



Designation: ~~D7547–21~~ D7547 – 23

## Standard Specification for Hydrocarbon Unleaded Aviation Gasoline<sup>1</sup>

This standard is issued under the fixed designation D7547; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reappraisal. A superscript epsilon (ε) indicates an editorial change since the last revision or reappraisal.

### 1. Scope\*

1.1 This specification covers formulating specifications for purchases of aviation gasoline under contract and is intended primarily for use by purchasing agencies.

1.2 Unleaded aviation gasoline defined by this specification is for use in engines and associated aircraft that are specifically approved by the engine and aircraft manufacturers. This fuel is not considered suitable for use in other engines and associated aircraft that are certified to use only leaded aviation gasolines of the same octane grade.

1.3 This specification, unless otherwise provided, prescribes the required properties of unleaded aviation gasoline at the time and place of delivery.

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 standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

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

### 2. Referenced Documents

#### 2.1 ASTM Standards:<sup>2</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](#)

[D323 Test Method for Vapor Pressure of Petroleum Products \(Reid Method\)](#)

[D873 Test Method for Oxidation Stability of Aviation Fuels \(Potential Residue Method\)](#)

[D909 Test Method for Supercharge Rating of Spark-Ignition Aviation Gasoline](#)

[D1094 Test Method for Water Reaction of Aviation Fuels](#)

[D1298 Test Method for Density, Relative Density, or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method](#)

[D2386 Test Method for Freezing Point of Aviation Fuels](#)

<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.J0.02 on Aviation Piston Engine Fuels.

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<sup>2</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.

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

- [D2392 Test Method for Color of Dyed Aviation Gasolines](#)
- [D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry](#)
- [D2624 Test Methods for Electrical Conductivity of Aviation and Distillate Fuels](#)
- [D2700 Test Method for Motor Octane Number of Spark-Ignition Engine Fuel](#)
- [D3237 Test Method for Lead in Gasoline by Atomic Absorption Spectroscopy](#)
- [D3338 Test Method for Estimation of Net Heat of Combustion of Aviation Fuels](#)
- [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](#)
- [D4171 Specification for Fuel System Icing Inhibitors](#)
- [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](#)
- [D4306 Practice for Aviation Fuel Sample Containers for Tests Affected by Trace Contamination](#)
- [D4529 Test Method for Estimation of Net Heat of Combustion of Aviation Fuels](#)
- [D4809 Test Method for Heat of Combustion of Liquid Hydrocarbon Fuels by Bomb Calorimeter \(Precision Method\)](#)
- [D4865 Guide for Generation and Dissipation of Static Electricity in Petroleum Fuel Systems](#)
- [D5006 Test Method for Measurement of Fuel System Icing Inhibitors \(Ether Type\) in Aviation Fuels](#)
- [D5059 Test Methods for Lead and Manganese in Gasoline by X-Ray Fluorescence Spectroscopy](#)
- [D5191 Test Method for Vapor Pressure of Petroleum Products and Liquid Fuels \(Mini Method\)](#)
- [D5453 Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence](#)
- [D6469 Guide for Microbial Contamination in Fuels and Fuel Systems](#)
- [D7220 Test Method for Sulfur in Automotive, Heating, and Jet Fuels by Monochromatic Energy Dispersive X-ray Fluorescence Spectrometry](#)
- [E29 Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications](#)

### 3. Terminology

#### 3.1 Definitions:

3.1.1 *unleaded aviation gasoline, n*—gasoline possessing specific properties suitable for fueling aircraft powered by reciprocating spark ignition engines, where lead is not intentionally added for the purpose of enhancing octane performance.

##### 3.1.1.1 Discussion—

Principal properties include volatility limits, stability, detonation-free performance in the engine for which it is intended, and suitability for low temperature performance.

#### 3.2 Abbreviations:

##### 3.2.1 UL—unleaded.

### 4. Classification

4.1 Two grades of unleaded aviation gasoline are provided, known as: Grades UL91 and UL94.<sup>3</sup>

NOTE 1—Grades UL91 and UL94 are based on their octane number as measured by Test Method [D2700](#) motor method.

### 5. Materials and Manufacture

5.1 Unleaded aviation gasoline, except as otherwise specified in this specification, shall consist of blends of refined hydrocarbons derived from crude petroleum, natural gasoline, or blends, thereof, with synthetic hydrocarbons or aromatic hydrocarbons, or both.

5.2 *Additives*—These may be added to each grade of unleaded aviation gasoline in the amount and of the composition specified in the following list of approved materials. The quantities and types shall be declared by the manufacturer. Additives added after the point of manufacture shall also be declared.

5.2.1 *Dyes*—The maximum concentration limits in each grade of gasoline are specified in [Table 1](#).

<sup>3</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1859. Contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

**TABLE 1 Detailed Requirements for Unleaded Aviation Gasolines<sup>A</sup>**

Property		Grade UL91	Grade UL94	ASTM Test Method <sup>B</sup>
<b>COMBUSTION</b>				
Net heat of combustion, MJ/kg <sup>D</sup>	min	43.5	43.5	<del>D4529</del> or <del>D3338</del>
Net heat of combustion, MJ/kg <sup>C</sup>	min	43.5	43.5	<del>D4529</del> or <del>D3338</del>
Octane Rating <sup>C</sup>				
Octane Rating <sup>D</sup>				
Knock value, Motor Octane Number <sup>F</sup>	min	91.0	94.0	D2700
<b>COMPOSITION</b>				
Sulfur, mass percent	max	0.05	0.05	D2622, D4294, D5453, or D7220 <sup>F</sup>
Tetraethyl lead, g Pb/L	max	0.0130	0.0130	D3237 or D5059
<b>COLOR<sup>G</sup></b>				
Dye content <sup>H</sup> , mg/L		Red	Purple	D2392
Red dye	max	2.3	0.9	
Blue dye	max	0.2 <sup>I</sup>	1.2	
Requirements for All Grades				
<b>VOLATILITY</b>				
Vapor pressure, 38 °C, kPa	min		38.0	<del>D323</del> or <del>D5191<sup>J</sup></del>
	max		49.0	
Vapor pressure, 38 °C, kPa	min		38.0	D323 or D5191 <sup>J</sup>
	max		49.0	
Density at 15 °C, kg/m <sup>3</sup>			Report	D1298 or D4052
Distillation, °C			Report	D86
Initial boiling point			Report	
Fuel Evaporated				
10 volume percent at °C	max		75	
40 volume percent at °C	min		75	
50 volume percent at °C	max		105	
90 volume percent at °C	max		135	
Final boiling point	max		170	
Sum of 10 % + 50 % evaporated peratures	min		135	
Recovery volume percent	min		97	
Residue volume percent	max		1.5	
Loss volume percent	max		1.5	
<b>FLUIDITY</b>				
Freezing point, °C	max		-58 <sup>H</sup>	D2386
Freezing point, °C	max		-58 <sup>K</sup>	D2386
<b>CORROSION</b>				
Copper strip, 2 h at 100 °C	max	<del>ASTM D7547-23</del>	No. 1	D130
<b>CONTAMINANTS</b>				
Oxidation stability, mg/100 mL (5 h aging) <sup>L</sup>				<del>D873</del>
Oxidation stability, mg/100 mL (5 h aging) <sup>L</sup>				D873
Potential gum	max		6	
Lead precipitate	max		3	
Water reaction				D1094
Volume change, mL	max		±2	
<b>OTHER</b>				
Electrical conductivity, pS/m	max		600 <sup>M</sup>	D2624
Electrical conductivity, pS/m	max		600 <sup>M</sup>	D2624

<sup>A</sup> For compliance of test results against the requirements of Table 1, see 6.2.

<sup>B</sup> The test methods indicated in this table are referred to in Section 10.

<sup>C</sup> If mutually agreed upon between the purchaser and supplier, a minimum 98 octane requirement as per Test Method D909 may be specified.

<sup>C</sup> For all grades use either Eq 1 or Table 1 in Test Method D4529 or Eq 2 in Test Method D3338. Test Method D4809 may be used as an alternative. In case of dispute, Test Method D4809 shall be used.

<sup>D</sup> If mutually agreed upon between the purchaser and supplier, a minimum 98 octane requirement as per Test Method D909 may be specified.

<sup>E</sup> Knock ratings shall be reported to the nearest 0.1 octane/performance number.

<sup>F</sup> Test Method D2622 shall be the referee sulfur detection method.

<sup>G</sup> A two-year transition to this new standard has been agreed to assist producers of aviation gasoline, ending December 31, 2024. During this period batches of grade UL91 or UL94 are permitted to be colorless or have significantly reduced color while fully meeting the requirements of D7547. Supporting data on the use of dyes in these fuel grades has been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-2049. Contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

<sup>H</sup> The maximum dye concentrations shown do not include solvent in dyes supplied in liquid form.

<sup>I</sup> Inclusion of blue dye in UL91 is non-mandatory. 0.2 mg/L maximum is permitted to simplify tank turnover where the previous grade contained blue dye.

<sup>J</sup> Test Method D5191 shall be the referee vapor pressure method.

<sup>K</sup> If no crystals have appeared on cooling to -58 °C, the freezing point may be reported as less than -58 °C.

<sup>L</sup> If mutually agreed upon between the purchaser and the supplier, a 16 h aging gum requirement may be specified instead of the 5 h aging gum test; in such case the gum content shall not exceed 10 mg/100 mL and the visible lead precipitate shall not exceed 4 mg/100 mL. In such fuel the permissible antioxidant shall not exceed 24 mg/L.

<sup>M</sup> Applies only when an electrical conductivity additive is used; when a customer specifies fuel containing conductivity additive, the following conductivity limits shall apply under the condition at point of use:

Minimum 50 pS/m

Maximum 600 pS/m.

The supplier shall report the amount of additive added.

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5.2.1.1 The only red dye that shall be present in the finished gasoline shall be essentially alkyl derivatives of azobenzene-4-azo-2-naphthol.

5.2.1.2 The only blue dye that shall be present in the finished gasoline shall be essentially 1,4-dialkylaminoanthraquinone.

5.2.2 *Antioxidants*—The following oxidation inhibitors may be added to the gasoline separately, or in combination, in total concentration not to exceed 12 mg of inhibitor (not including weight of solvent) per litre of fuel.

5.2.2.1 2,6-ditertiary butyl-4-methylphenol.

5.2.2.2 2,4-dimethyl-6-tertiary butylphenol.

5.2.2.3 2,6-ditertiary butylphenol.

5.2.2.4 75 % minimum 2,6-ditertiary butylphenol plus 25 % maximum mixed tertiary and tritertiary butylphenols.

5.2.2.5 75 % minimum di- and tri-isopropyl phenols plus 25 % maximum di- and tri-tertiary butylphenols.

5.2.2.6 72 % minimum 2,4-dimethyl-6-tertiary butylphenol plus 28 % maximum monomethyl and dimethyl tertiary butylphenols.

5.2.2.7 N,N'-di-isopropyl-para-phenylenediamine.

5.2.2.8 N,N'-di-secondary-butyl-para-phenylenediamine.

5.2.3 *Fuel System Icing Inhibitor (FSII)*—One of the following may be used:

5.2.3.1 *Isopropyl Alcohol (IPA, propan-2-ol)*, in accordance with the requirements of Specification **D4171** (Type II). May be used in concentrations recommended by the aircraft manufacturer when required by the aircraft owner/operator.

NOTE 2—Addition of isopropyl alcohol (IPA) can reduce knock ratings below minimum specification values (see **X1.2.3**).<sup>4</sup>

5.2.3.2 *Di-Ethylene Glycol Monomethyl Ether (Di-EGME)*, conforming to the requirements of Specification **D4171** (Type III) may be used in concentrations of 0.10 % volume to 0.15 % volume when required by the aircraft owner/operator.

5.2.3.3 Test Method **D5006** may be used to determine the concentration of Di-EGME in aviation fuels.

5.2.4 *Electrical Conductivity Additive*—Stadis® 450<sup>5</sup> in concentrations up to 3 mg/L is permitted. When loss of fuel conductivity necessitates retreatment with electrical conductivity additive, further addition is permissible up to a maximum cumulative level of 5 mg/L of Stadis® 450.<sup>5</sup>

5.2.5 *Corrosion Inhibitor Additive*—The following corrosion inhibitors may be added to the gasoline in concentrations not to exceed the maximum allowable concentration (MAC) listed for each additive.

DCI-4A	MAC = 24 g/m <sup>3</sup>
DCI-6A	MAC = 15 g/m <sup>3</sup>
HITEC 580	MAC = 22.5 g/m <sup>3</sup>
NALCO 5403	MAC = 22.5 g/m <sup>3</sup>
NALCO 5405	MAC = 11.0 g/m <sup>3</sup>
UNICOR J	MAC = 22.5 g/m <sup>3</sup>
SPEC-AID 8Q22	MAC = 24.0 g/m <sup>3</sup>
TOLAD 351	MAC = 24.0 g/m <sup>3</sup>
TOLAD 4410	MAC = 22.5 g/m <sup>3</sup>

<sup>4</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1526. Contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

<sup>5</sup> Stadis® 450 is a registered trademark marketed by Innospec, Inc., Innospec Manufacturing Park, Oil Sites Road, Ellesmere Port, Cheshire, CH65 4EY, UK.

## 6. Detailed Requirements

6.1 The unleaded aviation gasoline shall conform to the requirements prescribed in [Table 1](#).

6.2 Test results shall not exceed the maximum or be less than the minimum values specified in [Table 1](#). No allowance shall be made for the precision of the test methods. To determine the conformance to the specification requirement, a test result may be rounded to the same number of significant figures as in [Table 1](#) using Practice [E29](#). Where multiple determinations are made, the average result, rounded according to Practice [E29](#), shall be used.

## 7. Workmanship, Finish, and Appearance

7.1 The unleaded aviation gasoline specified in this specification shall be free from undissolved water, sediment, and suspended matter. The odor of the fuel shall not be nauseating or irritating. No substances of known dangerous toxicity under usual conditions of handling and use shall be present.

## 8. Sampling

8.1 Because of the importance of proper sampling procedures in establishing fuel quality, use the appropriate procedures in Practice [D4057](#) or Practice [D4177](#).

8.1.1 Although automatic sampling following Practice [D4177](#) may be useful in certain situations, initial refinery specification compliance testing shall be performed on a sample taken following procedures in Practice [D4057](#).

8.2 A number of unleaded aviation gasoline properties, including copper corrosion, electrical conductivity, and others are very sensitive to trace contamination which can originate from sample containers. For recommended sample containers, refer to Practice [D4306](#).

## 9. Report

9.1 The type and number of reports to ensure conformance with the requirements of this specification shall be mutually agreed to by the purchaser and the supplier of the unleaded aviation gasoline.

## 10. Test Methods

10.1 The requirements enumerated in this specification shall be determined in accordance with the following ASTM test methods:

10.1.1 *Knock Value (MON)*—Test Method [D2700](#).

10.1.2 *Density*—Test Methods [D1298](#) or [D4052](#).

10.1.3 *Distillation*—Test Method [D86](#).

10.1.4 *Vapor Pressure*—Test Methods [D323](#) or [D5191](#).

10.1.5 *Freezing Point*—Test Method [D2386](#).

10.1.6 *Sulfur*—Test Methods [D2622](#), [D4294](#), [D5453](#), or [D7220](#).

10.1.7 *Net Heat of Combustion*—Test Methods [D4529](#), [D3338](#), or [D4809](#).

10.1.8 *Corrosion (Copper Strip)*—Test Method [D130](#), 2 h test at 100 °C in bomb.

10.1.9 *Potential Gum*—Test Method [D873](#) except that wherever the letter X occurs (referring to oxidation time) insert the number 5, designating the number of hours prescribed in this specification.

10.1.10 *Water Reaction*—Test Method [D1094](#).

10.1.11 *Electrical Conductivity*—Test Method [D2624](#).

10.1.12 *Lead Content*—Test Method **D3237** and **D5059**.

10.1.13 *Color*—Test Method **D2392**.

## 11. Keywords

11.1 Avgas; aviation gasoline; gasoline; unleaded Avgas; unleaded aviation gasoline

## APPENDIX

### (Nonmandatory Information)

#### X1. PERFORMANCE CHARACTERISTICS OF UNLEADED AVIATION GASOLINE

##### X1.1 Introduction

X1.1.1 Unleaded aviation gasoline is a complex mixture of relatively volatile hydrocarbons that vary widely in their physical and chemical properties. The engines and aircraft impose a variety of mechanical, physical, and chemical environments. The properties of unleaded aviation gasoline (**Table X1.1**) shall be properly balanced to give satisfactory engine performance over an extremely wide range of conditions.

X1.1.2 The ASTM requirements summarized in **Table 1** are quality limits established on the basis of the broad experience and close cooperation of producers of unleaded aviation gasoline, manufacturers of aircraft engines, and users of both commodities. The values given are intended to define unleaded aviation gasoline suitable for most types of spark-ignition aviation engines; however, certain equipment or conditions of use may require fuels having other characteristics.

**TABLE X1.1 Performance Characteristics of Unleaded Aviation Gasoline**

Performance Characteristics	Test Methods	Sections
Combustion characteristics	knock value (MON)	<b>X1.2</b>
Antiknock quality	isopropyl alcohol	<b>X1.2.3</b>
Fuel metering and aircraft range	density	<b>X1.3.1</b>
Combustion characteristics	net heat of combustion	<b>X1.3.2</b>
Carburetion and fuel vaporization	vapor pressure	<b>X1.4.1</b>
	distillation	<b>X1.4.2</b>
Corrosion of fuel system and engine parts	copper strip corrosion	<b>X1.5.1</b>
	sulfur content	<b>X1.5.2</b>
Fluidity at low temperatures	freezing point	<b>X1.6</b>
Fuel cleanliness, handling, and storage stability	potential gum	<b>X1.7.1</b>
	water reaction	<b>X1.7.3</b>
Miscellaneous	lead content	<b>X1.8.2</b>