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An American National Standard
Method 6012.6—Federal Test
Method Standard No. 791b



Designation: 119/96

Standard Test Method for Knock Characteristics of Aviation Gasolines by the Supercharge Method¹

This standard is issued under the fixed designation D 909; 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 Department of Defense.

^{€1} NOTE—Adjunct references were corrected editorially in April 2006.

1. Scope

1.1 This test method covers the determination of the knock-limited power, under supercharge rich-mixture conditions, of fuels for use in spark-ignition reciprocating aircraft engines, in terms of ASTM supercharge octane or performance number. By operational considerations, this test method is restricted to testing fuels of 85 ASTM supercharge octane number and over.

1.2 The values stated in inch-pound units are to be regarded as the standard. The values in parentheses are for information only.

1.3 *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 and health practices and determine the applicability of regulatory limitations prior to use. Specific precautionary statements are given in Annex A7.*

2. Referenced Documents

2.1 *ASTM Standards:*²

D 1368 Test Method for Trace Concentrations of Lead in Primary Reference Fuels³

D 2268 Test Method for Analysis of High-Purity *n*-Heptane and Isooctane by Capillary Gas Chromatography

D 2599 Methods of Test for Lead in Gasoline by X-Ray Spectrometry³

D 2699 Test Method for Research Octane Number of Spark-Ignition Engine Fuel

D 2700 Test Method for Motor Octane Number of Spark-

Ignition Engine Fuel

D 3237 Test Method for Lead In Gasoline By Atomic Absorption Spectroscopy

D 3341 Test Method for Lead in Gasoline—Iodine Monochloride Method

D 4057 Practice for Manual Sampling of Petroleum and Petroleum Products

E 1 Specification for ASTM Liquid-in-Glass Thermometers

2.2 *ASTM Adjuncts:*

Data Sheet for Supercharge Method (Pads of 50 8 1/2 by 11 in. sheets)⁴

Reference Fuel Framework for Supercharge Method (Pads of 50 8 1/2 by 11 in. data sheets)⁵

Petroleum Measurement Tables⁶

3. Terminology

3.1 *Definitions:*

3.1.1 *ASTM supercharge octane number of a fuel below 100*—the whole number nearest the percentage by volume of isooctane (equals 100) in a blend with *n*-heptane (equals 0) that matches the knock characteristics of the fuel when compared by this test method.

3.1.2 *ASTM supercharge rating of a fuel above 100*—the amount of tetraethyllead (TEL) in isooctane, expressed in millilitres per U.S. gallon.

3.2 ASTM supercharge ratings are normally expressed as octane numbers below 100 and as performance numbers above 100. At 100, a rating may be expressed either as 100 octane number or as 100 performance number. Sometimes it is desirable to convert the ASTM supercharge octane number to performance number. This can be done by using Table 1. Table

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

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² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ Withdrawn.

⁴ Available from ASTM International Headquarters. Order Adjunct No. ADJD090901. Original adjunct produced in 1953.

⁵ Available from ASTM International Headquarters. Order Adjunct No. ADJD090902. Original adjunct produced in 1953.

⁶ Available from ASTM International Headquarters. Order Adjunct No. ADJD1250AM. Original adjunct produced in 1952.

TABLE 1 ASTM Conversion of Octane Numbers to Performance Numbers

Octane Number	0.0	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	Octane Number
	Performance Number										
70	48.3	48.4	48.4	48.5	48.6	48.7	48.8	48.9	49.0	49.0	70
71	49.1	49.2	49.3	49.4	49.5	49.6	49.6	49.7	49.8	49.9	71
72	50.0	50.1	50.2	50.3	50.4	50.5	50.5	50.6	50.7	50.8	72
73	50.9	51.0	51.1	51.2	51.3	51.4	51.5	51.6	51.7	51.8	73
74	51.9	51.9	52.0	52.1	52.2	52.3	52.4	52.5	52.6	52.7	74
75	52.8	52.9	53.0	53.1	53.2	53.3	53.4	53.5	53.6	53.7	75
76	53.8	53.9	54.1	54.2	54.3	54.4	54.5	54.6	54.7	54.8	76
77	54.9	55.0	55.1	55.2	55.3	55.4	55.6	55.7	55.8	55.9	77
78	56.0	56.1	56.2	56.3	56.5	56.6	56.7	56.8	56.9	57.0	78
79	57.1	57.3	57.4	57.5	57.6	57.7	57.9	58.0	58.1	58.2	79
80	58.3	58.5	58.6	58.7	58.8	58.9	59.1	59.2	59.3	59.4	80
81	59.6	59.7	59.8	60.0	60.1	60.2	60.3	60.5	60.6	60.7	81
82	60.9	61.0	61.1	61.3	61.4	61.5	61.7	61.8	61.9	62.1	82
83	62.2	62.4	62.5	62.6	62.8	62.9	63.1	63.2	63.3	63.5	83
84	63.6	63.8	63.9	64.1	64.2	64.4	64.5	64.7	64.8	65.0	84
85	65.1	65.3	65.4	65.6	65.7	65.9	66.0	66.2	66.4	66.5	85
86	66.7	66.8	67.0	67.2	67.3	67.5	67.6	67.8	68.0	68.1	86
87	68.3	68.5	68.6	68.8	69.0	69.1	69.3	69.5	69.7	69.8	87
88	70.0	70.2	70.4	70.5	70.7	70.9	71.1	71.2	71.4	71.6	88
89	71.8	72.0	72.2	72.4	72.5	72.7	72.9	73.1	73.3	73.5	89
90	73.7	73.9	74.1	74.3	74.5	74.7	74.9	75.1	75.3	75.5	90
91	75.7	75.9	76.1	76.3	76.5	76.7	76.9	77.1	77.3	77.6	91
92	77.8	78.0	78.2	78.4	78.7	78.9	79.1	79.3	79.5	79.8	92
93	80.0	80.2	80.5	80.7	80.9	81.2	81.4	81.6	81.9	82.1	93
94	82.4	82.6	82.8	83.1	83.3	83.6	83.8	84.1	84.3	84.6	94
95	84.8	85.1	85.4	85.6	85.9	86.2	86.4	86.7	87.0	87.2	95
96	87.5	87.8	88.1	88.3	88.6	88.9	89.2	89.5	89.7	90.0	96
97	90.3	90.6	90.9	91.2	91.5	91.8	92.1	92.4	92.7	93.0	97
98	93.3	93.6	94.0	94.3	94.6	94.9	95.2	95.6	95.9	96.2	98
99	96.6	96.9	97.2	97.6	97.9	98.2	98.6	98.9	99.3	99.6	99
100	100.0	...	...	...	...	...	...	...	...	...	100

Conversion Equation for Performance Number (PN):
 $PN = 2800 / (128 - \text{Octane number})$

<https://standards.iteh.ai/catalog/standards/sist/aaef1cd4-76a5-416f-92a6-4694378e6468/astm-d909-01e1>

2 lists the corresponding performance numbers for various concentrations of tetraethyllead in *isooctane*.

4. Summary of Test Method

4.1 ASTM supercharge octane or performance number of a fuel is determined by comparing its knock-limited power with those for bracketing blends of reference fuels under standard operating conditions. This is done at constant compression ratio by varying the manifold pressure and fuel flow rate, the independent variables of the test, and measuring indicated mean effective pressure (imep) at enough points to define the mixture response curves for the sample and the reference fuels. When the knock-limited power for the sample is bracketed between those for two adjacent reference fuels suitably chosen from the prescribed list (see 12.1.2), the rating of the sample is calculated by interpolation at the fuel-air ratio for maximum power for the lower bracketing reference fuel.

5. Significance and Use

5.1 The supercharge test method provides a means of determining the rich-mixture antiknock performance of aviation gasoline. The test method utilizes a single-cylinder engine and requires critical adjustment of the fuel/air ratio and

inlet-manifold pressure to establish the knock-limited power characteristic of the gasoline. The knock-limited power rating of the gasoline sample is determined by comparing its knock-limited power level with that of the knock-limited power level of primary reference fuels whose volumetric composition establishes the rating scale. The rating is expressed as an octane number at and below 100 and as a performance number above 100.

5.2 It is customary to express grades of aviation fuel in terms of double numbers. The first number expresses the antiknock quality by its lean-mixture or aviation rating, and the second by its rich-mixture or supercharge rating. See Test Method D 2700.

5.3 This test is used by engine manufacturers, by petroleum refiners and marketers, and in commerce as a primary specification measurement to ensure proper matching of fuel anti-knock quality and engine requirement.

6. Apparatus

6.1 The knock testing unit illustrated in Fig. 1 consists of a single-cylinder engine with accessories mounted on a stationary base. It is equipped with controls for varying manifold pressure and fuel flow. The engine and equipment specified in

TABLE 2 ASTM Conversion of Tetraethyllead in Isooctane to Performance Numbers

Tetraethyl-lead in Isooctane, mL per U. S. gal	0.00	0.01	0.02	0.03	0.04	0.05	0.06	0.07	0.08	0.09	Tetraethyl-lead in Isooctane, mL per U. S. gal
	Performance Number										
0.0	100.0	100.4	100.8	101.2	101.6	102.0	102.4	102.8	103.2	103.6	0.0
0.1	104.0	104.3	104.7	105.0	105.4	105.7	106.1	106.4	106.8	107.1	0.1
0.2	107.4	107.8	108.1	108.4	108.7	109.0	109.3	109.6	109.9	110.2	0.2
0.3	110.5	110.8	111.1	111.4	111.7	111.9	112.2	112.5	112.8	113.0	0.3
0.4	113.3	113.6	113.8	114.1	114.3	114.6	114.8	115.1	115.3	115.6	0.4
0.5	115.8	116.1	116.3	116.5	116.8	117.0	117.2	117.4	117.7	117.9	0.5
0.6	118.1	118.3	118.6	118.8	119.0	119.2	119.4	119.6	119.8	120.0	0.6
0.7	120.2	120.4	120.6	120.8	121.0	121.2	121.4	121.6	121.8	122.0	0.7
0.8	122.2	122.4	122.6	122.8	122.9	123.1	123.3	123.5	123.7	123.9	0.8
0.9	124.0	124.2	124.4	124.5	124.7	124.9	125.1	125.2	125.4	125.6	0.9
1.0	125.7	125.9	126.1	126.2	126.4	126.5	126.7	126.9	127.0	127.2	1.0
1.1	127.3	127.5	127.6	127.8	127.9	128.1	128.2	128.4	128.5	128.7	1.1
1.2	128.8	129.0	129.1	129.3	129.4	129.6	129.7	129.8	130.0	130.1	1.2
1.3	130.2	130.4	130.5	130.7	130.8	130.9	131.1	131.2	131.3	131.5	1.3
1.4	131.6	131.7	131.8	132.0	132.1	132.2	132.4	132.5	132.6	132.7	1.4
1.5	132.9	133.0	133.1	133.2	133.3	133.5	133.6	133.7	133.8	133.9	1.5
1.6	134.1	134.2	134.3	134.4	134.5	134.6	134.8	134.9	135.0	135.1	1.6
1.7	135.2	135.3	135.4	135.6	135.7	135.8	135.9	136.0	136.1	136.2	1.7
1.8	136.3	136.4	136.5	136.6	136.7	136.8	137.0	137.1	137.2	137.3	1.8
1.9	137.4	137.5	137.6	137.7	137.8	137.9	138.0	138.1	138.2	138.3	1.9
2.0	138.4	138.5	138.6	138.7	138.8	138.9	139.0	139.0	139.1	139.2	2.0
2.1	139.3	139.4	139.5	139.6	139.7	139.8	139.9	140.0	140.1	140.2	2.1
2.2	140.3	140.4	140.4	140.5	140.6	140.7	140.8	140.9	141.0	141.1	2.2
2.3	141.1	141.2	141.3	141.4	141.5	141.6	141.7	141.8	141.8	141.9	2.3
2.4	142.0	142.1	142.2	142.3	142.3	142.4	142.5	142.6	142.7	142.8	2.4
2.5	142.8	142.9	143.0	143.1	143.2	143.2	143.3	143.4	143.5	143.6	2.5
2.6	143.6	143.7	143.8	143.9	143.9	144.0	144.1	144.2	144.2	144.3	2.6
2.7	144.4	144.5	144.6	144.6	144.7	144.8	144.8	144.9	145.0	145.1	2.7
2.8	145.1	145.2	145.3	145.4	145.4	145.5	145.6	145.7	145.7	145.8	2.8
2.9	145.9	145.9	146.0	146.1	146.1	146.2	146.3	146.4	146.4	146.5	2.9
3.0	146.6	146.6	146.7	146.8	146.8	146.9	147.0	147.0	147.1	147.2	3.0
3.1	147.2	147.3	147.4	147.4	147.5	147.6	147.6	147.7	147.8	147.8	3.1
3.2	147.9	148.0	148.0	148.1	148.2	148.2	148.3	148.3	148.4	148.5	3.2
3.3	148.5	148.6	148.7	148.7	148.8	148.8	148.9	149.0	149.0	149.1	3.3
3.4	149.2	149.2	149.3	149.3	149.4	149.5	149.5	149.6	149.6	149.7	3.4
3.5	149.8	149.8	149.9	149.9	150.0	150.1	150.1	150.2	150.2	150.3	3.5
3.6	150.3	150.4	150.5	150.5	150.6	150.6	150.7	150.7	150.8	150.9	3.6
3.7	150.9	151.0	151.0	151.1	151.1	151.2	151.2	151.3	151.4	151.4	3.7
3.8	151.5	151.5	151.6	151.6	151.7	151.7	151.8	151.8	151.9	152.0	3.8
3.9	152.0	152.1	152.1	152.2	152.2	152.3	152.3	152.4	152.4	152.5	3.9
4.0	152.5	152.6	152.6	152.7	152.7	152.8	152.8	152.9	153.0	153.0	4.0
4.1	153.1	153.1	153.2	153.2	153.3	153.3	153.4	153.4	153.5	153.5	4.1
4.2	153.6	153.6	153.7	153.7	153.8	153.8	153.9	153.9	154.0	154.0	4.2
4.3	154.1	154.1	154.1	154.2	154.2	154.3	154.3	154.4	154.4	154.5	4.3
4.4	154.5	154.6	154.6	154.7	154.7	154.8	154.8	154.9	154.9	155.0	4.4
4.5	155.0	155.1	155.1	155.1	155.2	155.2	155.3	155.3	155.4	155.4	4.5
4.6	155.5	155.5	155.6	155.6	155.6	155.7	155.7	155.8	155.8	155.9	4.6
4.7	155.9	156.0	156.0	156.0	156.1	156.1	156.2	156.2	156.3	156.3	4.7
4.8	156.4	156.4	156.4	156.5	156.5	156.6	156.6	156.7	156.7	156.7	4.8
4.9	156.8	156.8	156.9	156.9	157.0	157.0	157.0	157.1	157.1	157.2	4.9
5.0	157.2	157.2	157.3	157.3	157.4	157.4	157.5	157.5	157.5	157.6	5.0
5.1	157.6	157.7	157.7	157.7	157.8	157.8	157.9	157.9	157.9	158.0	5.1
5.2	158.0	158.1	158.1	158.1	158.2	158.2	158.3	158.3	158.3	158.4	5.2
5.3	158.4	158.5	158.5	158.5	158.6	158.6	158.7	158.7	158.7	158.8	5.3
5.4	158.8	158.9	158.9	158.9	159.0	159.0	159.1	159.1	159.1	159.2	5.4
5.5	159.2	159.2	159.3	159.3	159.3	159.4	159.4	159.5	159.5	159.5	5.5
5.6	159.6	159.6	159.6	159.7	159.7	159.8	159.8	159.8	159.9	159.9	5.6
5.7	159.9	160.0	160.0	160.1	160.1	160.1	160.2	160.2	160.2	160.3	5.7
5.8	160.3	160.3	160.4	160.4	160.4	160.5	160.5	160.6	160.6	160.6	5.8
5.9	160.7	160.7	160.7	160.8	160.8	160.8	160.9	160.9	160.9	161.0	5.9
6.0	161.0	...	...	...	...	...	...	...	...	...	6.0

Annex A1 on Apparatus shall be used without modification, and installed as directed in **Annex A5** on Installation and Assembly. It is necessary to keep the apparatus in good mechanical condition as described in **Annex A4** on Maintenance.

7. Reference Materials

7.1 *ASTM Knock Test Reference Fuels*, conforming to the specifications in **A2.9.1** of **Annex A2** on Reference Materials and Blending Accessories, are the following:

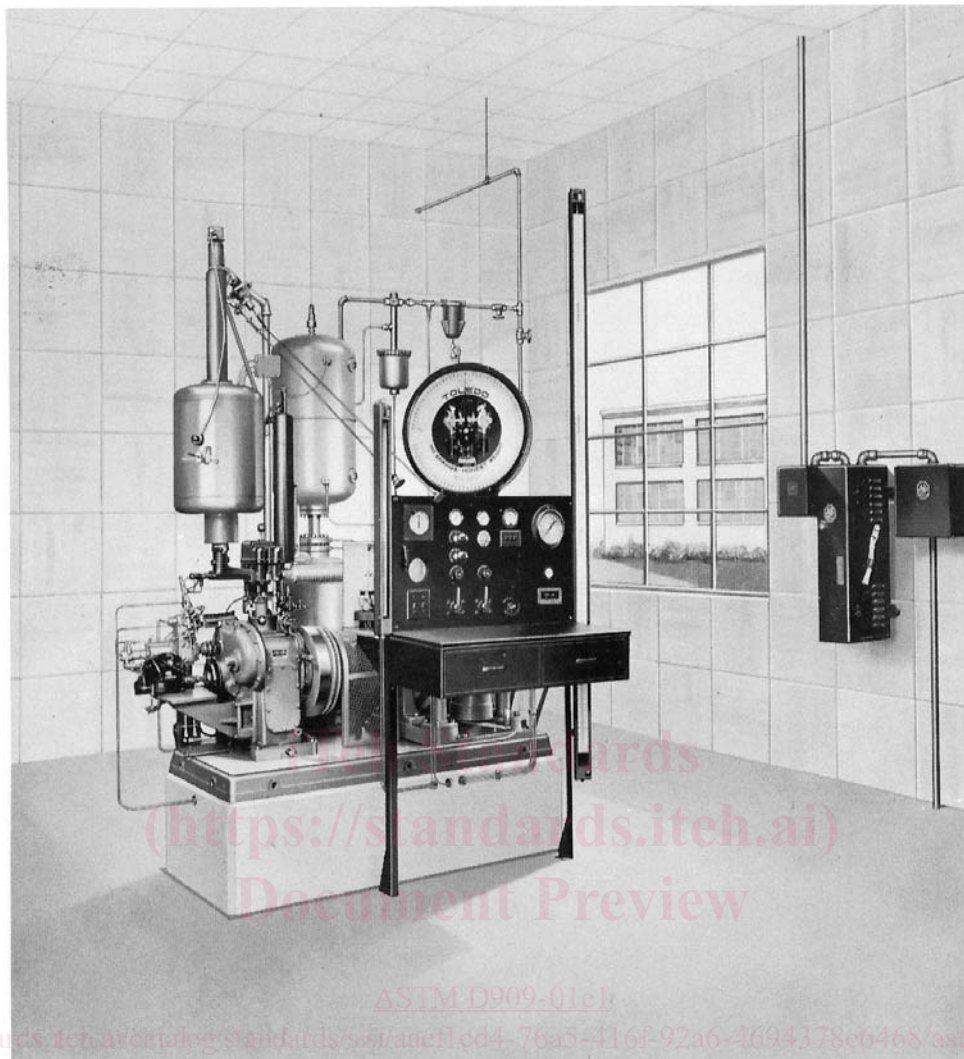


FIG. 1 Supercharge Unit

7.1.1 ASTM *isooctane* (2,2,4-trimethylpentane),

7.1.2 ASTM *n*-heptane,

7.1.3 ASTM 80 octane number blend of 7.1.1 and 7.1.2.

7.2 *Tetraethyllead*, conforming to the specifications and requirements in A2.9.4 of Annex A2 on Reference Materials and Blending Accessories, blended with ASTM *isooctane* is required for making ratings above 100 octane number.

8. Sampling

8.1 Sampling shall be done in accordance with the applicable procedure described in Practice D 4057.

9. Operating Conditions

9.1 The following standard operating conditions (see Annex A3 on Operation for further details) are mandatory:

9.1.1 *Engine Speed*, 1800 ± 45 rpm, including friction measurement. The maximum variation throughout a test shall not exceed 45 rpm, exclusive of friction measurement.

9.1.2 *Compression Ratio*, 7.0 to 1, fixed by adjustment of the clearance volume to 108 ± 0.5 mL on cylinders of standard bore by the bench tilt procedure, Section A3.2 of Annex A3. Clearance volumes for oversize cylinders are shown in this section. If the Type D-1 detonation meter pickup is used, the clearance volumes are 2 mL less than for the Waukesha plug.

9.1.3 *Spark Advance*, constant, 45° .

9.1.4 *Spark-Plug Gap*, 0.020 ± 0.003 in. (0.51 ± 0.13 mm).

9.1.5 *Ignition Settings*:

9.1.5.1 *Breaker-Point Gap*, 0.020 in. (0.51 mm).

9.1.5.2 Breakerless ignition system basic setting for transducer to rotor (vane) gap is 0.003 to 0.005 in. (0.08 to 0.13 mm).

9.1.6 *Valve Clearances*, 0.008 ± 0.001 in. for the intake, 0.010 ± 0.001 in. for the exhaust, measured with the engine hot and running at equilibrium under standard operating conditions on a reference fuel of 100 octane number at the

fuel-air ratio for maximum power and an absolute manifold pressure of 30 in. Hg (101.6 kPa).

9.1.7 *Crankcase Lubricating Oil*, SAE 50, having a kinematic viscosity of 16.77 to 24.96 cSt (mm²/s) at 210°F (99°C) and a viscosity index of not less than 85. Oils containing viscosity index improvers or multi-graded oils shall not be used.

9.1.8 *Oil Pressure*, 60 ± 5 psi (0.41 ± 0.03 MPa) gage in the oil gallery leading to the crankshaft bearings.

9.1.9 *Oil Temperature*, 165 ± 5°F (74 ± 3°C) at the entrance to the oil gallery.

9.1.10 *Coolant Temperature*, 375 ± 5°F (191 ± 3°C) in the top of the coolant return line from the condenser to the cylinder.

9.1.11 *Fuel-Pump Pressure*, 15 ± 2 psi (0.10 ± 0.01 MPa) in the gallery.

9.1.12 *Fuel-Injector Opening Pressure*, 1200 ± 100 psi (8.2 ± 0.69 MPa) for Bosch nozzle; 1450 ± 50 psi (9.9 ± 0.34 MPa) for Ex-Cell-O nozzle.

9.1.13 *Fuel Injector Timing*—The pump plunger must close the fuel-inlet port at 50 ± 5° after top dead center (atdc) on the intake stroke.

9.1.14 *Air pressure*, 54.4 ± 0.5 psi (0.37 ± 0.003 MPa) absolute at the upstream flange tap of the air-flow meter.

9.1.15 *Air Temperatures*, 125 ± 5°F (52 ± 3°C) in the downstream leg of the air-flow meter and 225 ± 5°F (107 ± 3°C) in the intake-manifold surge tank.

9.1.16 *Intake Air Humidity*, 70 (max) grains of water/lb (0.00997 kg of water/kg) of dry air.

9.1.17 *Standard Knock Intensity*, light knock as determined by ear. In determining the light knock point, it is advisable to adjust first to a fairly heavy knock by varying either the manifold pressure or the fuel flow, return to knock-free operation, and finally adjust to the light-knock conditions. Light-knock intensity is a level definitely above the commonly defined least audible “trace knock;” it is the least knock that the operator can definitely and repeatedly recognize by ear. Knock-intensity indicators (see A1.15 of Annex A1) may be used as an aid to the ear in obtaining standard knock intensity.

9.1.18 *Satisfactory Engine Condition*—The engine should cease firing instantly when the ignition is turned off. If it does not, operating conditions are unsatisfactory. Examine the engine for defects, particularly for combustion chamber and spark plug deposits, and remedy such conditions before rating fuels.⁵

10. Starting and Stopping the Engine

NOTE 1—For protection of both the operator and the equipment, careful study of Annex A3 on Operation should be made.

10.1 *Starting the Engine*—Turn on the cooling water. While the engine is being motored by the dynamometer, turn on the ignition, and then start fuel injection and adjust the fuel-air ratio for maximum power by means of the fuel control knob.

10.2 *Stopping the Engine*—Avoid valve warpage and unnecessary heat stress by operating the engine on unleaded fuel for several minutes at atmospheric manifold pressure or below. Prevent excessive washing of the cylinder walls by stopping the fuel injection before turning off the ignition. To avoid

possible corrosion and warping, close both valves by turning the flywheel to top dead center on the compression stroke. Turn off the cooling water.

11. Standard Engine Performance

11.1 With the operating conditions of Section 9 established, it is necessary that the engine performance fall within the limits prescribed in 11.1.1 and 11.1.2. Unless the power curve and the mixture response curves for the reference fuels conform to these limits, the test unit is unsatisfactory for rating fuels and corrective steps are necessary.

11.1.1 *Power Curve*, for isooctane plus 6 mL of tetraethyl-lead per U.S. gallon must show a peak of 164.5 ± 3 imep by varying the fuel flow and using standard operating conditions at a constant manifold pressure of 40 in. Hg (135.4 kPa) absolute (see Fig. 2 and Fig. 3).

11.1.2 *Knock-Limited Power Curves*—At all fuel-air ratios between 0.08 and 0.12, the knock-limited power curves for the reference fuel blends shall conform within ±5 % imep to those shown in the reference fuel framework (see Fig. 4). This framework has been established for ASTM supercharge knock test units operating under properly standardized conditions. The imep spread between any two adjacent reference fuel curves as determined with the engine shall agree with the spread of the corresponding framework curves within ±30 % of the latter value.

12. Determination of Knock-Limited IMEP

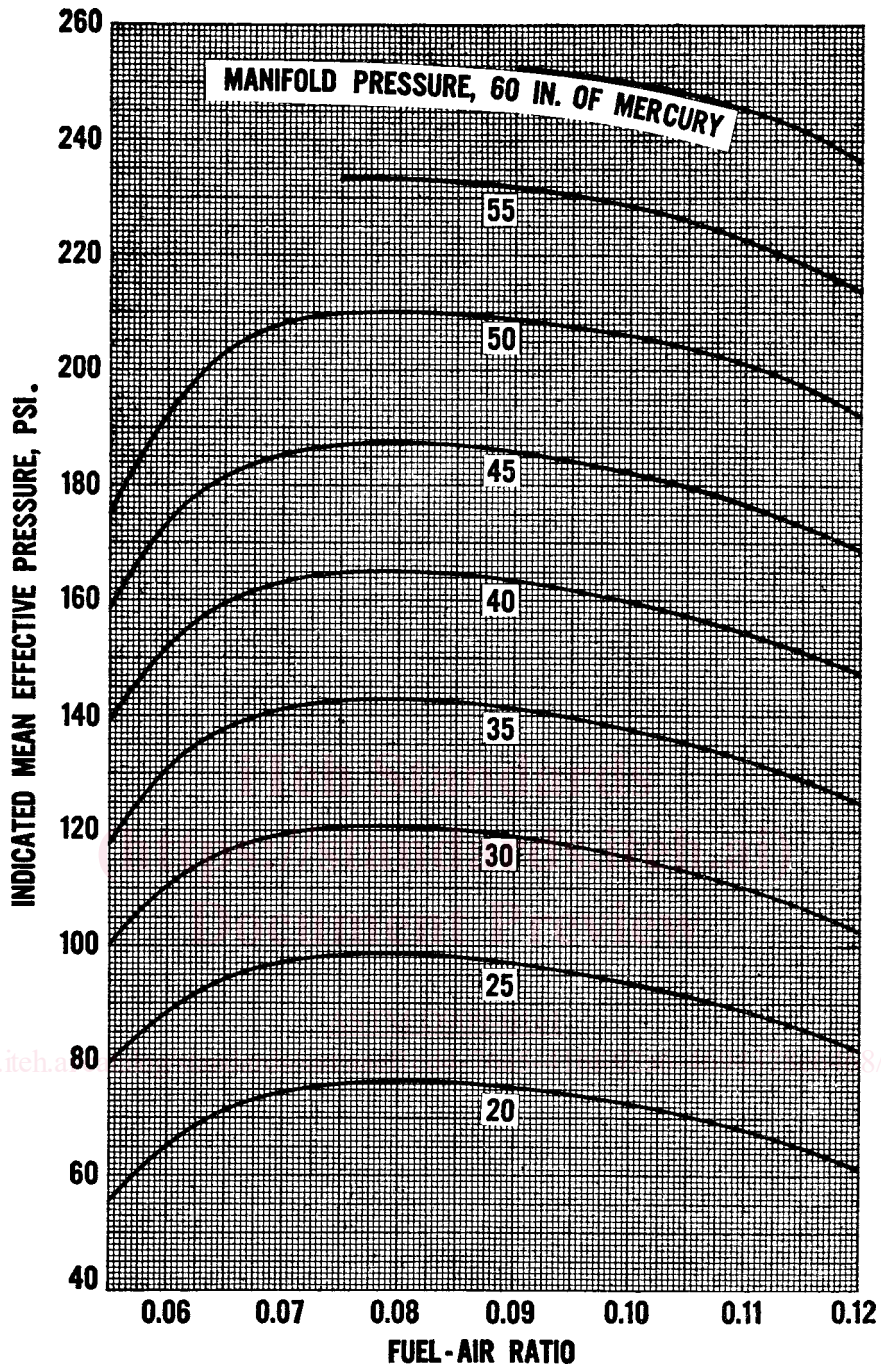
12.1 Obtain the knock-limited imep of a fuel at any test point by operating the engine at the fuel-air ratio and manifold pressure required for standard knock intensity.

12.1.1 *Stabilization of Conditions*—After standard knock intensity has been obtained, it is necessary to stabilize engine temperatures. During this period minor adjustments of the manifold pressure and fuel flow may be required to maintain standard intensity.

12.1.2 *Observations*—When the conditions have been stabilized, record observations for determination of test results and control of engine operation. Brake and friction torques, and fuel- and air-flow rates are required for fuel ratings; coolant, oil, and intake-air temperatures, and oil and absolute manifold pressures are desirable as indications of operating conditions. To ensure that the test points are adequately defining the knock-limited power curve, plot the curve as the points are determined.

12.1.3 *Power Determination*—Engine power output is expressed as imep, which is defined as the sum of the brake and friction measurements. Determine brake torque at the stabilized knock condition from the scale reading of the power absorbing unit, and express it as brake mean effective pressure (bmepp). Determine the torque required to motor the engine from the scale reading of the power absorbing unit after each brake torque determination by quickly stopping the fuel injection and motoring the engine. Read the friction torque and express it as friction mean effective pressure (fmepp).

12.1.4 *Fuel-Air Ratio*—The ratio of the weights of fuel and air supplied to the engine during equal operating intervals is the fuel-air ratio. With the engine operating under the stabilized knock conditions, determine the fuel- and air-flow rates by



These Curves are for Isooctane plus 6.0 mL of Tetraethyllead per U.S. Gallon.
 FIG. 2 Average Power Curves at Several Constant Manifold Pressures

observing the respective measuring devices. In practice, the air- and fuel-flow rates are recorded as minutes per 0.25 lb (0.11 kg) of air and minutes per 0.25 lb (0.11 kg) of fuel, thus allowing the calculation of fuel-air ratio directly from the data.

13. Rating a Sample

13.1 Obtain knock-limited power curves for the sample and two bracketing reference fuels as follows:

13.1.1 *Knock-Limited Power Curve for Sample*—Determine the knock-limited power curve for the sample from a series of

knock-limited imep points established by the procedure and accompanied by the control observations outlined in 12.1.2. This curve corresponds to that of Fig. 5, determined by points 1 to 6. The knock-limited imep points should be distributed throughout a fuel-air ratio range from approximately 0.08 to 0.12 to define the knock-limited power curve. The following plan of testing, with the points determined in the order mentioned, has been found most satisfactory:

13.1.1.1 *Determine the First Point* on the knock-limited power curve at approximately 0.08 fuel-air ratio by adjusting

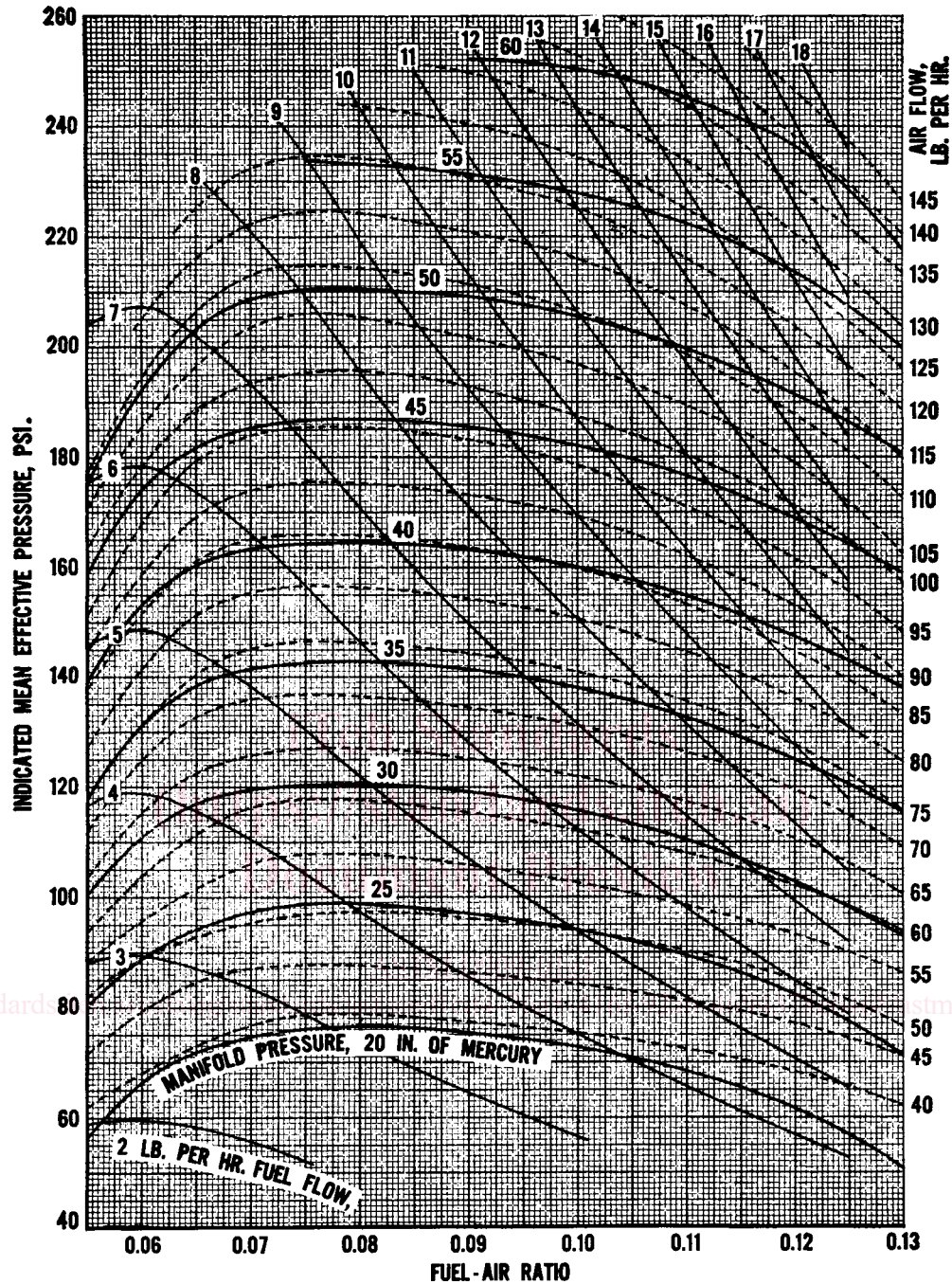


FIG. 3 Average Power, Fuel Flow, and Air Flow Curves at Several Constant Manifold Pressures

the mixture control of the fuel pump at an arbitrarily selected manifold pressure until maximum brake torque is obtained. If knock occurs, reduce the manifold pressure and continue the adjustment of the fuel pump until a maximum brake torque is obtained without knock. Maintaining this setting, increase the manifold pressure until standard knock is obtained, checking as required in 9.1.17. When equilibrium has been reached, record the observations.

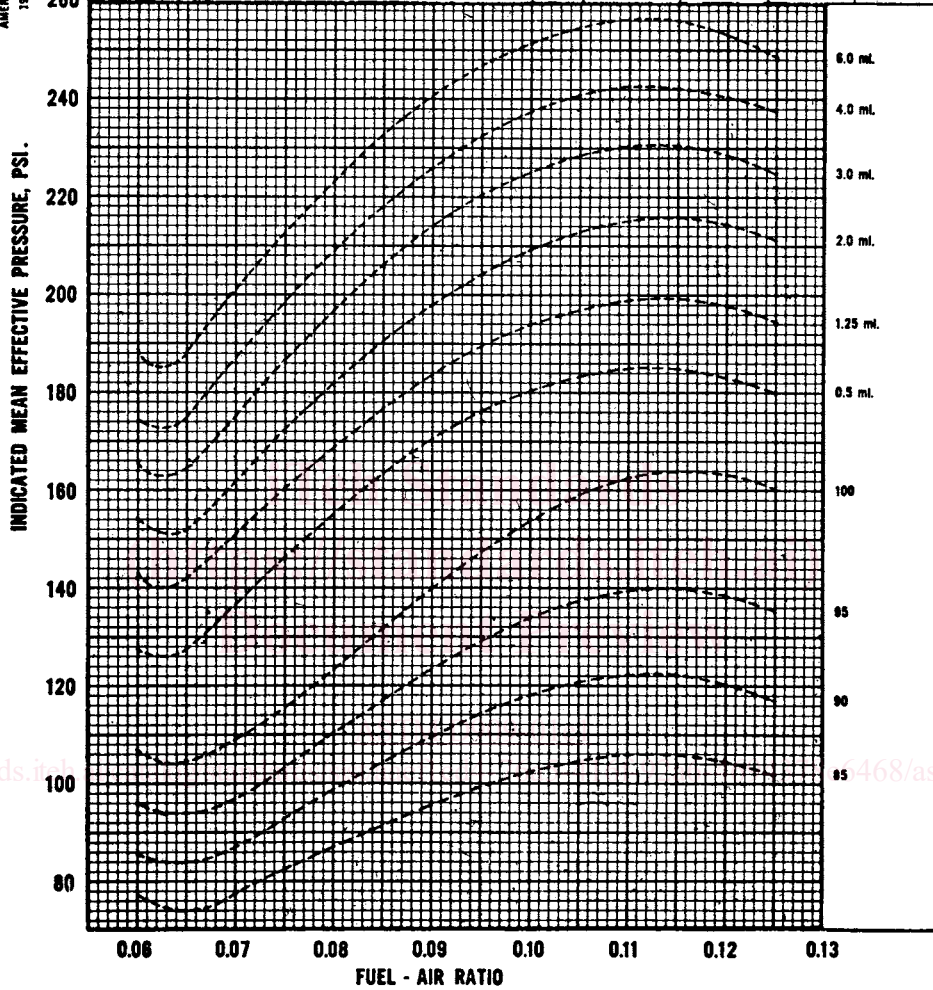
13.1.1.2 *To Determine Additional Points*, adjust the mixture control of the fuel pump to enrich the mixture and increase the manifold pressure by arbitrary increments (see Fig. 5, Points 2, 3). Following each change, slowly adjust the mixture until

standard knock intensity is obtained, checking as required in 9.1.17. When equilibrium has been reached, record the observations. Near the peak of the knock-limited power curve (see Fig. 5, Points 4, 5, 6), it is more convenient to change the mixture control of the fuel pump by arbitrary increments and adjust the manifold pressure for standard knock intensity. When equilibrium has been reached, record the observations. At very rich mixtures make certain that the engine is firing regularly. At least six points are required to define the knock-limited power curve. Four should be on the rising portion of the curve and two at richer mixtures to determine accurately the maximum imep and the fuel-air ratio at which it occurs.

REFERENCE FUEL FRAMEWORK FOR ASTM SUPERCHARGE METHOD (D909)

AMERICAN SOCIETY FOR TESTING MATERIALS
1916 RACE ST., PHILADELPHIA 3, PA.

SAMPLE NO.	SAMPLE	SYM-BOL	RICH MIXTURE RATING	IMEP. RATING	FUEL-AIR RATIO



ENGINE NO. ----- OPERATOR -----
 DATA SHEET NO. ----- DATE ----- FRAMEWORK NO. -----

FIG. 4 Reference Fuel Framework⁴

13.1.2 Knock-Limited Power Curves for Reference Fuels—
 Immediately bracket the knock-limited power curve of the test sample by determining those for two adjacent blends of reference fuels selected from the following list:

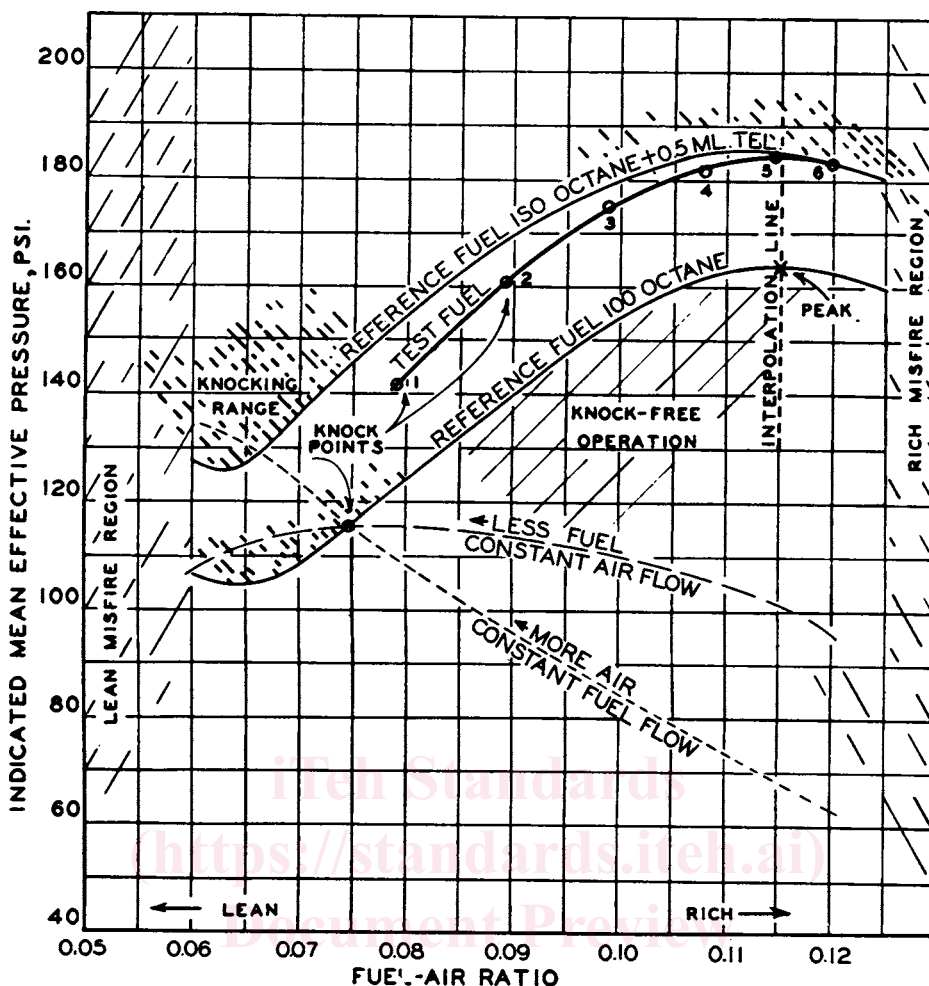


FIG. 5 Development of Knock-Limited Power Curves

ASTM Isooctane, vol %	ASTM n-Heptane, vol %	Tetraethyllead in Isooctane, mL/U.S. gal
85	15	...
90	10	...
95	5	...
100	...	...
100	...	0.5
100	...	1.25
100	...	2.0
100	...	3.0
100	...	4.0
100	...	6.0

Only these blends, prepared from the ASTM knock test reference fuels (see Section 8) may be used. The TEL content shall be determined by Test Method D 2599, D 3237, or D 3341.

14. Calculation and Report

14.1 Plot the knock-limited power curves for the sample and the bracketing reference fuels as a graph with fuel-air ratio as the abscissa and knock-limited imep as ordinate (see Fig. 4). The rating of the sample at any fuel-air ratio is that of the ASTM reference fuel which would result in the same imep when the engine is operated at standard knock intensity at the same fuel-air ratio as the sample. Determine the ASTM

supercharge rating of the sample by linear interpolation between the knock-limited imep values for the sample and the bracketing reference fuels at the fuel-air ratio for maximum knock-limited imep of the lower-bracketing reference fuel. When the curve for the sample is above that for the upper-bracketing reference fuel at the fuel-air ratio for the peak of the lower-bracketing reference fuel, make the interpolation by using the imep at the intersection of the curve for the sample and a straight line connecting the peaks of the bracketing reference fuel curves.

14.2 Report ratings below 100 octane number to the nearest integer. When the interpolated figure ends with 0.50, round to the nearest even number; report for example, 91.50 as 92, not 91.

14.3 Report ratings above 100 octane number in concentrations of TEL per U.S. gallon rounded to the nearest 0.01 mL TEL/gal. Convert these ratings to performance numbers using Table 2.

15. Precision and Bias

15.1 Precision:

15.1.1 Repeatability—In the range from 1.25 to 2.00 mL TEL/U.S. gal (129.6 to 138.4 performance number), the difference between two test results obtained by the same

operator with the same engine under constant operating conditions on identical test specimens within the same day would, in the long run, in the normal and correct operation of the test method, exceed 0.145 mL TEL/U.S. gal in only one case in twenty. Since the relationship between mL TEL/U.S. gal and performance number is not linear, representative repeatability statistics in units of performance number are tabulated in Table 3.

15.1.2 *Reproducibility*—In the range from 1.25 to 2.00 mL TEL/U.S. gal (129.6 to 138.4 performance number), the difference between two single and independent test results obtained by different operators in different laboratories on identical test specimens would, in the long run, in the normal and correct operation of the test method, exceed the value of R in only one case in twenty, where R is defined by the equation

$$R = 0.116x^3 \quad (1)$$

TABLE 3 Repeatability and Reproducibility Values

Supercharge Rating		Repeatability		Reproducibility	
ML TEL/US gal.	PN	ML TEL/US gal.	PN	ML TEL/US gal.	PN
1.25	129.6	0.14	2.0	0.23	3.2
1.30	130.2	0.14	1.9	0.26	3.6
1.40	131.6	0.14	1.8	0.32	4.2
1.50	132.9	0.14	1.7	0.39	5.0
1.60	134.1	0.14	1.7	0.48	5.6
1.70	135.2	0.14	1.6	0.57	6.6
1.80	136.3	0.14	1.5	0.68	7.3
1.90	137.4	0.14	1.5	0.80	8.2
2.00	138.4	0.14	1.3	0.93	9.2

where

x = the average of the two test results in mL TEL/U.S. gal.

15.1.2.1 The reproducibility values in Table 3 exemplify the values of R over the applicable range. Since reproducibility varies with level and the relationship between mL TEL and performance number is not linear, reproducibility limits in units of performance number are also tabulated in Table 3.

15.1.3 *Interlaboratory Test Program*—The above precision statements are based on test results obtained by the ASTM Aviation National Exchange Group from 1988 to 1998. During this period, four aviation gasoline samples having supercharge ratings in the range from 1.25 to 2.00 mL TEL/U.S. gal were tested each year by 15–23 participating laboratories. A report of the data and analysis used to establish the precision statements is available as a research report.⁷

15.1.4 *Precision Below 1.25 mL TEL/U.S. Gal and Above 2.00 mL TEL/U.S. Gal*—There is not sufficient data to establish the precision of this test method for samples having supercharge ratings below 1.25 mL TEL/U.S. gal or above 2.00 mL TEL/U.S. gal.

15.2 *Bias*:

15.2.1 This test method has no bias because the supercharge rating of aviation gasoline is defined only in terms of this test method.

⁷ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1467.

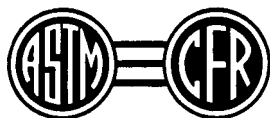
ANNEXES

(Mandatory Information)

A1. APPARATUS

A1.1 APPARATUS

A1.1.1 The apparatus described in this annex is to be used without modification. It consists of a single cylinder engine and accessories mounted on a stationary base. It is equipped with controls for varying manifold pressure, fuel flow, and loading. Suitable instruments are provided for the measurement of these variables. The complete unit is known as the “ASTM-CFR Engine” and is marked by a plate or other approved means with a combination of the respective emblems of the American Society for Testing and Material and the Coordinating Fuel Research Committee, thus:



A1.1.2 At present the sole authorized manufacturer of the ASTM-CFR engine is the Waukesha Engine, Dresser Inc., 1000 West Street, Paul Ave., Waukesha, WI 53188. Other manufacturers may be approved in the future, but testing laboratories should not purchase testing units, except from the Waukesha Engine, Dresser Inc., without ascertaining whether

such units have been approved. Inquiries in this connection should be directed to Secretary, Committee D-2 on Petroleum Products and Lubricants, 2101 L Street, N.W., Washington, DC 20037.

A1.1.3 All necessary instruments and accessories are furnished with the unit. A parts list for ASTM-CFR engines can be obtained from the Waukesha Engine Div.

A1.1.4 Subsequent sections of this annex describe the specific units of the apparatus that are to be used. A summary of equipment for this test method appears in Table A1.1.

A1.2 Cylinder Cooling System

A1.2.1 The evaporative cooling system is equipped with a flexible coolant return pipe and a water-cooled reflux condenser above the coolant level to provide sufficient cooling capacity. Ethylene glycol is used as the coolant. A diagram of the cooling system is shown in Fig. A1.1.

A1.3 Crankcase Ventilation

A1.3.1 The CFR-48 crankcase is equipped with lip-type oil seals and a breather valve.

A1.3.2 Crankcase ventilation is furnished by a breather valve at A, Fig. A1.2, on the left crankcase door. The breather

TABLE A1.1 Summary of Preferred Equipment for Supercharge Engine

Cylinder	variable compression
Valve gear	enclosed or open
Rocker arm bushing	needle
Intake valve	plain, with rotator
Exhaust valve	sodium cooled, with rotator
Valve felts	both valves
Piston	aluminum
Compression rings:	
Type	wedge
Number required	3
Oil control rings:	
Type	wedge
Number required	2
Crankcase	CFR-48
Rotating balance weights	CFR-48, light
Camshaft, deg overlap	30
Ignition	capacitor discharge
Spark plug (Champion):	
Type	M76R
Copper gasket	solid
Humidity control	compressed air
Fuel system	manifold injection
Pump timing	inlet port closes at 50 ± 5 deg atdc, inlet stroke
Injection pump:	8
Plunger diameter, mm	0.100 to 0.116
Lift at port closure, in	Bosch, ADNOSD 21
Injector	
Injector line	$\frac{1}{8}$
Bore, in	20 ± 2
Length, in	

valve assembly uses a hollow cup made of plastic which is installed open end downwards so that its lift is limited by the screw on the cap. The outlet is fitted for a $\frac{3}{4}$ -in. pipe to conduct the crankcase vapors out of the laboratory and must not be connected to the engine exhaust. A condensation trap should be provided to prevent moisture from running back into the crankcase.

A1.4 Engine Specifications

A1.4.1 A single cylinder engine of continuously variable compression ratio is specified. Descriptive dimensions are listed in Table A1.2.

A1.5 Cylinder

A1.5.1 The cylinder is made in one piece integral with the cast-iron head, bored and honed, and has a Brinell hardness of 196 to 269. Cylinders of standard bore are preferred equipment, but rebored cylinders up to a maximum of 0.030 in. oversize may be used. A micrometer, suitably mounted, is used to measure the height of the cylinder with respect to the piston.

A1.6 Piston and Rings

A1.6.1 *Piston*—The five-ring, aluminum-alloy piston has a full floating hollow piston pin held in position by piston-pin retainers. Piston clearances are:

Top land	0.022 ± 0.002 in.
Intermediate lands	0.017 ± 0.002 in.
Skirt	0.011 ± 0.0005 in.

A1.6.2 *Rings*—Three wedge type compression rings and two wedge type oil control rings are required. The set consists of a chromium-plated top compression ring, two plain com-

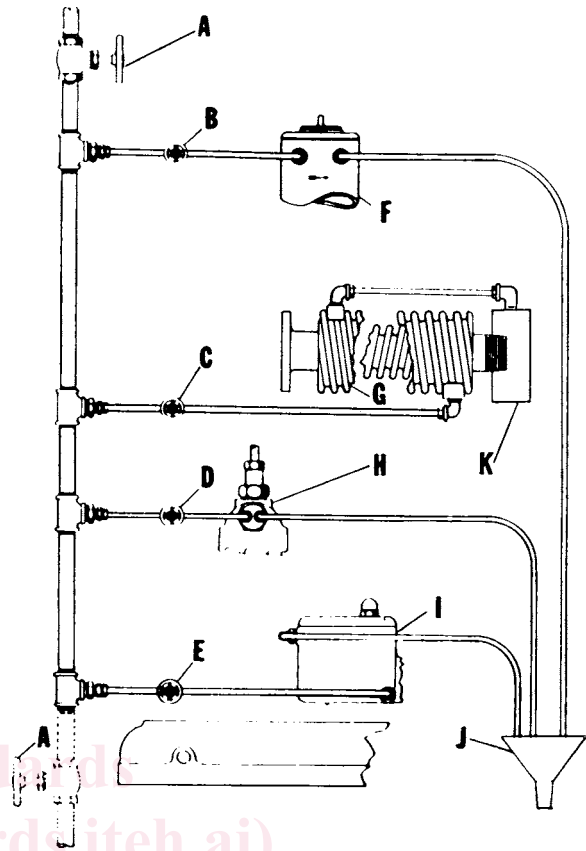


FIG. A1.1 Typical Diagram of Cooling System.

A—Optional Locations of Main Water Valve.
 B—Control Valve to Condenser.
 C—Control Valve to Exhaust Manifold.
 D—Control Valve to Supercharge Fuel Cooler.
 E—Control Valve to Oil Cooler.
 F—Coolant Condenser.
 G—Water Jacketed Exhaust Manifold.
 H—Supercharge Fuel Injection Pump.
 I—Oil Cooler.
 J—Drain to Sewer.
 K—Exhaust Spray Ring.

pression rings, and two narrow-faced oil control rings. When new, ring-gap clearances are 0.015 to 0.020 in. for the compression rings, and 0.010 to 0.018 in. for the oil rings.

A1.7 Valves and Valve Seats

A1.7.1 The intake valve ($\frac{3}{8}$ -in. stem) is Stellite faced. The sodium-cooled exhaust valve ($\frac{7}{16}$ -in. stem) is Eatonite faced. Both valve-seat inserts are made of solid Stellite.

A1.7.2 The standard face angle for valves and inserts is 45° .

A1.8 Valve Guides, Springs, and Push Rods

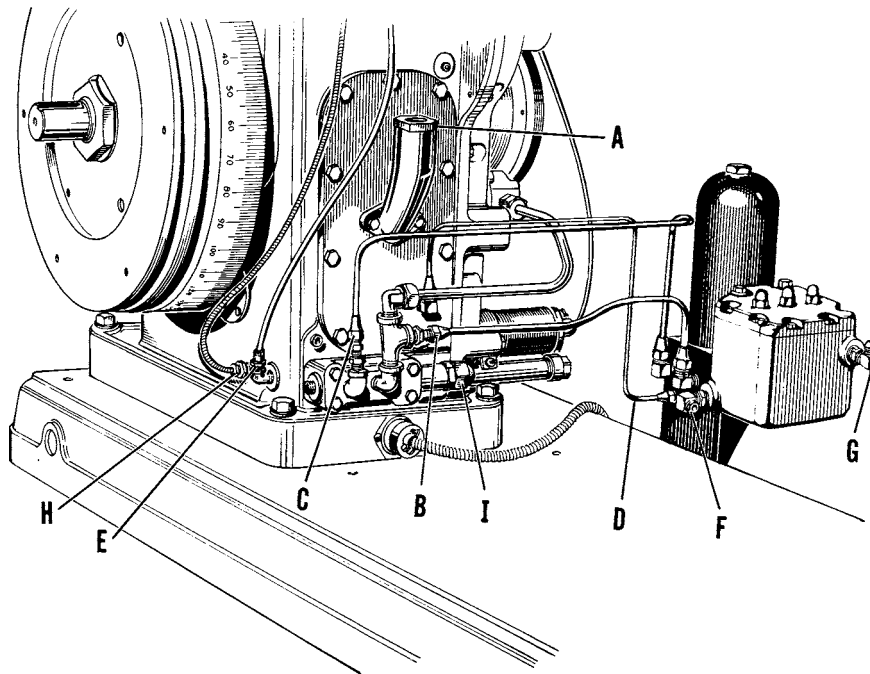
A1.8.1 *Valve Guides*—The cast-iron alloy valve guides are heat treated and hardened. They are pressed into the cylinder with the shoulder on the guide not quite touching the cylinder to prevent distortion.

A1.8.2 *Valve Springs*—The valve springs are treated to resist corrosion.

A1.8.3 *Push Rods*—Push rods with lock-nut adjustments are used.

A1.9 Wiring Diagram

A1.9.1 The wiring diagram of the safety control, compensator, and heater circuits is shown in Fig. A1.3.



CFR-48 CRANKCASE

- A—Breather.
- B—Oil Line to Cooler—Filter.
- C—Cooled Oil Return to Engine.
- D—Filtered Oil Return to Engine.
- E—Oil Pressure Gage Line.
- F—Cooling Water Inlet.
- G—Cooling Water Outlet.
- H—Thermal Bulb of Oil Temperature Indicator.
- I—Oil Pressure Adjustment.

FIG. A1.2 Lubrication System Connections for Engines Using By-Pass Type Oil Filter with Integral Cooler.

TABLE A1.2 Engine Specifications

	CFR-48 variable	High-Speed Engine variable
Compression ratio	3.25	3.25
Standard bore, in	4.50	4.50
Stroke, in	37.33	37.33
Displacement, cu in	1.187	1.187
Valve seat insert, ID, in	2.50	2.50
Connecting-rod bearing:		
diameter, in	1.625	1.625
length, in	3.00	2.50
Front main bearing:		
diameter, in	2.50	2.25
length, in	3.031	4.906
Rear main bearing:		
diameter, in	1.25	1.25
length, in	10.00	10.00
Piston pin, floating, diameter, in	1.00	1.00
Connecting-rod, center-to-center, in	5	5
Timing-gear face, in	1.25	1.25
Piston rings, number	18	18
Valve ports, minimum diameter, in	880	650
Spark plug size, mm	4850	4650
Weight of engine (approx), lb		
Weight of complete unit (approx) lb		

A1.10 Ignition System

A1.10.1 A coil ignition system is preferred. The Bendix CBR 4-1 magneto, shown in Fig. A1.4, may also be used. Type M76R spark plug manufactured by the Champion Spark Plug Co. is used with a solid copper gasket. A neon tube spark indicator is built into the engine.

A1.11 Exhaust System Components

A1.11.1 *Flexible Exhaust Pipe*—A water-cooled flexible exhaust pipe, 1/4-in. minimum internal diameter and about 18 in. (457 mm) long, must be used. The special flange and spacer shown in Fig. A1.5 is used for the connection to the surge tank. A quick-opening 3/4-in. pipe valve may be installed in the flexible exhaust pipe, as shown, to check for resonance. If the indicated power is altered appreciably when the valve is opened, discharging the exhaust to the atmosphere, resonance is indicated and the system must be altered to correct it.

A1.11.2 *Water Spray*—Experience has shown that the use of water injection is advantageous. The brass ring for water injection is illustrated in Fig. A1.5. Water injection is accomplished by the brass spray plate bolted between the flange to the flexible exhaust pipe and the surge tank inlet. Spray holes direct the water spray toward the centerline of the exhaust pipe and away from the engine.

A1.11.3 *Surge Tank*—The surge tank has a minimum inside diameter of 10 in. (254 mm), a minimum outside diameter of 10 3/4 in. (273 mm) and a minimum volume of 1 ft³ (0.02 m³), Fig. A1.6. It should be mounted horizontally, if possible, and rigidly supported to avoid strain on the flexible exhaust pipe which should slope downward from the engine about 1/4 in. A trap should be provided in all water drain lines.

A1.11.4 *Exhaust Back Pressure*—The exhaust back pressure at the surge tank should be as low as possible, but in no case should it be outside the limits of 0 to 10 in. (254 mm) of water.

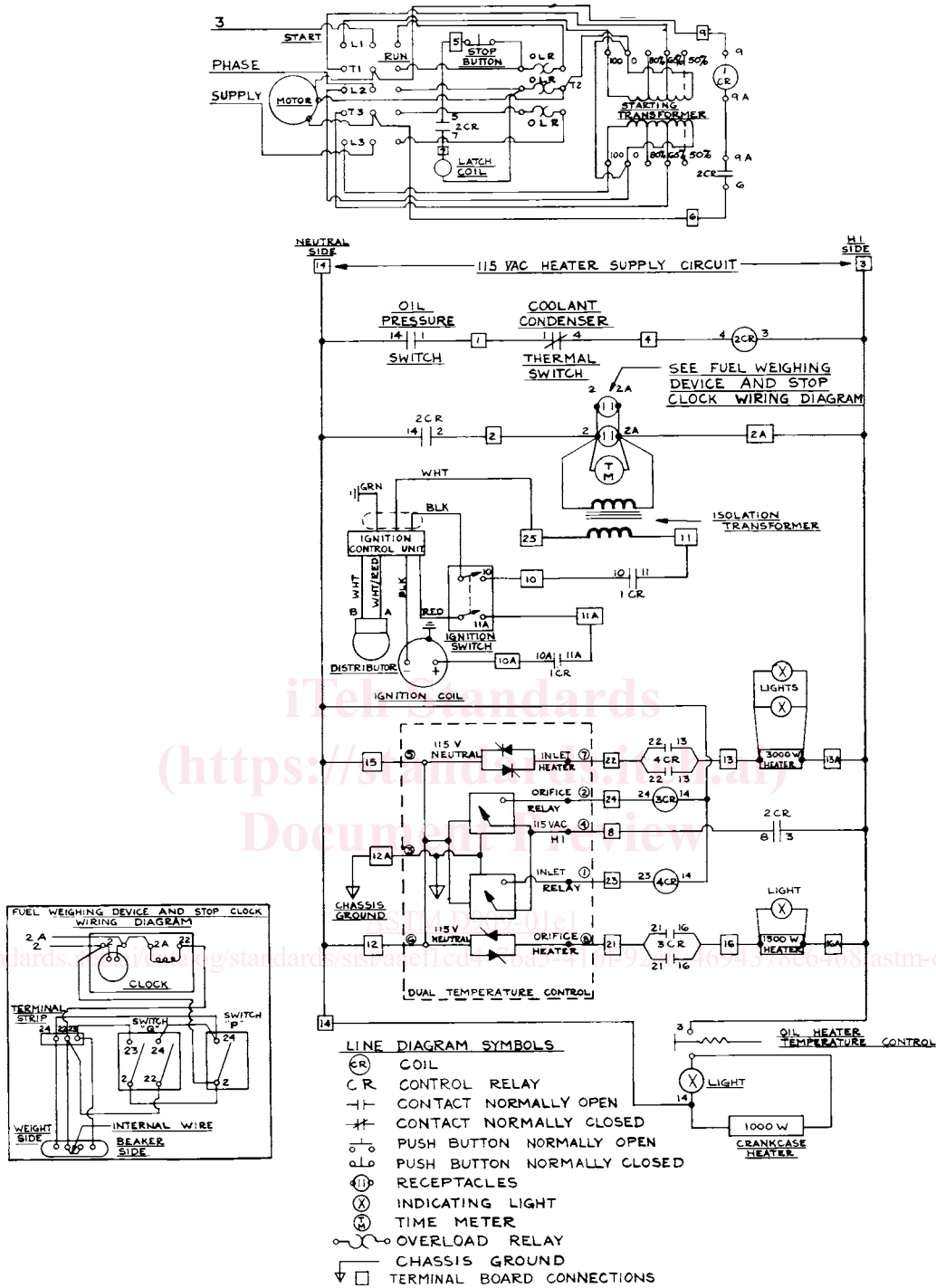
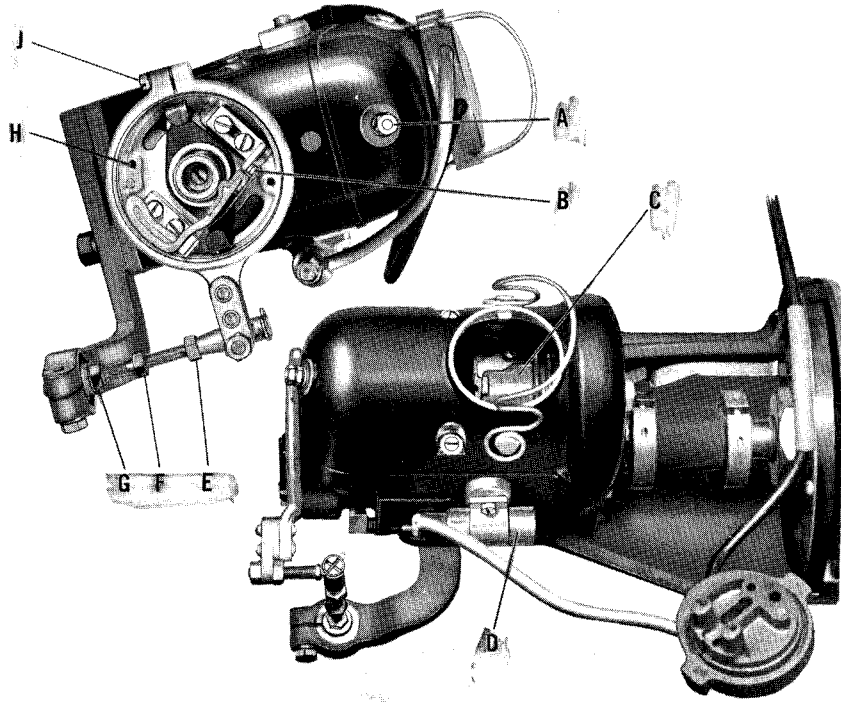


FIG. A1.3 Wiring Diagram for Supercharge Unit

A1.11.5 *Discharge Pipe*—To comply with A1.11.4, it is desirable to use a discharge pipe of 2-in. (50.8-mm) minimum diameter, 30 ft (9.14 m) maximum length, and containing no more than three elbows or other restrictions. It is desirable to

have a separate exhaust system for each engine. If a discharge pipe is used for a multiple exhaust system, adequate capacity must be provided, so that the back pressure can be maintained within the limits set in A1.11.4.



- A—Ground wire terminal
- B—Breaker points
- C—Distributor
- D—Resistor
- E—Upper timing adjustment locknut

- F—Timing adjustment screw
- G—Lower timing adjustment locknut
- H—Breaker point plate
- J—Timing adjustor clamp screw

FIG. A1.4 Magneto

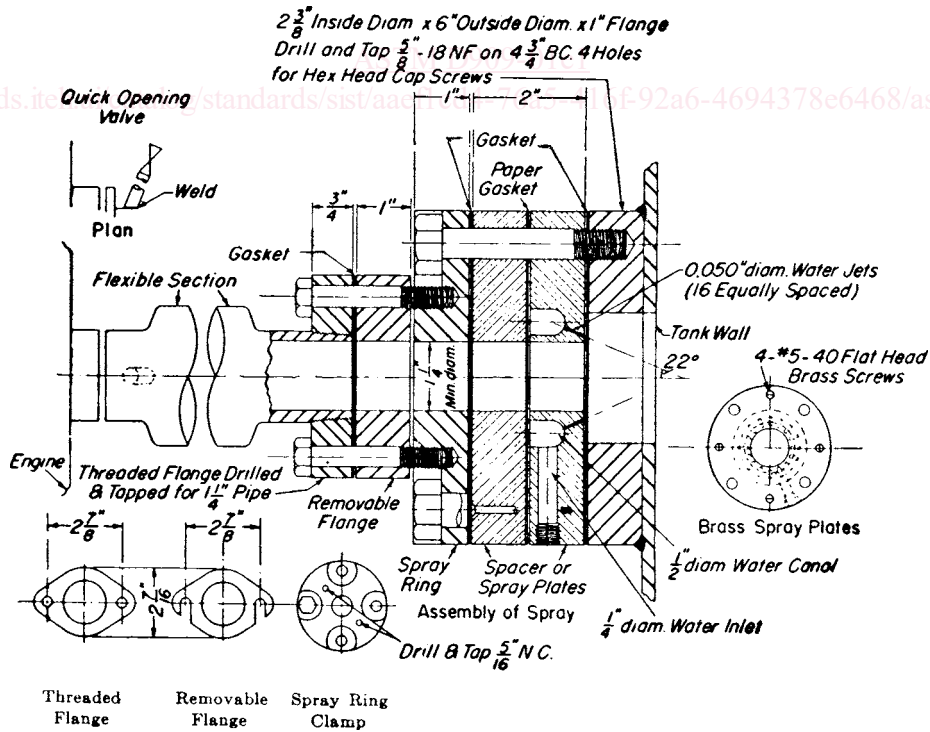


FIG. A1.5 Flexible Exhaust Pipe Assembly