20 to 1. It may be used for gasoline and gasoline-oxygenate blends.

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

7.1.3.1 When using Test Method D6378, determine VP<sub>4</sub> at 37.8 °C (100 °F) using a sample from a 1 L container and convert to DVPE (D5191 equivalence) using the following equation:

$$\text{Predicted DVPE}_C = VP_{4, 37.8\text{ }^\circ\text{C}} - 1.005 \text{ kPa} \quad (5)$$

$$\text{Predicted DVPE}_F = VP_{4, 100\text{ }^\circ\text{F}} - 0.15 \text{ psi} \quad (6)$$

**TABLE 7 U.S. Federally Approved State Implementation Plan Areas Requiring More Restrictive Maximum Vapor Pressure Limits<sup>A</sup>**

Arizona—Maricopa County, Pinal(part), and Yavapai (part)—48.2 kPa (7.0 psi) max June 1 - Sept. 30, 62.0 kPa (9.0 psi) max Oct. 1 - Mar. 31 and May, 69.0 kPa (10.0 psi) max Apr. <sup>B(Apr. only),C</sup>
California—48.26 kPa (7.00 psi) max April 1, May 1, or June 1 - Sept. 30 or Oct. 31 depending on air basin <sup>D</sup>
Indiana—Clark and Floyd counties area – 53.8 kPa (7.8 psi) max May 1 terminal/June 1 retail - Sept. 15 <sup>B</sup>
Michigan—Lenawee, Livingston, Macomb, Monroe, Oakland, Saint Clair, Washtenaw, and Wayne counties—48.2 kPa (7.0 psi) max June 1 - Sept 15
Texas—El Paso County—48.2 kPa (7.0 psi) max May 1 terminal/June 1 retail - Sept. 15
Texas—Anderson, Angelina, Aransas, Atascosa, Austin, Bastrop, Bee, Bell, Bexar, Bosque, Bowie, Brazos, Burleson, Caldwell, Calhoun, Camp, Cass, Cherokee, Colorado, Comal, Cooke, Coryell, De Witt, Delta, Ellis, Falls, Fannin, Fayette, Franklin, Freestone, Goliad, Gonzales, Grayson, Gregg, Grimes, Guadalupe, Harrison, Hays, Henderson, Hill, Hood, Hopkins, Houston, Hunt, Jackson, Jasper, Johnson, Karnes, Kaufman, Lamar, Lavaca, Lee, Leon, Limestone, Live Oak, Madison, Marion, Matagorda, McLennan, Milam, Morris, Nacogdoches, Navarro, Newton, Nueces, Panola, Parker, Polk, Rains, Red River, Refugio, Robertson, Rockwall, Rusk, Sabine, San Jacinto, San Patricio, San Augustine, Shelby, Smith, Somervell, Titus, Travis, Trinity, Tyler, Upshur, Van Zandt, Victoria, Walker, Washington, Wharton, Williamson, Wilson, Wise, and Wood counties—53.8 kPa (7.8 psi) max May 1 terminal/June 1 retail - October 1

<sup>A</sup> Refer to Tables 3 and 4 for Vapor Lock Protection Requirements

<sup>B</sup> A 1.0 psi higher vapor pressure is allowed for gasoline-ethanol blends containing 9 % to 10 % by volume ethanol. For the Arizona Cleaner Burning Gasoline program, the 1.0 psi higher vapor pressure applies during April only.

<sup>C</sup> See Arizona Revised Statutes (ARS) §49-541 for boundaries of Arizona Cleaner Burning Gasoline. The Cleaner Burning Gasoline program does not apply to facilities located within Native American Tribal Lands.

<sup>D</sup> Gasoline designated as California gasoline or used in areas subject to the California reformulated gasoline regulations must comply with those regulations under Title 13, California Code of Regulations, sections 2250-2273.5.

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

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

7.1.6 Sulfur—Test Methods D1266, D2622, D3120, D5453, D7039, or D7220. With Test Method D3120, fuels with sulfur content greater than 100 mg/kg (0.0100 % by mass) must be diluted with isooctane. The dilution of the sample may result in a loss of precision. Test Method D3120 cannot be used when the lead concentration is greater than 0.4 g/L (1.4 g/U.S. gal).

7.1.7 Lead—Test Methods D3341 or D5059 (Test Methods A or B). For lead levels below 0.03 g/L (0.1 g/U.S. gal), use Test Methods D3237 or D5059 (Test Method C).

7.1.8 Oxidation Stability—Test Method D525.

7.1.9 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 mass oxygen content using the percent by mass oxygenate results.

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

7.1.11 *Manganese*—Test Method **D3831**. (See **Note 8**.)

## 8. Sampling, Containers, and Sample Handling

8.1 The reader 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 dark brown glass bottle, 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. Precision and Bias<sup>10</sup>

9.1 The precision of each required test method for the properties specified is included in the standard applicable to each method, with the exception of Driveability Index. In many cases, the precision applicable to gasoline-oxygenate blends has not been established yet.

9.2 *Precision and Bias of Driveability Index (DI):*

9.2.1 The following statements apply to the precision and bias of DI, which is a derived quantity not addressed in any other standard.<sup>10</sup>

9.2.2 The precision of DI is a function of the individual precisions of the 10 %, 50 %, and 90 % evaporated temperatures from Test Method **D86**. The precisions of these percent evaporated temperatures vary for different apparatuses (manual or automatic), for fuels of different volatilities (for example,

above and below 65.5 kPa (9.5 psi) vapor pressure) and with different distillation curve slopes.

9.2.3 *Repeatability*—The difference between two successive DI determinations using Test Method **D86** results, where the two test results were obtained by one operator with the same apparatus under constant operating conditions on identical test material, would in the long run, in normal and correct operation of the test method, exceed 9 °C (17 °F) derived units in only one case in twenty.

9.2.4 The repeatability value was calculated using the precision data from Test Method **D86** and average distillation characteristics from the 1994 through 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Motor Gasoline and from the 1997 and 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Reformulated Gasoline.

9.2.5 *Reproducibility*—The difference between two single and independent DI determinations using Test Method **D86** results, where the two test results were obtained by different operators in different laboratories on identical test material, would in the long run, in normal and correct operation of the test method, exceed 27 °C (48 °F) derived units in only one case in twenty.

9.2.6 The reproducibility values were determined directly using the distillation data from each laboratory participating in cooperative programs to calculate DI. The data used to calculate DI were available from the 1994 through 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Motor Gasoline, the 1997 and 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Reformulated Gasoline, the Auto/Oil Air Quality Improvement Research Program, the Auto/Oil AAMA Gasoline Inspections Program, and the 1995 to 1996 CRC volatility program.

9.2.7 *Bias*—Since there is no acceptable reference material suitable for determining bias for DI, bias has not been determined.

## 10. Keywords

10.1 alcohol; antiknock index; automotive fuel; automotive gasoline; automotive spark-ignition engine fuel; copper strip corrosion; corrosion; distillation; driveability; Driveability Index; EPA regulations; ethanol; ether; fuel; gasoline; gasoline-alcohol blend; gasoline-ethanol blend; gasoline-ether blend; gasoline-oxygenate blend; induction period; lead; leaded fuel; manganese; methanol; MTBE; octane number; octane requirement; oxidation stability; oxygenate; oxygenate detection; phase separation; phosphorous; solvent-washed gum; sulfur;  $T_{V/L=20}$ ; unleaded fuel; vapor-liquid ratio; vapor lock; vapor pressure; volatility; water tolerance

<sup>10</sup> Supporting data (calculations) have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1468. Contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

**APPENDIXES**
**(Nonmandatory Information)**
**X1. SIGNIFICANCE OF ASTM SPECIFICATION FOR AUTOMOTIVE SPARK-IGNITION ENGINE FUEL**
**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.

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 Methods **D2699** or **D2885**) and the Motor method (Test Methods **D2700** or **D2885**). The following paragraphs define the two methods and describe their significance as applied to various equipment and operating conditions.

X1.3.2 Research octane number is determined by a method that measures fuel antiknock level in a single-cylinder engine under mild operating conditions; namely, at a moderate inlet mixture temperature and a low engine speed. Research octane number tends to indicate fuel antiknock performance in engines at wide-open throttle and low-to-medium engine speeds.

X1.3.3 Motor octane number is determined by a method that measures fuel antiknock level in a single-cylinder engine under more severe operating conditions than those employed in the Research method; namely, at a higher inlet mixture temperature and at a higher engine speed. It indicates fuel antiknock performance in engines operating at wide-open throttle and high engine speeds. Also, Motor octane number tends to indicate fuel antiknock performance under part-throttle, road-load conditions.

**X1.4 Road Octane Number**

X1.4.1 The road octane of a fuel is the measure of its ability to resist knock in customers' vehicles, and is ultimately of more importance than laboratory octane numbers. Since road octanes are difficult to measure and interpret, the industry has agreed to use ASTM laboratory engine tests to estimate the road octane performance of spark-ignition engine fuel in vehicles.

X1.4.2 The antiknock index (AKI) is the arithmetic average of the Research octane number (RON) and Motor octane number (MON):

$$AKI = (RON + MON) / 2 \quad (X1.1)$$

This value is called by a variety of names, in addition to antiknock index, including:

- Octane rating
- Posted octane
- (R + M)/2 octane

X1.4.3 The AKI is posted on retail gasoline dispensing pumps in the United States and is referred to in car owners' manuals. The AKI is also required for certification at each wholesale fuel transfer and is referred to in United States federal law as "Octane Rating." Details of this regulation can be found in 16 CFR Part 306 Areas outside the United States may or may not use AKI as the standard means for reporting octane rating; for example, minimums for RON and MON may be required rather than the AKI.

X1.4.4 The most extensive data base that relates the laboratory engine test methods for Research and Motor octane to actual field performance of fuel in vehicles is the annual Coordinating Research Council (CRC)<sup>11</sup> Octane Number Requirement Survey conducted for new light-duty vehicles.

<sup>11</sup> Coordinating Research Council, Inc., 3650 Mansell Rd., Ste. 140, Alpharetta, GA 30022-8246.