



Designation: D4806 – 10

Standard Specification for Denatured Fuel Ethanol for Blending with Gasolines for Use as Automotive Spark-Ignition Engine Fuel¹

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1. Scope*

1.1 This specification covers nominally anhydrous denatured fuel ethanol intended to be blended with unleaded or leaded gasolines at 1 to 10 volume % for use as a spark-ignition automotive engine fuel covered by Specification D4814. The significance of this specification is shown in Appendix X1.

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 user is advised to check with the national regulatory agencies where the ethanol is denatured and used. The sulfur limit and denaturing formulas in this specification are acceptable for the U.S. market. Other countries or jurisdictions may allow or require other denaturing formulas and sulfur limits.

2. Referenced Documents

2.1 ASTM Standards:²

- D86 Test Method for Distillation of Petroleum Products at Atmospheric Pressure
- D381 Test Method for Gum Content in Fuels by Jet Evaporation
- D1298 Test Method for Density, Relative Density (Specific Gravity), or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method
- D1613 Test Method for Acidity in Volatile Solvents and Chemical Intermediates Used in Paint, Varnish, Lacquer, and Related Products
- D1688 Test Methods for Copper in Water
- D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
- D3120 Test Method for Trace Quantities of Sulfur in Light

Liquid Petroleum Hydrocarbons by Oxidative Microcoulometry

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

D4175 Terminology Relating to Petroleum, Petroleum Products, and Lubricants

D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products

D4306 Practice for Aviation Fuel Sample Containers for Tests Affected by Trace Contamination

D4814 Specification for Automotive Spark-Ignition Engine Fuel

D5453 Test Method for Determination of Total Sulfur in Light Hydrocarbons, Spark Ignition Engine Fuel, Diesel Engine Fuel, and Engine Oil by Ultraviolet Fluorescence

D5501 Test Method for Determination of Ethanol Content of Denatured Fuel Ethanol by Gas Chromatography

D5580 Test Method for Determination of Benzene, Toluene, Ethylbenzene, *p/m*-Xylene, *o*-Xylene, C₉ and Heavier Aromatics, and Total Aromatics in Finished Gasoline by Gas Chromatography

D5854 Practice for Mixing and Handling of Liquid Samples of Petroleum and Petroleum Products

D6423 Test Method for Determination of pH of Ethanol, Denatured Fuel Ethanol, and Fuel Ethanol (Ed75-Ed85)

D6550 Test Method for Determination of Olefin Content of Gasolines by Supercritical-Fluid Chromatography

D7039 Test Method for Sulfur in Gasoline and Diesel Fuel by Monochromatic Wavelength Dispersive X-ray Fluorescence Spectrometry

D7318 Test Method for Total Inorganic Sulfate in Ethanol by Potentiometric Titration

D7319 Test Method for Determination of Total and Potential Sulfate and Inorganic Chloride in Fuel Ethanol by Direct Injection Suppressed Ion Chromatography

D7328 Test Method for Determination of Total and Potential Inorganic Sulfate and Total Inorganic Chloride in Fuel Ethanol by Ion Chromatography Using Aqueous Sample Injection

E29 Practice for Using Significant Digits in Test Data to

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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 Performance Requirements

| Property | Limit | Method |
|---|---------------------|-------------------------------|
| Ethanol, volume %, min | 92.1 | D5501 |
| Methanol, volume %, max | 0.5 | D5501 |
| Solvent-washed gum content, mg/100 mL, max | 5.0 | D381 |
| Water, volume %, max | 1.0 | E203 or E1064 |
| Inorganic Chloride, mass ppm (mg/L), max | 10. (8) | D7319 or D7328 |
| Copper, mg/kg, max | 0.1 | D1688 |
| Acidity (as acetic acid CH ₃ COOH), mass % (mg/L), max | 0.007 (56) (Note 3) | D1613 |
| pHe | 6.5 to 9.0 | D6423 |
| Sulfur, mass ppm, max | 30. | D2622, D3120, D5453, or D7039 |
| Total sulfate, mass ppm, max | 4 | D7318, D7319, or D7328 |

Determine Conformance with Specifications

E203 Test Method for Water Using Volumetric Karl Fischer Titration

E300 Practice for Sampling Industrial Chemicals

E1064 Test Method for Water in Organic Liquids by Coulometric Karl Fischer Titration

2.2 Other Standards:

United States Code of Federal Regulations, Title 27, Parts 19, 20, and 21³

3. Terminology

3.1 For general terminology, refer to Terminology **D4175**.

3.2 Definitions:

3.2.1 *denaturants, n*—materials added to ethanol to make it unsuitable for beverage use under a formula approved by a regulatory agency to prevent the imposition of beverage alcohol tax.

3.2.1.1 *Discussion*—Denaturants are only those materials added by the denaturer to comply with the approved formula; any materials absorbed later are not denaturants.

3.2.2 *denatured fuel ethanol, n*—fuel ethanol made unfit for beverage use by the addition of denaturants under formula(s) approved by the applicable regulatory agency to prevent the imposition of beverage alcohol tax.

3.2.3 *ethanol, n*—ethyl alcohol, the chemical compound C₂H₅OH.

3.2.4 *fuel ethanol, n*—a grade of undenatured ethanol with other components common to its production (including water) that do not affect the use of the product as a component for automotive spark-ignition engine fuels.

3.2.5 *gasoline, n*—a volatile mixture of liquid hydrocarbons, generally containing small amounts of additives, suitable for use as a fuel in spark-ignition, internal combustion engines.

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3.2.6 *gasoline-ethanol blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 mass % oxygen) of denatured fuel ethanol.

3.2.7 *oxygenate*—an oxygen-containing, ashless, organic compound, such as an alcohol or ether, which may be used as a fuel or fuel supplement.

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3.3 Definitions of Terms Specific to This Standard:

3.3.1 *pHe, n*—a measure of the acid strength of denatured fuel ethanol.

NOTE 1—The user is advised that the definitions used by various industries, marketers, and regulatory bodies can differ from those specific to this specification. It is the responsibility of the user to ensure that the terms used in a particular context are clearly understood.

4. Performance Requirements (Table 1)

4.1 *Denatured Fuel Ethanol*—After fuel ethanol is denatured as specified in Section 5, it shall conform to the following requirements at the time of blending with a gasoline. (See Note 2.)

NOTE 2—For purposes of determining conformance with these specification limits, an observed value or a calculated value shall be rounded “to the nearest unit” in the right-most significant digit used in expressing the specification limit, in accordance with the rounding method of Practice **E29**. For a specification limit expressed as an integer, a trailing zero is significant only if the decimal point is specified. For a specified limit expressed as an integer, and the right-most digit is non-zero, the right-most digit is significant without a decimal point being specified. This convention applies to specified limits in this table (4.1) and will not be observed in the remainder of this specification.

NOTE 3—Denatured fuel ethanol may contain additives, such as corrosion inhibitors and detergents, that can affect the titratable acidity (acidity as acetic acid) of the finished denatured fuel ethanol. Although the base fuel ethanol may meet the acidity specification, the effect of these

³ A printed copy of the Code of Federal Regulations may be purchased from the U.S. Government Printing Office Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401 or the online store at <http://bookstore.gpo.gov/>. The Code of Federal Regulations may be browsed online at <http://www.gpoaccess.gov/cfr/index.html>.

TABLE 2 Denaturant Limits

| Limit, volume % | Source | Requirement |
|----------------------|------------------|---|
| 1.96 min | TTB | TTB Formulas require a minimum of two parts of approved denaturant to 100 parts of ethanol with a minimum of 195 proof ethanol. |
| | ASTM | The minimum amount of denaturant allowed by this specification. |
| 2.5 max ^A | IRS ^A | The maximum amount of denaturant the IRS considers part of the denatured fuel ethanol for full VEETC credit. |
| 5 max | ASTM | The maximum amount of denaturant allowed by this specification. |

^A See [Appendix X3](#) for additional information on the IRS limit.

additives can produce an apparent high titratable acidity of the finished product. Contact the ethanol supplier if there is a question regarding the titratable acidity of your denatured fuel ethanol to verify that the base fuel ethanol meets the acidity requirements of 4.1.

4.2 Other Properties—Limits more restrictive than those specified above, or the specification of additional properties such as color, may be agreed upon between the supplier and the purchaser.

5. Denaturants

5.1 Denaturing Formulas—Fuel ethanol is rendered unfit for beverage use by the addition of denaturants under formulas approved by the Alcohol and Tobacco Tax and Trade Bureau (TTB) of the U. S. Treasury Department that allow the denatured alcohol to ship from the denaturer free of beverage excise tax and to be distributed and used as a fuel component without TTB permits. TTB regulations concerning the preparation, handling, distribution and use of denatured ethanol formulas are published in the [United States Code of Federal Regulations, Title 27, Parts 19, 20, and 21](#). The denatured fuel ethanol allowed by this specification shall contain a minimum of 1.96 volume % denaturant. The United States Internal Revenue Service (IRS) established a maximum of 2.5 volume % denaturant that qualifies the entire volume of denatured fuel ethanol for full Volumetric Ethanol Excise Tax Credit (VEETC). The user is advised to consult the IRS to determine the amount of the VEETC for denatured fuel ethanol with denaturant levels between 2.5 and 5 volume %. The maximum denaturant allowed by this specification is 5 volume %. The limits for the denaturant addition are shown in [Table 2](#).

5.1.1 To avoid imposition of the beverage excise tax, TTB regulations require the denaturer to add specific quantities of approved denaturants to the ethanol prior to shipping. The denaturant content is determined by the ratio of metered denaturant and ethanol volumes at the time of denaturing. The TTB regulations stipulate the record keeping requirements for the denaturer. These regulations include records of the quantities of ethanol and denaturant added in the denaturing process. The TTB periodically audits the denaturing facilities and associated records for compliance with these regulations. The

regulations do not require the receiver to analytically verify that the material added was an approved denaturant or that it was added within the necessary concentration range. Approved analytical methods or calculations do not exist to permit any of the following: (1) to confirm compliance with this section of the specification after the denaturing process, (2) to determine that the denaturant used was approved by the TTB or allowed in this specification, (3) to quantify the ratio of denaturant added during the denaturing process, or (4) to distinguish between the hydrocarbons added as part of the denaturing process and those absorbed later in the distribution system.

5.1.2 A buyer may ask the denaturer to denature within a specific range (for example, 1.96 to 2.5 volume %). A buyer may also ask the denaturer to certify the range used for the denaturant addition. A buyer or distributor may commingle receipts certified within the same range and provide a certification of conformance with the product from that commingling. The blender may use this certification of conformance for the product to demonstrate compliance with the denaturant limit in the IRS Notice 2009-06 titled, “Calculation of Volume of Alcohol for Fuel Credits; Denaturants.” If the product is shipped directly from a denaturer to a blender, the initial certification from the denaturer may be used to demonstrate compliance. Compliance with the denaturant limit cannot be determined analytically. Compliance must be based on the information from the original denaturer.

5.2 Allowable Denaturants—The only denaturants allowed for the denatured fuel ethanol defined by this specification are natural gasoline, gasoline blendstocks or unleaded gasoline. Small amounts of the same or similar hydrocarbons absorbed by the denatured fuel ethanol as it moves through the distribution system is not denaturant. The fuel ethanol formulas approved by the TTB for fuel use include denaturing materials which are not allowed by this ASTM specification. It is the denaturer’s responsibility to consult the regulations to ensure legal denaturing of the fuel ethanol and to ensure compliance with this specification with regard to allowed denaturants.

5.3 Prohibited Denaturants—This specification prohibits the use of hydrocarbons with an end boiling point higher than 225°C as determined by Test Method [D86](#), although they may be permitted by TTB regulations. Some kerosines, for instance, promote piston scuff in automotive engines. Specific mention must be made of some materials that have extremely adverse effects on fuel stability, automotive engines, and fuel systems. These materials shall not be used as denaturants for fuel ethanol under any circumstances. They are as follows: methanol, pyrroles, turpentine, ketones, and tars (high-molecular weight pyrolysis products of fossil or nonfossil vegetable matter). Ketone denaturants tend to degrade fuel stability or increase the tendency of a gasoline-ethanol blend to corrode metals and attack elastomers. These effects become more serious if the concentration of a ketone such as 4-methyl pentanone (methyl isobutyl ketone) exceeds one part by volume per 100 parts by volume of fuel ethanol. There is no information available on the effects of denaturants other than those mentioned above; but unless a denaturant, such as a higher aliphatic alcohol or ether, is known to have no adverse