



Designation: ~~C618-08~~ Designation: **C 618 – 08a**

Standard Specification for Coal Fly Ash and Raw or Calcined Natural Pozzolan for Use in Concrete¹

This standard is issued under the fixed designation C 618; 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. Scope*

1.1 This specification covers coal fly ash and raw or calcined natural pozzolan for use in concrete where cementitious or pozzolanic action, or both, is desired, or where other properties normally attributed to fly ash or pozzolans may be desired, or where both objectives are to be achieved.

NOTE 1—Finely divided materials may tend to reduce the entrained air content of concrete. Hence, if a fly ash or natural pozzolan is added to any concrete for which entrainment of air is specified, provision should be made to ensure that the specified air content is maintained by air content tests and by use of additional air-entraining admixture or use of an air-entraining admixture in combination with air-entraining hydraulic cement.

~~1.2 The values stated in SI units are to be regarded as the standard.~~

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

1.3 The text of this standard references notes and footnotes, which provide explanatory information. These notes and footnotes (excluding those in tables and figures) shall not be considered as requirements of the standard.

2. Referenced Documents

2.1 *ASTM Standards:*²

C 125 Terminology Relating to Concrete and Concrete Aggregates

C 311 Test Methods for Sampling and Testing Fly Ash or Natural Pozzolans for Use in Portland-Cement Concrete

3. Terminology

3.1 *Definitions:*

3.1.1 The terms used in this specification are defined in Terminology C 125.

3.1.2 *fly ash*—the finely divided residue that results from the combustion of ground or powdered coal and that is transported by flue gasses.

NOTE 2—This definition of fly ash does not include, among other things, the residue resulting from: (1) the burning of municipal garbage or any other refuse with coal; (2) the injection of lime directly into the boiler for sulfur removal; or (3) the burning of industrial or municipal garbage in incinerators commonly known as “incinerator ash.”

4. Classification

4.1 *Class N*—Raw or calcined natural pozzolans that comply with the applicable requirements for the class as given herein, such as some diatomaceous earths; opaline cherts and shales; tuffs and volcanic ashes or pumicites, calcined or uncalcined; and various materials requiring calcination to induce satisfactory properties, such as some clays and shales.

4.2 *Class F*—Fly ash that meets the applicable requirements for this class as given herein. This class of fly ash has pozzolanic properties.

4.3 *Class C*—Fly ash that meets the applicable requirements for this class as given herein. This class of fly ash, in addition to having pozzolanic properties, also has some cementitious properties.

NOTE 3—Class F fly ash is typically produced from burning anthracite or bituminous coal, but may also be produced from subbituminous coal and from lignite. Class C fly ash is typically produced from burning lignite or subbituminous coal, and may also be produced from anthracite or bituminous

¹ This specification is under the jurisdiction of ASTM Committee C09 on Concrete and Concrete Aggregates and is the direct responsibility of Subcommittee C09.24 on Supplementary Cementitious Materials.

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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.

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

TABLE 1 Chemical Requirements

	Class		
	N	F	C
Silicon dioxide (SiO ₂) plus aluminum oxide (Al ₂ O ₃) plus iron oxide (Fe ₂ O ₃), min, %	70.0	70.0	50.0
Sulfur trioxide (SO ₃), max, %	4.0	5.0	5.0
Moisture content, max, %	3.0	3.0	3.0
Loss on ignition, max, %	10.0	6.0 ^A	6.0

^AThe use of Class F pozzolan containing up to 12.0 % loss on ignition may be approved by the user if either acceptable performance records or laboratory test results are made available.

TABLE 2 Physical Requirements

	Class		
	N	F	C
<i>Fineness:</i>			
Amount retained when wet-sieved on 45 µm (No. 325) sieve, max, %	34	34	34
<i>Strength activity index:</i> ^A			
With portland cement, at 7 days, min, percent of control	75 ^B	75 ^B	75 ^B
With portland cement, at 28 days, min, percent of control	75 ^B	75 ^B	75 ^B
Water requirement, max, percent of control	115	105	105
<i>Soundness:</i> ^C			
Autoclave expansion or contraction, max, %	0.8	0.8	0.8
<i>Uniformity requirements:</i>			
The density and fineness of individual samples shall not vary from the average established by the ten preceding tests, or by all preceding tests if the number is less than ten, by more than:			
Density, max variation from average, %	5	5	5
Percent retained on 45-µm (No. 325), max variation, percentage points from average	5	5	5

^A The *strength* activity index with portland cement is not to be considered a measure of the compressive strength of concrete containing the fly ash or natural pozzolan. The mass of fly ash or natural pozzolan specified for the test to determine the *strength* activity index with portland cement is not considered to be the proportion recommended for the concrete to be used in the work. The optimum amount of fly ash or natural pozzolan for any specific project is determined by the required properties of the concrete and other constituents of the concrete and is to be established by testing. *Strength* activity index with portland cement is a measure of reactivity with a given cement and is subject to variation depending on the source of both the fly ash or natural pozzolan and the cement.

^B Meeting the 7 day or 28 day *strength* activity index will indicate specification compliance.

^C If the fly ash or natural pozzolan will constitute more than 20 % by mass of the cementitious material in the project mixture, the test specimens for autoclave expansion shall contain that anticipated percentage. Excessive autoclave expansion is highly significant in cases where water to cementitious material ratios are low, for example, in block or shotcrete mixtures.

<https://standards.iteh.ai/catalog/standards/sist/68bb4509-340e-4b5c-a232-071bea716a97/astm-c618-08a>
 coal. Class C fly ashes contain total calcium contents, expressed as calcium oxide (CaO), higher than 10 %.

5. Ordering Information

5.1 The purchaser shall specify any supplementary optional physical requirements.

5.2 The purchaser shall indicate which procedure, A or B, shall be used when specifying requirements for effectiveness in contribution to sulfate resistance under Table 3.

6. Chemical Composition

6.1 Fly ash and natural pozzolans shall conform to the requirements as to chemical composition prescribed in Table 1.

NOTE 4—The chemical component determinations and the limits placed on each do not predict the performance of the fly ash or natural pozzolan with hydraulic cement in concrete, but collectively help describe composition and uniformity of the material.

7. Physical Properties

7.1 Fly ash and natural pozzolans shall conform to the physical requirements prescribed in Table 2. Supplementary optional physical requirements are shown in Table 3.

8. Methods of Sampling and Testing

8.1 Sample and test the fly ash or natural pozzolan in accordance with the requirements of Test Methods C 311.

8.2 Use cement of the type proposed for use in the work and, if available, from the mill proposed as the source of the cement, in all tests requiring the use of hydraulic cement.

9. Storage and Inspection

9.1 The fly ash or natural pozzolan shall be stored in such a manner as to permit easy access for proper inspection and identification of each shipment.