Designation: D6751 – 23a

Standard Specification for Biodiesel Fuel Blendstock (B100) for Middle Distillate Fuels[1]

This standard is issued under the fixed designation D6751; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

1. Scope*

1.1 This specification covers six grades of biodiesel (B100) for use as a blend component with middle distillate fuels. These grades are described as follows:

1.1.1 *Grade No. 1-B S15*—A special purpose biodiesel blendstock intended for use in middle distillate fuel applications which can be sensitive to the presence of partially reacted glycerides, including those applications requiring good low temperature operability, and also requiring a fuel blend component with 15 ppm sulfur (maximum).

1.1.2 *Grade No. 1-B S15 LM*—A special purpose biodiesel blendstock intended for use in middle distillate fuel applications which can be sensitive to the presence of partially reacted glycerides, including those applications requiring good low temperature operability, and also requiring a fuel blend component with 15 ppm sulfur (maximum) and combined sodium, potassium, calcium, and magnesium of 4 ppm (maximum). LM indicates Low Metals suitable for diesel engine applications with modern exhaust aftertreatment.

1.1.3 *Grade No. 1-B S500*—A special purpose biodiesel blendstock intended for use in middle distillate fuel applications which can be sensitive to the presence of partially reacted glycerides, including those applications requiring good low temperature operability, and also requiring a fuel blend component with 500 ppm sulfur (maximum).

1.1.4 *Grade No. 2-B S15*—A general purpose biodiesel blendstock intended for use in middle distillate fuel applications that require a fuel blend component with 15 ppm sulfur (maximum).

1.1.5 *Grade No. 2-B S15 LM*—A general purpose biodiesel blendstock intended for use in middle distillate fuel applications that require a fuel blend component with 15 ppm sulfur (maximum) and combined sodium, potassium, calcium, and magnesium of 4 ppm (maximum). LM indicates Low Metals suitable for diesel engine applications with modern exhaust aftertreatment.

1.1.6 *Grade No. 2-B S500*—A general purpose biodiesel blendstock intended for use in middle distillate fuel applications that require a fuel blend component with 500 ppm sulfur (maximum).

1.2 This specification prescribes the required properties of diesel fuels at the time and place of delivery. The specification requirements may be applied at other points in the production and distribution system when provided by agreement between the purchaser and the supplier.

1.3 Nothing in this specification shall preclude observance of federal, state, or local regulations which may be more restrictive.

NOTE 1—The generation and dissipation of static electricity can create problems in the handling of distillate fuel oils with which biodiesel may be blended. For more information on the subject, see Guide D4865.

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

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

2. Referenced Documents

2.1 *ASTM Standards:*[2]

D93 Test Methods for Flash Point by Pensky-Martens Closed Cup Tester

D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test

D189 Test Method for Conradson Carbon Residue of Petroleum Products

D445 Test Method for Kinematic Viscosity of Transparent and Opaque Liquids (and Calculation of Dynamic Viscosity)

D524 Test Method for Ramsbottom Carbon Residue of Petroleum Products

[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.E0 on Burner, Diesel and Non-Aviation Gas Turbine Fuels.

Current edition approved April 1, 2023. Published May 2023. Originally approved in 1999 as PS 121 – 99. Adopted as a standard in 2002 as D6751 – 02. Last previous edition approved in 2023 as D6751 – 23. DOI: 10.1520/D6751-23A.

[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.

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

D613 Test Method for Cetane Number of Diesel Fuel Oil
D664 Test Method for Acid Number of Petroleum Products by Potentiometric Titration
D874 Test Method for Sulfated Ash from Lubricating Oils and Additives
D974 Test Method for Acid and Base Number by Color-Indicator Titration
D975 Specification for Diesel Fuel
D976 Test Method for Calculated Cetane Index of Distillate Fuels
D1160 Test Method for Distillation of Petroleum Products at Reduced Pressure
D1266 Test Method for Sulfur in Petroleum Products (Lamp Method)
D1796 Test Method for Water and Sediment in Fuel Oils by the Centrifuge Method (Laboratory Procedure)
D2274 Test Method for Oxidation Stability of Distillate Fuel Oil (Accelerated Method)
D2500 Test Method for Cloud Point of Petroleum Products and Liquid Fuels
D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
D2709 Test Method for Water and Sediment in Middle Distillate Fuels by Centrifuge
D2880 Specification for Gas Turbine Fuel Oils
D3120 Test Method for Trace Quantities of Sulfur in Light Liquid Petroleum Hydrocarbons by Oxidative Microcoulometry
D3242 Test Method for Acidity in Aviation Turbine Fuel
D3828 Test Methods for Flash Point by Small Scale Closed Cup Tester
D4057 Practice for Manual Sampling of Petroleum and Petroleum Products
D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products
D4294 Test Method for Sulfur in Petroleum and Petroleum Products by Energy Dispersive X-ray Fluorescence Spectrometry
D4530 Test Method for Determination of Carbon Residue (Micro Method)
D4737 Test Method for Calculated Cetane Index by Four Variable Equation
D4865 Guide for Generation and Dissipation of Static Electricity in Petroleum Fuel Systems
D4951 Test Method for Determination of Additive Elements in Lubricating Oils by Inductively Coupled Plasma Atomic Emission Spectrometry
D5453 Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence
D5771 Test Method for Cloud Point of Petroleum Products and Liquid Fuels (Optical Detection Stepped Cooling Method)
D5772 Test Method for Cloud Point of Petroleum Products and Liquid Fuels (Linear Cooling Rate Method)
D5773 Test Method for Cloud Point of Petroleum Products and Liquid Fuels (Constant Cooling Rate Method)
D6217 Test Method for Particulate Contamination in Middle Distillate Fuels by Laboratory Filtration
D6450 Test Method for Flash Point by Continuously Closed Cup (CCCFP) Tester
D6469 Guide for Microbial Contamination in Fuels and Fuel Systems
D6584 Test Method for Determination of Total Monoglycerides, Total Diglycerides, Total Triglycerides, and Free and Total Glycerin in B-100 Biodiesel Methyl Esters by Gas Chromatography
D6890 Test Method for Determination of Ignition Delay and Derived Cetane Number (DCN) of Diesel Fuel Oils by Combustion in a Constant Volume Chamber
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
D7042 Test Method for Dynamic Viscosity and Density of Liquids by Stabinger Viscometer (and the Calculation of Kinematic Viscosity)
D7344 Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure (Mini Method)
D7345 Test Method for Distillation of Petroleum Products and Liquid Fuels at Atmospheric Pressure (Micro Distillation Method)
D7397 Test Method for Cloud Point of Petroleum Products and Liquid Fuels (Miniaturized Optical Method)
D7501 Test Method for Determination of Fuel Filter Blocking Potential of Biodiesel Fuel Blendstock (B100) by Cold Soak Filtration Test (CSFT)
D7668 Test Method for Determination of Derived Cetane Number (DCN) of Diesel Fuel Oils—Ignition Delay and Combustion Delay Using a Constant Volume Combustion Chamber Method
D7689 Test Method for Cloud Point of Petroleum Products and Liquid Fuels (Mini Method)
D7945 Test Method for Determination of Dynamic Viscosity and Derived Kinematic Viscosity of Liquids by Constant Pressure Viscometer
D8183 Test Method for Determination of Indicated Cetane Number (ICN) of Diesel Fuel Oils using a Constant Volume Combustion Chamber—Reference Fuels Calibration Method

2.2 *Government Standard:*

40 CFR Part 79 Registration of Fuels and Fuel Additives Section 211(b) Clean Air Act[3]

2.3 *Other Documents:*

AOCS Standard Procedure Ck 2-09[4] Determination of Various Properties of Biodiesel by the QTA System Method[5]
UOP 389 Trace Metals in Oils by Wet Ashing and ICP-OES[6]

[3] Available from U.S. Government Printing Office Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401.

[4] Available from AOCS Headquarters, 2710 S. Boulder, Urbana, IL 61802–6996. Download Product Code: MC-CK209 from www.aocs.org.

[5] QTA is a registered trademark of the Cognis Corporation, 5051 Estecreek Drive, Cincinnati, OH 45232-1446.

[6] Available from ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA. Visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org.

UOP 391–91 Trace Metals in Petroleum Products or Organics by AAS[6]

EN 14105 Fat and Oil Derivatives—Fatty Acid Methyl Esters (FAME)—Determination of Free and Total Glycerol and Mono-, Di-, Triglyceride Contents (Reference Method)[7]

EN 14110 Fat and Oil Derivatives—Fatty Acid Methyl Esters (FAME)—Determination of Methanol Content[7]

EN 14112 Fat and Oil Derivatives—Fatty Acid Methyl Esters (FAME)—Determination of Oxidation Stability (Accelerated Oxidation Test)[7]

EN 14538 Fat and Oil Derivatives—Fatty Acid Methyl Esters (FAME)—Determination of Ca, K, Mg and Na Content by Optical Emission Spectral Analysis with Inductively Coupled Plasma (ICP OES)[7]

EN 15751 Automotive Fuels—Fatty Acid Methyl Ester (FAME) Fuel and Blends with Diesel Fuel—Determination of Oxidation Stability by Accelerated Oxidation Method[7]

3. Terminology

3.1 *Definitions:*

3.1.1 *biodiesel, n*—fuel comprised of mono-alkyl esters of long chain fatty acids derived from vegetable oils or animal fats, designated B100.

3.1.1.1 *Discussion—biodiesel*, as defined above, is registered with the U.S. EPA as a fuel and a fuel additive under Section 211(b) of the Clean Air Act (40 CFR Part 79). There is, however, other usage of the term biodiesel in the marketplace. Due to its EPA registration and the widespread commercial use of the term biodiesel in the U.S. marketplace, the term biodiesel will be maintained for this specification.

3.1.1.2 *Discussion*—Biodiesel is typically produced by a reaction of a vegetable oil or animal fat with an alcohol such as methanol or ethanol in the presence of a catalyst to yield mono-alkyl esters and glycerin, which is removed. The finished biodiesel derives approximately 10 % of its mass from the reacted alcohol. The alcohol used in the reaction may or may not come from renewable resources.

3.1.2 *biodiesel blend (BXX), n*—a homogeneous mixture of hydrocarbon oils and mono-alkyl esters of long chain fatty acids.

3.1.2.1 *Discussion*—In the abbreviation BXX, the XX represents the volume percentage of biodiesel fuel in the blend.

3.1.2.2 *Discussion*—The mono-alkyl esters of long chain fatty acids (that is, biodiesel) used in the mixture shall meet the requirements of Specification D6751.

3.1.2.3 *Discussion*—Diesel fuel, fuel oil, and non-aviation gas turbine oil are examples of hydrocarbon oils.

3.1.3 *biodiesel fuel, n*—synonym for *biodiesel*.

3.1.4 *free glycerin, n*—a measure of the amount of glycerin remaining in the fuel.

3.1.5 *Grade S15 B100, n*—a grade of biodiesel meeting ASTM Specification D6751 and having a sulfur specification of 15 ppm maximum.

3.1.6 *Grade S15 B100 LM, n*—a grade of biodiesel meeting ASTM Specification D6751 and having a sulfur specification of 15 ppm maximum and combined sodium, potassium, calcium, and magnesium of 4 ppm maximum.

3.1.6.1 *Discussion*—LM indicates Low Metals suitable for diesel engine applications with modern exhaust aftertreatment.

3.1.7 *Grade S500 B100, n*—a grade of biodiesel meeting ASTM Specification D6751 and having a sulfur specification of 500 ppm maximum.

3.1.8 *middle distillate fuel, n*—kerosines and gas oils boiling between approximately 150 °C and 400 °C at normal atmospheric pressure and having a closed-cup flash point above 38 °C.

3.1.9 *monoglyceride, n*—a partially reacted fat or oil molecule with one long chain alkyl ester group on a glycerin backbone.

3.1.10 *total glycerin, n*—the sum of the free glycerin and the glycerin portion of any unreacted or partially reacted oil or fat.

4. Requirements

4.1 The biodiesel specified shall be mono-alkyl esters of long chain fatty acids derived from vegetable oils and animal fats.

4.2 Unless otherwise specified, samples for analysis shall be taken by the procedure described in Practices D4057 or D4177.

4.3 The biodiesel specified shall conform to the detailed requirements shown in Table 1.

NOTE 2—A considerable amount of experience exists in the U.S. with a 20 % blend of biodiesel, primarily produced from soybean oil, with 80 % diesel fuel (B20). Experience with biodiesel produced from animal fat and other oils is similar. Experience with B20 and lower blends in other applications is not as prevalent. Although biodiesel (B100) can be used, blends of over 20 % biodiesel with diesel fuel (B20) should be evaluated on a case by case basis until further experience is available.

NOTE 3—The user should consult the equipment manufacturer or owner's manual regarding the suitability of using biodiesel or biodiesel blends in a particular engine or application.

5. Test Methods

5.1 The requirements enumerated in this specification shall be determined in accordance with the following methods.

5.1.1 *Flash Point*—Test Methods D93, except where other methods are prescribed by law. Test Methods D3828 or D6450 can also be used. The precision and bias of Test Methods D3828 and D6450 with biodiesel is not known and is currently under investigation. Test Methods D93 shall be the referee method.

5.1.2 *Water and Sediment*—Test Method D2709. Test Method D1796 may also be used. Test Method D2709 shall be the referee method. The precision and bias of these test methods with biodiesel is not known and is currently under investigation.

5.1.3 *Viscosity*—Test Methods D445, D7042, or D7945 may be used with the same limits. Bias-corrected results from Test Method D7042 shall be reported as "Predicted D445." Use bias correction for biodiesel fuel according the Precision and Bias section of Test Method D7042. In case of dispute, Test Method D445 shall be used as the referee test method.

[7] Available from the National CEN Members listed on the CEN website (www.cenorm.be) or from the CEN/TC19 secretariat (astm@nen.nl).

TABLE 1 Detailed Requirements for Biodiesel (B100) Blend Stocks

Property	Test Method[A]	Grade No. 1-B S15, S15 LM	Grade No. 1-B S500	Grade No. 2-B S15, S15 LM	Grade No. 2-B S500
Sulfur,[B] % mass (ppm), max	D5453	0.0015 (15)	0.05 (500)	0.0015 (15)	0.05 (500)
Cold soak filterability, seconds, max	D7501	200	200	360[C]	360[C]
Monoglyceride content, % mass, max	D6584	0.40	0.40	...	...
Metals, ppm (µg/g), max, Grades:					
No. 1-B S15, S500; No 2-B S15, S500					
Calcium and Magnesium, combined	EN 14538	5	5	5	5
Sodium and Potassium, combined	EN 14538	5	5	5	5
No. 1-B S15 LM, No. 2-B S15 LM					
Sodium, Potassium, Calcium, and Magnesium, combined	EN 14538	4		4	
		Requirements for All Grades			
Flash point (closed cup), °C, min	D93	93	93	93	93
Alcohol control					
One of the following shall be met:					
1. Methanol content, mass %, max	EN 14110	0.2	0.2	0.2	0.2
2. Flash point, °C, min	D93	130	130	130	130
Water and sediment, % volume, max	D2709	0.050	0.050	0.050	0.050
Kinematic viscosity,[D] mm^2/s, 40 °C	D445	1.9-6.0	1.9-6.0	1.9-6.0	1.9-6.0
Sulfated ash, % mass, max	D874	0.020	0.020	0.020	0.020
Copper strip corrosion, max	D130	No. 3	No. 3	No. 3	No. 3
Cetane number, min	D613	45	45	45	45
Cloud point,[E] °C	D2500	Report	Report	Report	Report
Carbon residue,[F] % mass, max	D4530	0.050	0.050	0.050	0.050
Acid number, mg KOH/g, max	D664	0.50	0.50	0.50	0.50
Free glycerin, % mass, max	D6584	0.020	0.020	0.020	0.020
Total glycerin, % mass, max	D6584	0.240	0.240	0.240	0.240
Phosphorus content, % mass, max	D4951	0.001	0.001	0.001	0.001
Distillation temperature, Atmospheric equivalent temperature, 90 % recovered, °C, max	D1160	360	360	360	360
Oxidation stability, hours, min	EN 15751	3	3	3	3

[A] The test methods indicated are the approved referee methods. Other acceptable methods are indicated in 5.1.
[B] Other sulfur limits may apply in selected areas in the United States and in other countries.
[C] For additional cold weather considerations, see Appendix X3.
[D] See X1.3.1. The 6.0 mm^2/s upper viscosity limit is higher than petroleum based diesel fuel and should be taken into consideration when blending.
[E] The cloud point of biodiesel is generally higher than petroleum based diesel fuel and should be taken into consideration when blending.
[F] Carbon residue shall be run on the 100 % sample (see 5.1.12).

5.1.4 *Monoglycerides*—Test Method D6584, Test Method EN 14105, and AOCS Standard Procedure Ck 2-09 may be used. Test Method D6584 shall be the referee test method.

5.1.5 *Sulfated Ash*—Test Method D874.

5.1.6 *Oxidation Stability*—Test Method EN 15751. Test Method EN 14112 may also be used. See X1.19.1 for further information. Test Method EN 15751 shall be the referee test method.

5.1.7 *Sulfur*—Test Method D5453. Test Method D7039 may also be used. Other test methods may also be suitable for determining up to 0.05 % (500 ppm) sulfur in biodiesel fuels such as Test Methods D1266, D2622, D3120 and D4294 but may provide falsely high results (see X1.5) although their precision and bias with biodiesel is unknown. Test Method D5453 shall be the referee test method.

5.1.8 *Corrosion*—Test Method D130, 3 h test at 50 °C.

5.1.9 *Cetane Number*—Test Method D613. Test Method D6890, D7668 (see Note 4), or D8183 (Note 5) may also be used. In case of dispute, Test Method D613 shall be the referee method.

NOTE 4—Precision from Test Method D7668 were obtained from results produced by laboratories using externally obtained pre-blended calibration reference material.

NOTE 5—Precision from Test Method D8183 were obtained from results produced by laboratories using pre-blended calibration reference materials from a single source.

5.1.10 *Cloud Point*—Test Method D2500. Test Method D5771, D5772, D5773, D7397, D7689, or AOCS Standard Procedure Ck 2-09 may also be used. Test Method D2500 shall be the referee test method.

5.1.11 *Acid Number*—Test Method D664. Test Methods D3242 or D974 may also be used. Test Method D664 shall be the referee test method.

5.1.12 *Carbon Residue*—Test Method D4530. A 100 % sample shall replace the 10 % residual, with percent residue in the original sample reported using the 10 % residual calculation (see X1.9.1). Test Methods D189 or D524 may also be used. Test Method D4530 shall be the referee method.

5.1.13 *Total Glycerin*—Test Method D6584. AOCS Standard Procedure Ck 2-09 may also be used. Test Method D6584 is the referee method.

5.1.14 *Free Glycerin*—Test Method D6584. AOCS Standard Procedure Ck 2-09 may also be used. Test Method D6584 is the referee method.

5.1.15 *Phosphorus Content*—Test Method D4951.

5.1.16 *Distillation Temperature*—Test Method(s) D1160 (reduced pressure method), or D7344, or D7345 may be used. When using Test Method D7344, correct for observed bias by adding 3 °C to the temperature result before comparing the result to the Table 1 requirement and report the Test Method D7344 value as "bias-corrected." Test Method D1160 shall be the referee test method.

5.1.17 *Calcium and Magnesium, combined*—Test Method EN 14538. Test Method UOP 389 may also be used. Test Method EN 14538 shall be the referee test method.

5.1.18 *Sodium and Potassium, combined*—Test Method EN 14538. Test Method UOP 391 may also be used. Test Method EN 14538 shall be the referee test method.

5.1.19 *Cold Soak Filterability*—Test Method D7501. B100 intended for blending into diesel fuels that is expected to give satisfactory vehicle performance at fuel temperatures at or below –12 °C shall comply with a cold soak filtration limit of 200 s maximum.

5.1.20 *Methanol Content*—Test Method EN 14110. AOCS Standard Procedure Ck 2-09 may also be used. Test Method EN 14110 shall be the referee test method.

6. Workmanship

6.1 The biodiesel fuel shall be visually free of undissolved water, sediment, and suspended matter.

7. Keywords

7.1 alternative fuel; biodiesel fuel; diesel fuel oil; fuel oil; renewable resource

APPENDIXES

(Nonmandatory Information)

X1. SIGNIFICANCE OF PROPERTIES SPECIFIED FOR BIODIESEL FUEL

X1.1 Introduction

X1.1.1 The properties of commercial biodiesel fuel depends upon the refining practices employed and the nature of the renewable lipids from which it is produced. Biodiesel, for example, can be produced from a variety of vegetable oils or animal fats which produce similar volatility characteristics and combustion emissions with varying cold flow properties.

X1.1.2 The significance of the properties in this appendix are based primarily on the commercial use of biodiesel in on-road and off-road diesel engine applications. Some of the properties may take on other significance if biodiesel is used as a fuel or blending component in other applications. See the respective finished product specifications for additional information on significance of properties of those applications.

X1.2 Flash Point

X1.2.1 The flash point, as specified, is not directly related to engine performance. It is, however, of importance in connection with legal requirements and safety precautions involved in fuel handling and storage that are normally specified to meet insurance and fire regulations.

X1.2.2 The flash point for biodiesel has been set at 93 °C (200 °F) minimum, so biodiesel falls under the non-hazardous category under National Fire Protection Association codes.

X1.3 Viscosity

X1.3.1 For some engines it may be advantageous to specify a minimum viscosity because of power loss due to injection pump and injector leakage. Maximum allowable viscosity, on the other hand, is limited by considerations involved in engine design and size, and the characteristics of the injection system. The upper limit for the viscosity of biodiesel (6.0 mm^2/s at 40 °C) is higher than the maximum allowable viscosity in Specification D975 Grade 2-D and 2-D low sulfur (4.1 mm^2/s at 40 °C). Blending biodiesel with diesel fuel close to its upper limit could result in a biodiesel blend with viscosity above the upper limits contained in Specification D975.

X1.4 Sulfated Ash

X1.4.1 Ash-forming materials may be present in biodiesel in three forms: (*1*) abrasive solids, (*2*) soluble metallic soaps, and (*3*) unremoved catalysts. Abrasive solids and unremoved catalysts can contribute to injector, fuel pump, piston and ring wear, and also to engine deposits. Soluble metallic soaps have little effect on wear but may contribute to filter plugging and engine deposits.

X1.5 Sulfur

X1.5.1 The effect of sulfur content on engine wear and deposits appears to vary considerably in importance and depends largely on operating conditions. Fuel sulfur can also affect emissions control systems performance and various limits on sulfur have been imposed for environmental reasons. B100 is essentially sulfur-free.

NOTE X1.1—Test Method D5453 should be used with biodiesel. Use of other test methods may provide falsely high results when analyzing B100 with extremely low sulfur levels (less than 5 ppm). Biodiesel sulfur analysis from RR:D02-1480[8], *Biodiesel Fuel Cetane Number Testing Program, January-April, 1999*, using Test Method D2622 yielded falsely high results due to the presence of the oxygen in the biodiesel. Sulfur results using Test Method D2622 were more accurate with B20 than with B100 due to the lower oxygen content of B20. Potential improvements to Test Method D2622 may provide more accurate values in the future.

X1.6 Copper Strip Corrosion

X1.6.1 This test serves as a measure of possible difficulties with copper and brass or bronze parts of the fuel system. The presence of acids or sulfur-containing compounds can tarnish the copper strip, thus indicating the possibility for corrosion.

X1.7 Cetane Number

X1.7.1 Cetane number is a measure of the ignition quality of the fuel and influences white smoke and combustion roughness. The cetane number requirements depend on engine design, size, nature of speed and load variations, and on starting and atmospheric conditions.

X1.7.2 The calculated cetane index, Test Methods D976 or D4737, may not be used to approximate the cetane number with biodiesel or its blends. There is no substantiating data to support the calculation of cetane index with biodiesel or biodiesel blends.

X1.8 Cloud Point

X1.8.1 Cloud point is of importance in that it defines the temperature at which a cloud or haze of crystals appears in the fuel under prescribed test conditions which generally relates to the temperature at which crystals begin to precipitate from the fuel in use. Biodiesel generally has a higher cloud point than petroleum based diesel fuel. The cloud point of biodiesel and its impact on the cold flow properties of the resulting blend should be monitored by the user to ensure trouble-free operation in cold climates. For further information, consult Appendix X4 of Specification D975.

X1.9 Carbon Residue

X1.9.1 Carbon residue gives a measure of the carbon depositing tendencies of a fuel oil. While not directly correlating with engine deposits, this property is considered an

[8] Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1480. Contact ASTM Customer Service at service@astm.org.

approximation. Although biodiesel is in the distillate boiling range, most biodiesels boil at approximately the same temperature and it is difficult to leave a 10 % residual upon distillation. Thus, a 100 % sample is used to replace the 10 % residual sample, with the calculation executed as if it were the 10 % residual. Parameter E (final weight flask charge/original weight flask charge) in 8.1.2 of Test Method D4530-93 is a constant 20/200.

X1.10 Acid Number

X1.10.1 The acid number is used to determine the level of free fatty acids or processing acids that may be present in biodiesel. Biodiesel with a high acid number has been shown to increase fueling system deposits and may increase the likelihood for corrosion.

NOTE X1.2—Acid number measures a different phenomenon for biodiesel than petroleum based diesel fuel. The acid number for biodiesel measures free fatty acids or degradation by-products not found in petroleum based diesel fuel. Increased recycle temperatures in new fuel system designs may accelerate fuel degradation which could result in high acid values and increased filter plugging potential.

X1.11 Free Glycerin

X1.11.1 The free glycerin method is used to determine the level of glycerin in the fuel. High levels of free glycerin can cause injector deposits, as well as clogged fueling systems, and result in a buildup of free glycerin in the bottom of storage and fueling systems.

X1.12 Total Glycerin

X1.12.1 The total glycerin method is used to determine the level of glycerin in the fuel and includes the free glycerin and the glycerine portion of any unreacted or partially reacted oil or fat. Low levels of total glycerin ensure that high conversion of the oil or fat into its mono-alkyl esters has taken place. High levels of mono-, di-, and triglycerides can cause injector deposits and may adversely affect cold weather operation and filter plugging.

X1.13 Monoglycerides

X1.13.1 See information provided in Appendix X3.

X1.14 Phosphorus Content

X1.14.1 Phosphorus can damage catalytic converters used in emissions control systems and its level must be kept low. Catalytic converters are becoming more common on diesel-powered equipment as emissions standards are tightened, so low phosphorus levels will be of increasing importance. Biodiesel produced from U.S. sources has been shown to have low phosphorus content (below 1 ppm) and the specification value of 10 ppm maximum is not problematic. Biodiesel from other sources may or may not contain higher levels of phosphorus and this specification was added to ensure that all biodiesel, regardless of the source, has low phosphorus content.

X1.15 Reduced Pressure Distillation

X1.15.1 Biodiesel exhibits a boiling point rather than a distillation curve. The fatty acids chains in the raw oils and fats from which biodiesel is produced are mainly comprised of straight chain hydrocarbons with 16 to 18 carbons that have similar boiling temperatures. The atmospheric boiling point of biodiesel generally ranges from 330 °C to 357 °C, thus the specification value of 360 °C is not problematic. This specification was incorporated as an added precaution to ensure the fuel has not been adulterated with high boiling contaminants.

NOTE X1.3—The density of biodiesel meeting the specifications in Table 1 falls between 0.86 and 0.90, with typical values falling between 0.88 and 0.89. Since biodiesel density falls between 0.86 and 0.90, a separate specification is not needed. The density of raw oils and fats is similar to biodiesel, therefore use of density as an expedient check of fuel quality may not be as useful for biodiesel as it is for petroleum based diesel fuel. This section has been added to provide users and engine interests with this information.

NOTE X1.4—In certain items of fuel injection equipment in compression ignition engines, such as rotary/distributor fuel pumps and injectors, the fuel functions as a lubricant as well as a source for combustion. Blending biodiesel fuel with petroleum based compression-ignition fuel typically improves fuel lubricity.

X1.16 Alcohol Control

X1.16.1 Alcohol control is to limit the level of unreacted alcohol remaining in the finished fuel. This can be measured directly by the volume percent alcohol or indirectly through a high flash point value.

X1.16.2 The flash point specification, when used for alcohol control for biodiesel, is intended to be 100 °C minimum, which has been correlated to 0.2 % by volume alcohol. Typical values are over 160 °C. Due to high variability with Test Method D93 as the flash point approaches 100 °C, the flash point specification has been set at 130 °C minimum to ensure an actual value of 100 °C minimum. Improvements and alternatives to Test Method D93 are being investigated. Once complete, the specification of 100 °C minimum may be reevaluated for alcohol control.

X1.17 Calcium and Magnesium

X1.17.1 Calcium and magnesium may be present in biodiesel as abrasive solids or soluble metallic soaps. Abrasive solids can contribute to injector, fuel pump, piston, and ring wear, as well as to engine deposits. Soluble metallic soaps have little effect on wear, but they may contribute to filter plugging and engine deposits. High levels of calcium and magnesium compounds may also be collected in exhaust particulate removal devices, are not typically removed during passive or active regeneration, and can create increased back pressure and reduced time to service maintenance.

X1.18 Sodium and Potassium

X1.18.1 Sodium and potassium may be present in biodiesel as abrasive solids or soluble metallic soaps. Abrasive solids can contribute to injector, fuel pump, piston and ring wear, and also to engine deposits. Soluble metallic soaps have little effect on wear, but they may contribute to filter plugging and engine deposits. High levels of sodium or potassium compounds may also be collected in exhaust particulate removal devices, are not typically removed during passive or active regeneration, and they can create increased back pressure and reduced period to service maintenance.