



Standard Test Method for Measurement of Fuel System Icing Inhibitors (Ether Type) in Aviation Fuels¹

This standard is issued under the fixed designation D5006; 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.

~~^{ε1}Note—Minor editorial changes were made throughout in November 2010.~~

1. Scope*

1.1 This test method covers a technique for measuring the concentration of Diethylene Glycol Monomethyl Ether (DiEGME) in aviation fuels. A measured volume of fuel, extracted with a fixed ratio of water, is tested with a suitable refractometer to determine the concentration of fuel system icing inhibitor (FSII) in fuel. Precision estimates have been determined for the DiEGME additive using specific extraction ratios with a wide variety of fuel types. The extraction ratios are high enough that portable handheld refractometers can be used, but not so high as to sacrifice accuracy or linearity, or both, in the 0.01 to 0.25 vol % range of interest.

1.2 DiEGME is fully described in Specification D4171 and in other specifications.

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

~~1.4~~

1.4 **WARNING**—Mercury has been designated by many regulatory agencies as a hazardous material that can cause central nervous system, kidney and liver damage. Mercury, or its vapor, may be hazardous to health and corrosive to materials. Caution should be taken when handling mercury and mercury containing products. See the applicable product Material Safety Data Sheet (MSDS) for details and EPA's website—<http://www.epa.gov/mercury/faq.htm>—for additional information. Users should be aware that selling mercury and/or mercury containing products into your state or country may be prohibited by law.

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 and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 *ASTM Standards:*²

D4171 Specification for Fuel System Icing Inhibitors

E1 Specification for ASTM Liquid-in-Glass Thermometers

E29 ~~Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications~~ Practice for Using Significant Digits in Test Data to Determine Conformance with Specifications

E2251 Specification for Liquid-in-Glass ASTM Thermometers with Low-Hazard Precision Liquids

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *analog refractometer, n*—a traditional-style refractometer which visually projects a shadowline onto a scale etched into a glass reticle.

3.1.1.1 *Discussion*—The scale, which is magnified by an eyepiece, displays either a direct reading of DiEGME concentration, as is the case with the analog HB refractometer, or may display Brix units which must be converted into DiEGME concentration.

3.1.2 *Brix refractometer, n*—a refractometer which displays readings on the Brix scale.

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.J0.04 on Additives and Electrical Properties.

Current edition approved Aug. 1, 2010. Published August 2010. Originally approved in 1989. Last previous edition approved in 2003 as D5006-03. DOI: 10.1520/D5006-10.

Current edition approved May 1, 2011. Published June 1, 2011. Originally approved in 1989. Last previous edition approved in 2010 as D5006-10^{ε1}. DOI: 10.1520/D5006-11.

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.

3.1.3 *Brix scale, n*—an expression of the mathematical relationship between refractive index and the concentration by weight of pure sucrose in water.

3.1.4 *digital refractometer, n*—A refractometer which relies on a solid-state image sensor to measure the refractive index of a solution, convert the refractive index reading into a particular unit of measure (percent DiEGME), and outputs the results on a digital display.

3.2 *Acronyms:*

3.2.1 *DiEGME*—Diethylene Glycol Monomethyl Ether

3.2.2 *FSII*—fuel system icing inhibitor

4. Summary of Test Method

4.1 In order to determine the concentration of DiEGME in aviation fuel, a measured volume of fuel is extracted with a fixed ratio of water. The extraction procedure includes sufficient agitation and contacting time to ensure that equilibrium distributions are attained. If using an Analog Refractometer, place several drops of water extract on the measuring surface, point it towards a light source, and take a reading on the internal scale. The analog HB refractometer will display the actual percent volume of DiEGME on its scale. Users of a Brix refractometer will follow a similar procedure, but will have to convert the Brix reading into DiEGME percent volume. If the Brix refractometer is not automatically temperature compensated, then a temperature correction must first be applied to the Brix reading before converting it to percent DiEGME. If using a Digital Refractometer, place several drops of water extract in the sample well, press a button to initiate the reading, and the percent volume of DiEGME will be displayed on the LCD display. (**Warning**—Diethylene glycol monomethyl ether (DiEGME), slightly toxic material. This material caused slight embryo-fetal toxicity (delayed development) but no increase in birth defects in laboratory animals. Consult the suppliers' material safety data sheets.)

NOTE 1—*Isopropanol* is not detected because of the similarity of *isopropanol*/water refractive indices, and the presence of *iso* propanol in fuel containing other additives results in lower than true values.

5. Significance and Use

5.1 DiEGME is miscible with water and can be readily extracted from the fuel by contact with water during shipping and in storage. Methods are therefore needed to check the additive content in the fuel to ensure proper additive concentration in the aircraft.

5.2 This test method is applicable to analyses performed in the field or in a laboratory.

6. Apparatus

6.1 *Refractometer*—An optical instrument used to measure the physical properties of a solution. Refractometers suitable for use in this test method include:

6.1.1 *HB Refractometer*³—An analog refractometer with a direct reading scale for percent DiEGME. This instrument is automatically temperature compensated from 18 to 35°C.

6.1.2 *Brix Refractometer*—An analog refractometer with a Brix scale which may or may not be automatically temperature compensated.

6.1.3 *MISCO Jet Fuel Refractometer (p/n JPX-DiEGME)* —A digital refractometer that provides a direct reading of DiEGME concentration and is automatically temperature compensated within the range of 10 to 45°C.

6.1.4 *Gammon HB2D Refractometer*—A digital refractometer that provides a direct reading of DiEGME concentration and is automatically temperature compensated within the range of 10 to 40°C.

6.2 *Extraction Vessel*—Any suitable vessel of at least 200 mL with provisions for isolating a small column of water extract at the bottom. Examples are separatory funnels, (glass or plastic), or plastic dropping bottles.

6.3 *Measuring Vessel*—Any vessel capable of measuring up to 160 mL of fuel to an accuracy of ± 2 mL, such as a 250-mL graduated cylinder, or other calibrated container.

6.4 *Water Dispenser*—2.0-mL pipettes are preferred, but syringes or burettes not exceeding 5.0-mL capacity that can dispense 2.0 ± 0.2 mL may be used. For the Brix refractometer, the pipette must measure 1.0 ± 0.1 mL.

6.5 *Thermometer*—The thermometer must have suitable range to measure air and fuel temperature in the field. Accurate to $\pm 1^\circ\text{C}$ and meeting Specification E1 or any other temperature measuring device that cover the temperature range of interest, such as thermocouples, thermistors, resistance temperature detectors (RTDs) or one conforming to Specification E2251 may be used that provides equivalent or better accuracy and precision than ASTM 1C.

7. Reagents and Materials

7.1 *Water*—Distilled or deionized water is preferred for the extraction procedure, and for refractometer calibration, but potable water may be used.

³ The analog HB refractometer and the digital HB2D refractometer are available from Gammon Technical Products, Inc., 2300 Hwy 34, P.O. Box 400, Manasquan, NJ 08736. The MISCO Jet Fuel Refractometer (p/n JPX-DiEGME) and Brix refractometers are available from MISCO Refractometer, 3401 Virginia Rd., Cleveland, Ohio 44122 USA. 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, which you may attend.