



Designation: D2700 – 24a

Standard Test Method for Motor Octane Number of Spark-Ignition Engine Fuel¹

This standard is issued under the fixed designation D2700; 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.

This standard has been approved for use by agencies of the U.S. Department of Defense.

1. Scope*

1.1 This laboratory test method covers the quantitative determination of the knock rating of liquid spark-ignition engine fuel in terms of Motor octane number, including fuels that contain up to 25 % v/v of ethanol. However, this test method may not be applicable to fuel and fuel components that are primarily oxygenates.² The sample fuel is tested in a standardized single cylinder, four-stroke cycle, variable compression ratio, carbureted, CFR engine run in accordance with a defined set of operating conditions. The octane number scale is defined by the volumetric composition of primary reference fuel blends. The sample fuel knock intensity is compared to that of one or more primary reference fuel blends. The octane number of the primary reference fuel blend that matches the knock intensity of the sample fuel establishes the Motor octane number.

1.2 The octane number scale covers the range from 0 to 120 octane number, but this test method has a working range from 40 to 120 octane number. Typical commercial fuels produced for automotive spark-ignition engines rate in the 80 to 90 Motor octane number range. Typical commercial fuels produced for aviation spark-ignition engines rate in the 98 to 102 Motor octane number range. Testing of gasoline blend stocks or other process stream materials can produce ratings at various levels throughout the Motor octane number range.

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

1.4 For purposes of determining conformance with all specified limits in this standard, an observed value or a

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

Current edition approved May 1, 2024. Published May 2024. Originally approved in 1968. Last previous edition approved in 2024 as D2700 – 24. DOI: 10.1520/D2700-24A.

² Research octane number, determined using Test Method D2699, is a companion method to provide a similar but typically higher octane rating under milder operating conditions.

calculated value shall be rounded “to the nearest unit” in the last right-hand digit used in expressing the specified limit, in accordance with the rounding method of Practice E29.

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.* For more specific hazard statements, see Section 8, 14.4.1, 15.5.1, 16.6.1, Annex A1, A2.2.3.1, A2.2.3.3(6) and (9), A2.3.5, X3.3.7, X4.2.3.1, X4.3.4.1, X4.3.9.3, X4.3.12.4, and X4.5.1.8.

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:³

- D1193 Specification for Reagent Water
- D2268 Test Method for Analysis of High-Purity *n*-Heptane and Isooctane by Capillary Gas Chromatography
- D2699 Test Method for Research 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
- D3703 Test Method for Hydroperoxide Number of Aviation Turbine Fuels, Gasoline and Diesel Fuels
- D4057 Practice for Manual Sampling of Petroleum and Petroleum Products
- D4175 Terminology Relating to Petroleum Products, Liquid Fuels, and Lubricants
- D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products

³ 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

- D4814 Specification for Automotive Spark-Ignition Engine Fuel
- D5842 Practice for Sampling and Handling of Fuels for Volatility Measurement
- D6299 Practice for Applying Statistical Quality Assurance and Control Charting Techniques to Evaluate Analytical Measurement System Performance
- D6300 Practice for Determination of Precision and Bias Data for Use in Test Methods for Petroleum Products, Liquid Fuels, and Lubricants
- D6304 Test Method for Determination of Water in Petroleum Products, Lubricating Oils, and Additives by Coulometric Karl Fischer Titration
- D6708 Practice for Statistical Assessment and Improvement of Expected Agreement Between Two Test Methods that Purport to Measure the Same Property of a Material
- D7504 Test Method for Trace Impurities in Monocyclic Aromatic Hydrocarbons by Gas Chromatography and Effective Carbon Number
- E29 Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications
- E344 Terminology Relating to Thermometry and Hydrometry
- E456 Terminology Relating to Quality and Statistics
- E542 Practice for Gravimetric Calibration of Laboratory Volumetric Instruments
- E1064 Test Method for Water in Organic Liquids by Coulometric Karl Fischer Titration
- 2.2 *ANSI Standard*.⁴
- C-39.1 Requirements for Electrical Analog Indicating Instruments
- 2.3 *Energy Institute Standard*:
- IP 224/02 Determination of Low Lead Content of Light Petroleum Distillates by Dithizone Extraction and Colorimetric Method⁵

number accepted reference value ($O.N._{ARV}$) determined by round-robin testing under reproducibility conditions.

3.1.3 *cylinder height, n—for the CFR engine*, the relative vertical position of the engine cylinder with respect to the piston at top dead center (tdc) or the top machined surface of the crankcase.

3.1.4 *detonation meter, analog, n—for knock testing*, the signal conditioning instrumentation that accepts the electrical signal from the detonation pickup and provides an analog output signal to the analog knockmeter.

3.1.4.1 *Discussion*—In the context of this test method, three contemporary generations of apparatus have been developed as detonation meters. These are (year of introduction in parenthesis): the 501T Detonation Meter (1969), the 501C Detonation Meter (1979), and the SSD7000 Detonation Meter (2017).⁶

3.1.5 *detonation meter, digital, n—for knock testing*, the digital signal conditioning instrumentation that accepts the electrical signal from the detonation pickup and provides a digital output signal for display.

3.1.6 *detonation pickup, n—for knock testing*, a magnetostrictive-type transducer that threads into the engine cylinder and is exposed to combustion chamber pressure to provide an electrical signal that is proportional to the rate-of-change of cylinder pressure.

3.1.7 *dial indicator reading, n—for the CFR engine*, a numerical indication of cylinder height, in thousandths of an inch, indexed to a basic setting at a prescribed compression pressure when the engine is motored.

3.1.8 *digital counter reading, n—for the CFR engine*, a numerical indication of cylinder height, indexed to a basic setting at a prescribed compression pressure when the engine is motored.

3.1.9 *dynamic fuel level, n—for knock testing*, test procedure in which the fuel-air ratio for maximum knock intensity for sample and reference fuels is determined using the falling level technique that changes carburetor fuel level from a high or rich mixture condition to a low or lean mixture condition, at a constant rate, causing knock intensity to rise to a maximum and then decrease, thus permitting observation of the maximum knockmeter reading.

3.1.10 *equilibrium fuel level, n—for knock testing*, test procedure in which the fuel-air ratio for maximum knock intensity for sample and reference fuels is determined by making incremental step changes in fuel-air ratio, observing the equilibrium knock intensity for each step, and selecting the level that produces the highest knock intensity reading.

3.1.11 *firing, n—for the CFR engine*, operation of the CFR engine with fuel and ignition.

3.1.12 *fuel-air ratio for maximum knock intensity, n—for knock testing*, that proportion of fuel to air that produces the

3. Terminology

3.1 Definitions:

3.1.1 *accepted reference value, n*—a value that serves as an agreed-upon reference for comparison, and which is derived as: (1) a theoretical or established value, based on scientific principles, (2) an assigned or certified value, based on experimental work of some national or international organization, or (3) a consensus or certified value, based on collaborative experimental work under the auspices of a scientific or engineering group. **E456**

3.1.1.1 *Discussion*—In the context of this test method, accepted reference value is understood to apply to the Motor octane number of specific reference materials determined empirically under reproducibility conditions by the National Exchange Group or another recognized exchange testing organization.

3.1.2 *Check Fuel, n—for quality control testing*, a spark-ignition engine fuel of selected characteristics having an octane

⁴ Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.

⁵ Available from Energy Institute, 61 New Cavendish St., London, WIG 7AR, U.K., <http://www.energyinst.org.uk>.

⁶ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1870. Contact ASTM Customer Service at service@astm.org.

highest knock intensity for each fuel in the knock testing unit, provided this occurs within specified carburetor fuel level limits.

3.1.13 *guide tables, n—for knock testing*, the specific relationship between cylinder height (compression ratio) and octane number at standard knock intensity for specific primary reference fuel blends tested at standard or other specified barometric pressure.

3.1.14 *knock, n—in a spark-ignition engine*, abnormal combustion, often producing audible sound, caused by auto-ignition of the air/fuel mixture. **D4175**

3.1.15 *knock intensity, n—for knock testing*, a measure of the level of knock.

3.1.16 *knockmeter, analog, n—for knock testing*, the 0 to 100 division analog indicating meter that displays the knock intensity signal from the analog detonation meter.

3.1.17 *knockmeter, digital, n—for knock testing*, the 0 to 999 division digital indicating software meter that displays the knock intensity from the digital detonation meter.

3.1.18 *motoring, n—for the CFR engine*, operation of the CFR engine without fuel and with the ignition shut off.

3.1.19 *motor octane number, n—for spark-ignition engine fuel*, the numerical rating of knock resistance obtained by comparison of its knock intensity with that of primary reference fuels when both are tested in a standardized CFR engine operating under the conditions specified in this test method.

3.1.20 *octane number, n—for spark-ignition engine fuel*, any one of several numerical indicators of resistance to knock obtained by comparison with reference fuels in standardized engine or vehicle tests. **D4175**

3.1.21 *oxygenate, n—an oxygen-containing organic compound, which may be used as a fuel or fuel supplement, for example, various alcohols and ethers.* **D4175**

3.1.22 *primary reference fuel blends above 100 octane, n—the millilitres per U.S. gallon of tetraethyllead in isooctane that define octane numbers above 100 in accordance with an empirically determined relationship.*

3.1.23 *primary reference fuel blends below 100 octane, n—the volume percent of isooctane in a blend with n-heptane that defines the octane number of the blend, isooctane being assigned as 100 and n-heptane as zero octane number.*

3.1.24 *quality control (QC) sample, n—for use in quality assurance programs to determine and monitor the precision and stability of a measurement system, a stable and homogeneous material having physical or chemical properties, or both, similar to those of typical samples tested by the analytical measurement system; the material is properly stored to ensure sample integrity, and is available in sufficient quantity for repeated, long term testing.* **D6299**

3.1.25 *repeatability conditions, n—conditions where independent test results are obtained with the same method on identical test items in the same laboratory by the same operator using the same equipment within short intervals of time.* **E456**

3.1.26 *reproducibility conditions, n—conditions where test results are obtained with the same method on identical test*

items in different laboratories with different operators using different equipment. **E456**

3.1.27 *spread, n—in knock measurement*, the sensitivity of the analog detonation meter expressed in knockmeter divisions per octane number. (This feature is not a necessary adjustment in the digital detonation meter.)

3.1.28 *standard knock intensity, n—for knock testing*, that level of knock established when a primary reference fuel blend of specific octane number is used in the knock testing unit at maximum knock intensity fuel-air ratio, with the cylinder height (dial indicator or digital counter reading) set to the prescribed guide table value.

3.1.29 *toluene standardization fuels, n—for knock testing*, those volumetrically proportioned blends of two or more of the following: reference fuel grade toluene, n-heptane, and isooctane that have prescribed rating tolerances for O.N._{ARV} determined by round-robin testing under reproducibility conditions.

3.2 Definitions of Terms Specific to This Standard:

3.2.1 *primary reference fuels, n—for knock testing*, isooctane, n-heptane, volumetrically proportioned mixtures of isooctane with n-heptane, or blends of tetraethyllead in isooctane that define the octane number scale.

3.2.2 *repeatability conditions NEG, n—replicate testing conditions employed by the National Exchange Group in which a single operator tests two specimens taken from a single sample container with at least one other sample being tested between the two specimens.*

3.3 Abbreviations:

3.3.1 *ARV*—accepted reference value

3.3.2 *CFR*—Cooperative Fuel Research

3.3.3 *C.R.*—compression ratio

3.3.4 *IAT*—intake air temperature

3.3.5 *K.I.*—knock intensity **D2700-24a**

3.3.6 *MIXT*—mixture temperature

3.3.7 *NEG*—National Exchange Group

3.3.8 *OA*—octane analyzer

3.3.9 *O.N.*—octane number

3.3.10 *PRF*—primary reference fuel

3.3.11 *r_{NEG}*—repeatability conditions NEG

3.3.12 *RTD*—resistance thermometer device (Terminology **E344**), platinum type

3.3.13 *TSF*—toluene standardization fuel

4. Summary of Test Method

4.1 The Motor O.N. of a spark-ignition engine fuel is determined using a standard test engine and operating conditions to compare its knock characteristic with those of PRF blends of known O.N. Compression ratio and fuel-air ratio are adjusted to produce standard K.I. for the sample fuel, as measured by a specific electronic detonation measurement system. A standard K.I. guide table relates engine C.R. to O.N. level for this specific method. The fuel-air ratio for the sample fuel and each of the PRF blends is adjusted to maximize K.I. for each fuel.

4.1.1 The fuel-air ratio for maximum K.I. may be obtained (*I*) by making incremental step changes in mixture strength, observing the equilibrium K.I. value for each step, and then selecting the condition which maximizes the reading or (2) by picking the maximum K.I. as the mixture strength is changed from either rich-to-lean or lean-to-rich at a constant rate.

4.2 *Bracketing Procedures*—The engine is calibrated to operate at standard K.I. in accordance with the guide table. The fuel-air ratio of the sample fuel is adjusted to maximize the K.I., and then the cylinder height is adjusted so that standard K.I. is achieved. Without changing cylinder height, two PRFs are selected such that, at their fuel-air ratio for maximum K.I., one knocks harder (higher K.I.) and the other softer (lower K.I.) than the sample fuel. A second set of K.I. measurements for sample fuel and reference fuels is required, and the sample fuel O.N. is calculated by interpolation in proportion to the differences in average K.I. readings. A final condition requires that the cylinder height used shall be within prescribed limits around the guide table value for the calculated O.N. Bracketing procedure ratings may be determined using either the equilibrium or dynamic fuel-air ratio approach.

4.3 *C.R. Procedure*—A calibration is performed to establish standard K.I. using the cylinder height specified by the guide table for the O.N. of the selected PRF. The fuel-air ratio of the sample fuel is adjusted to maximize the K.I. under equilibrium conditions; the cylinder height is adjusted so that standard K.I. is achieved. The calibration is reconfirmed and the sample fuel rating is repeated to establish the proper conditions a second time. The average cylinder height reading for the sample fuel, compensated for barometric pressure, is converted directly to O.N. using the guide table. A final condition for the rating requires that the sample fuel O.N. be within prescribed limits around that of the O.N. of the single primary reference blend used to calibrate the engine to the guide table standard K.I. condition.

5. Significance and Use

5.1 Motor O.N. correlates with commercial automotive spark-ignition engine antiknock performance under severe conditions of operation.

5.2 Motor O.N. is used by engine manufacturers, petroleum refiners and marketers, and in commerce as a primary specification measurement related to the matching of fuels and engines.

5.2.1 Empirical correlations that permit calculation of automotive antiknock performance are based on the general equation:

$$\text{Road O.N.} = (k_1 \times \text{Research O.N.}) + (k_2 \times \text{Motor O.N.}) + k_3 \quad (1)$$

Values of k_1 , k_2 , and k_3 vary with vehicles and vehicle populations and are based on road-octane number determinations.

5.2.2 Motor O.N., in conjunction with Research O.N., defines the antiknock index of automotive spark-ignition engine fuels, in accordance with Specification **D4814**. The antiknock index of a fuel approximates the road octane ratings

for many vehicles, is posted on retail dispensing pumps in the United States, and is referred to in vehicle manuals.

$$\text{Antiknock index} = 0.5 \text{ Research O.N.} + 0.5 \text{ Motor O.N.} + 0 \quad (2)$$

This is more commonly presented as:

$$\text{Antiknock Index} = \frac{(R + M)}{2} \quad (3)$$

5.3 Motor O.N. is used for measuring the antiknock performance of spark-ignition engine fuels that contain oxygenates.

5.4 Motor O.N. is important in relation to the specifications for spark-ignition engine fuels used in stationary and other nonautomotive engine applications.

5.5 Motor O.N. is utilized to determine, by correlation equation, the Aviation method O.N. or performance number (lean-mixture aviation rating) of aviation spark-ignition engine fuel.⁷

6. Interferences

6.1 *Precaution*—Avoid exposure of sample fuels to sunlight or fluorescent lamp UV emissions to minimize induced chemical reactions that can affect octane number ratings.⁸

6.1.1 Exposure to these fuels to UV wavelengths shorter than 550 nm for a short period of time may significantly affect octane number ratings.

6.2 Certain gases and fumes, which can be present in the area where the knock testing unit is located, may have a measurable effect on the Motor O.N. test result.

6.2.1 Halogenated refrigerant used in air conditioning and refrigeration equipment can promote knock. Halogenated solvents can have the same effect. If vapors from these materials enter the combustion chamber of the CFR engine, the Motor O.N. obtained for sample fuels can be depreciated.

6.3 Electrical power subject to transient voltage or frequency surges or distortion can alter CFR engine operating conditions or knock measuring instrumentation performance and thus affect the Motor O.N. obtained for sample fuels.

6.3.1 Electromagnetic emissions can cause interference with the analog knock meter and thus affect the Motor O.N. obtained for sample fuels.

7. Apparatus

7.1 *Engine Equipment*⁹—This test method uses a single cylinder, CFR F-2 test engine for the determination of O.N. that consists of standard components as follows: crankcase, a cylinder/clamping sleeve assembly to provide continuously

⁷ Correlation information is given in ASTM research report RR:D02-69, Aviation Gasoline Antiknock Quality by ASTM Methods D614 and D357. (Replaced by Test Method D2700.) Refer to the Report Section, in this test method, for application of the correlation relationship.

⁸ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1502. Contact ASTM Customer Service at service@astm.org.

⁹ The sole source of supply of the new complete engine known to the committee at this time is CFR Engines Inc., N8 W22577 Johnson Drive, Pewaukee, WI 53186. If you are aware of alternative suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee,¹ which you may attend.