



Designation: D4814 – 12

Standard Specification for Automotive Spark-Ignition Engine Fuel¹

This standard is issued under the fixed designation D4814; 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 the establishment of requirements of automotive fuels for ground vehicles equipped with spark-ignition engines.

1.2 This specification describes various characteristics of automotive fuels for use over a wide range of operating conditions. It provides for a variation of the volatility and water tolerance of automotive fuel in accordance with seasonal climatic changes at the locality where the fuel is used. For the period May 1 through Sept. 15, the maximum vapor pressure limits issued by the U.S. Environmental Protection Agency (EPA) are specified for each geographical area except Alaska and Hawaii. Variation of the antiknock index with seasonal climatic changes and altitude is discussed in [Appendix X1](#). This specification neither necessarily includes all types of fuels that are satisfactory for automotive vehicles, nor necessarily excludes fuels that can perform unsatisfactorily under certain operating conditions or in certain equipment. The significance of each of the properties of this specification is shown in [Appendix X1](#).

1.3 The spark-ignition engine fuels covered in this specification are gasoline and its blends with oxygenates, such as alcohols and ethers. This specification does not apply to fuels that contain an oxygenate as the primary component, such as Fuel Methanol (M85). The concentrations and types of oxygenates are not specifically limited in this specification. However, depending on oxygenate type, as oxygenate content increases above some threshold level, the likelihood for vehicle problems also increases. The composition of both unleaded and leaded fuel is limited by economic, legal, and technical consideration, but their properties, including volatility, are defined by this specification. In addition, the composition of unleaded fuel is subject to the rules, regulations, and Clean Air Act waivers of the U.S. Environmental Protection Agency (EPA). With regard to fuel properties, including volatility, this

specification can be more or less restrictive than the EPA rules, regulations, and waivers. Refer to [Appendix X3](#) for discussions of EPA rules relating to fuel volatility, lead and phosphorous contents, deposit control additive certification, and use of oxygenates in blends with unleaded gasoline. Contact the EPA for the latest versions of the rules and additional requirements.

1.4 This specification does not address the emission characteristics of reformulated spark-ignition engine fuel. Reformulated spark-ignition engine fuel is required in some areas to lower emissions from automotive vehicles, and its characteristics are described in the research report on reformulated spark-ignition engine fuel.² However, in addition to the legal requirements found in this research report, reformulated spark-ignition engine fuel should meet the performance requirements found in this specification.

1.5 This specification represents a description of automotive fuel as of the date of publication. The specification is under continuous review, which can result in revisions based on changes in fuel, automotive requirements, or test methods, or a combination thereof. All users of this specification, therefore, should refer to the latest edition.

NOTE 1—If there is any doubt as to the latest edition of Specification D4814, contact ASTM International Headquarters.

1.6 Tests applicable to gasoline are not necessarily applicable to its blends with oxygenates. Consequently, the type of fuel under consideration must first be identified in order to select applicable tests. Test Method [D4815](#) provides a procedure for determining oxygenate concentration in mass percent. Test Method [D4815](#) also includes procedures for calculating mass oxygen content and oxygenate concentration in volume percent. [Appendix X4](#) provides a procedure for calculating the mass oxygen content of a fuel using measured oxygenate type, oxygenate concentration in volume percent, and measured density or relative density of the fuel.

1.7 The following applies to all specified limits in this standard: For purposes of determining conformance with these specifications, an observed value or a calculated value shall be rounded “to the nearest unit” in the right-most significant digit

¹ This specification is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.A0.01 on Gasoline and Gasoline-Oxygenate Blends.

Current edition approved Nov. 1, 2012. Published February 2013. Originally approved in 1988. Last previous edition approved in 2011 as D4814–11b. DOI: 10.1520/D4814-12.

² Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1347.

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

TABLE 1 Vapor Pressure and Distillation Class Requirements^A

Vapor Pressure/ Distillation Class	Vapor Pressure, ^B at 37.8°C (100°F) max, kPa (psi)	Distillation Temperatures, °C (°F), at % Evaporated, max ^C				Distillation Residue, volume %, max	Driveability Index, ^D max, °C (°F) Derived ^{E,F}	
		10 volume %, max	50 volume %		90 volume %, max			
			min ^G	max				End Point, max
AA	54(7.8)	70.(158)	77(170.)	121(250.)	190.(374)	225(437)	2	597(1250.)
A	62(9.0)	70.(158)	77(170.)	121(250.)	190.(374)	225(437)	2	597(1250.)
B	69(10.0)	65(149)	77(170.)	118(245)	190.(374)	225(437)	2	591(1240.)
C	79(11.5)	60.(140.)	77(170.)	116(240.)	185(365)	225(437)	2	586(1230.)
D	93(13.5)	55(131)	77(170.) ^H	113(235)	185(365)	225(437)	2	580(1220.)
E	103(15.0)	50.(122)	77(170.) ^H	110.(230.)	185(365)	225(437)	2	569(1200.)

^A See 1.7 for determining conformance with specification limits in this table. When using this table to determine the conformance of gasoline volatility, the reader is advised to review other possible requirements (for example, EPA Substantially Similar rule, California Air Resources Board (CARB), Clean Burning Gasoline (CBG), other state or local and pipeline specifications).

^B Consult EPA for approved test methods for compliance with EPA vapor pressure regulations.

^C At 101.3 kPa pressure (760 mm Hg).

^D Driveability Index (DI) = 1.5 T₁₀ + 3.0 T₅₀ + 1.0 T₉₀ + 1.33°C (2.4°F) × Ethanol Volume %, where T₁₀ = distillation temperature, °C (°F), at 10 % evaporated, T₅₀ = distillation temperature, °C (°F), at 50 % evaporated, T₉₀ = distillation temperature, °C (°F), at 90 % evaporated, and 1.33 is the coefficient for the volume % ethanol present when the distillation results are determined in degrees Celsius and 2.4 is the coefficient when distillation results are determined in degrees Fahrenheit.

^E The DI specification limits are applicable at the refinery or import facility as defined by 40 CFR Part 80.2 and are not subject to correction for precision of the test method.

^F Since DI is an index and has no units, the standard temperature conversion from U.S. customary to SI units is not appropriate. The following equation is to be used to make the conversion: $DI_{C} = (DI_{F} - 176) / 1.8$

^G Gasolines that may be blended with 1 to 10 volume percent ethanol or all other gasolines whose disposition with ethanol blending is not known shall meet a minimum 50 % evaporated distillation temperature of 77°C (170.°F) prior to blending with ethanol. Gasolines that contain 1 to 10 volume percent ethanol shall meet a minimum 50 % evaporated distillation temperature of 66°C (150.°F) after blending.

^H Gasolines known from the origin to retail that will not be blended with ethanol may meet a minimum 50 % evaporated distillation temperature of 66°C (150.°F) for volatility classes D and E only. Gasolines meeting these limits are not suitable for blending with ethanol.

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 Tables 1, 3, and Table X7.1, and it will not be observed in the remainder of this specification.

1.8 The values stated in SI units are the standard, except when other units are specified by federal regulation. Values given in parentheses are provided for information only.

NOTE 2—Many of the values shown in Table 1 were originally developed using U.S. customary units and were subsequently soft-converted to SI values. As a result, conversion of the SI values will sometimes differ slightly from the U.S. customary values shown because of round-off. In some cases, federal regulations specify non-SI units.

1.9 *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:³

- D86 Test Method for Distillation of Petroleum Products at Atmospheric Pressure
- D130 Test Method for Corrosiveness to Copper from Petroleum Products by Copper Strip Test

- D287 Test Method for API Gravity of Crude Petroleum and Petroleum Products (Hydrometer Method)
- D381 Test Method for Gum Content in Fuels by Jet Evaporation
- D439 Specification for Automotive Gasoline (Withdrawn 1990)⁴
- D525 Test Method for Oxidation Stability of Gasoline (Induction Period Method)
- D1266 Test Method for Sulfur in Petroleum Products (Lamp Method)
- D1298 Test Method for Density, Relative Density, or API Gravity of Crude Petroleum and Liquid Petroleum Products by Hydrometer Method
- D2622 Test Method for Sulfur in Petroleum Products by Wavelength Dispersive X-ray Fluorescence Spectrometry
- D2699 Test Method for Research Octane Number of Spark-Ignition Engine Fuel
- D2700 Test Method for Motor 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
- D3120 Test Method for Trace Quantities of Sulfur in Light Liquid Petroleum Hydrocarbons by Oxidative Microcoulometry
- D3231 Test Method for Phosphorus in Gasoline
- D3237 Test Method for Lead in Gasoline by Atomic Absorption Spectroscopy
- D3341 Test Method for Lead in Gasoline—Iodine Monochloride Method
- D4052 Test Method for Density, Relative Density, and API

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.

⁴ The last approved version of this historical standard is referenced on www.astm.org.

Gravity of Liquids by Digital Density Meter

D4057 Practice for Manual Sampling of Petroleum and Petroleum Products

D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products

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

D4815 Test Method for Determination of MTBE, ETBE, TAME, DIPE, tertiary-Amyl Alcohol and C₁ to C₄ Alcohols in Gasoline by Gas Chromatography

D4953 Test Method for Vapor Pressure of Gasoline and Gasoline-Oxygenate Blends (Dry Method)

D5059 Test Methods for Lead in Gasoline by X-Ray Spectroscopy

D5188 Test Method for Vapor-Liquid Ratio Temperature Determination of Fuels (Evacuated Chamber Method)

D5190 Test Method for Vapor Pressure of Petroleum Products (Automatic Method) (Withdrawn 2012)⁴

D5191 Test Method for Vapor Pressure of Petroleum Products (Mini Method)

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

D5482 Test Method for Vapor Pressure of Petroleum Products (Mini Method—Atmospheric)

D5500 Test Method for Vehicle Evaluation of Unleaded Automotive Spark-Ignition Engine Fuel for Intake Valve Deposit Formation

D5598 Test Method for Evaluating Unleaded Automotive Spark-Ignition Engine Fuel for Electronic Port Fuel Injector Fouling

D5599 Test Method for Determination of Oxygenates in Gasoline by Gas Chromatography and Oxygen Selective Flame Ionization Detection

D5842 Practice for Sampling and Handling of Fuels for Volatility Measurement

D5845 Test Method for Determination of MTBE, ETBE, TAME, DIPE, Methanol, Ethanol and *tert*-Butanol in Gasoline by Infrared Spectroscopy

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

D6378 Test Method for Determination of Vapor Pressure (VP_x) of Petroleum Products, Hydrocarbons, and Hydrocarbon-Oxygenate Mixtures (Triple Expansion Method)

D6469 Guide for Microbial Contamination in Fuels and Fuel Systems

D6920 Test Method for Total Sulfur in Naphthas, Distillates, Reformulated Gasolines, Diesels, Biodiesels, and Motor Fuels by Oxidative Combustion and Electrochemical Detection

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

D7667 Test Method for Determination of Corrosiveness to Silver by Automotive Spark-Ignition Engine Fuel—Thin Silver Strip Method

D7671 Test Method for Corrosiveness to Silver by Automotive Spark-Ignition Engine Fuel—Silver Strip Method

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

2.2 *Government Standard:*

CFR 40 Code of Federal Regulations⁵

2.3 *Other Standard:*

CCR Title 17, §60100-§60114 California Code of Regulations⁶

3. Terminology

3.1 *Definitions:*

3.1.1 *antiknock index, n*—the arithmetic average of the Research octane number (RON) and Motor octane number (MON), that is, (RON + MON)/2.

3.1.2 *dry vapor pressure equivalent (DVPE), n*—value calculated by a defined correlation equation that is expected to be comparable to the vapor pressure value obtained by Test Method **D4953**, Procedure A. **D4953**

3.1.3 *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.

3.1.4 *gasoline-alcohol blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 mass % oxygen, or more than 0.15 mass % oxygen if methanol is the only oxygenate) of one or more alcohols.

3.1.5 *gasoline-ether blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 mass % oxygen) of one or more ethers.

3.1.6 *gasoline-oxygenate blend, n*—a fuel consisting primarily of gasoline along with a substantial amount (more than 0.35 mass % oxygen, or more than 0.15 mass % oxygen if methanol is the only oxygenate) of one or more oxygenates.

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

3.1.8 *refinery, n*—a plant at which gasoline or diesel fuel is produced.

3.1.8.1 *Discussion*—This definition is from CFR 40 Part 80.2. In the federal definition, a plant not only covers the conventional refinery, but also covers oxygenate blending and other facilities where gasoline is produced.

3.2 *Applicability*—To determine when a fuel contains a substantial amount of an oxygenate, a gasoline-oxygenate blend is defined as a fuel that contains more than 0.35 mass % oxygen, or more than 0.15 mass % oxygen if methanol is the only oxygenate. The definitions in this section do not apply to fuels that contain an oxygenate as the primary component; for example, fuel methanol (M85).

NOTE 3—The criteria in 3.2 were selected with consideration given to current oxygenate levels in the marketplace, state labeling practices, and consistency with federal legislation and regulations.

⁵ Available from U.S. Government Printing Office, Superintendent of Documents, 732 N. Capitol St., NW, Mail Stop: SDE, Washington, DC 20401.

⁶ Available from Barclays, 50 California Street, San Francisco, CA 94111.

TABLE 2 Detailed Requirements for all Volatility Classes^{A,B}

Lead Content, max, g/L (g/U.S. gal) ^C		Copper Strip Corrosion, max	Silver Strip Corrosion, max	Solvent-washed Gum Content, mg/100 mL, max	Sulfur, max, mass %		Oxidation Stability, Minimum, minutes
Unleaded	Leaded				Unleaded	Leaded	
0.013(0.05)	1.1(4.2)	No. 1	1	5	0.0080	0.15	240.

^A See Appendix X1 for information on Antiknock Index.

^B See X3.7 for information on U.S. Environmental Protection Agency regulations for benzene in gasoline.

^C See Appendix X3 for U.S. EPA maximum limits for lead and phosphorus contents in unleaded gasoline (X3.2.1) and maximum average lead limits for leaded gasoline (X3.2.2).

NOTE 4—Refer to Test Method D4815 to calculate the mass oxygen content of a fuel using oxygenate concentration in mass %. Refer to Appendix X4 to calculate mass oxygen content of a fuel using oxygenate concentration in volume %.

4. Ordering Information

4.1 The purchasing agency shall:

4.1.1 State the antiknock index as agreed upon with the seller,

4.1.2 Indicate the season and locality in which the fuel is to be used,

4.1.3 Indicate the lead level required (Table 2), and

4.1.4 State the concentration and types of oxygenates present as agreed upon with the seller.

5. Performance Requirements

5.1 Some requirements and test methods applicable to automotive spark-ignition engine fuel depend on whether the fuel is a gasoline, or a gasoline-oxygenate blend. Test Methods D4815 and D5599, gas chromatographic test methods, are the recommended procedures to detect the types and amounts of oxygenates. Once the type of fuel is known, the appropriate requirements and test methods can be identified by reference to Table 1, Table 3, and Section 7.

5.2 Volatility of fuels is varied for seasonal climatic changes and conformance to U.S. EPA volatility regulations by providing six vapor pressure/distillation classes and six vapor lock protection classes for fuel. Volatility of fuel is specified by an alphanumeric designation that uses a letter from Table 1 and a number from Table 3.

5.2.1 The seasonal and geographic distribution of the combined vapor pressure/distillation-vapor lock classes is shown in Table 4. Tables 5-7 show the federal ozone nonattainment areas at several vapor lock protection levels that require reduced vapor pressure in the summertime. Tables 8-11 show at several vapor lock protection levels the areas that require federal reformulated spark-ignition engine fuel in the summertime. Table 12 shows the areas with restrictive local vapor pressure limits that have been approved under the EPA state implementation plan (SIP).

5.2.2 The EPA vapor pressure regulations can cause the distillation of the fuel to be less volatile, which for some vehicles, results in a worse warm-up driveability performance.

5.2.3 Driveability Index (DI) is intended to provide control of distillation parameters and ethanol content that influence cold start and warm-up driveability. It is a function of the 10 %, 50 %, and 90 % evaporated distillation temperatures measured by Test Method D86 and the ethanol content measured by the test methods shown in 7.1.9.

TABLE 3 Vapor Lock Protection Class Requirements^A

Vapor Lock Protection Class	Temperature, °C (°F) for a Vapor-Liquid Ratio of 20, min ^{B,C}	Special Requirements for Area V of D4814
		Temperature, °C (°F) for a Vapor-Liquid Ratio of 20, min
1	54 (129)	60. (140.)
2	50. (122)	56 (133)
3	47 (116)	51 (124)
4	42 (107)	47 (116)
5	39 (102)	41 (105)
6	35 (95)	35 (95)

^A See 1.7 for determining conformance with numerical specification limits in this table. When using this table to determine the conformance of the temperature for a vapor-liquid ratio of 20, the reader is advised to review other applicable federal and state requirements (for example, EPA's "Substantially Similar" rule, CARB regulations, and other state and local regulations).

^B Gasoline, or blend of oxygenate and gasoline as sold to the consumer, shall meet these limits. Certain gasolines meeting the limits in Column 2 of this table may not be suitable for blending with ethanol.

^C Gasolines and gasoline-oxygenate blends sold at retail sites located in Area V shown in Fig. X1.2 (generally high elevations) shall use the special limits shown in Column 3 of this table, regardless of ethanol content.

5.2.4 Test Method D5188 is the method for determining vapor-liquid ratio temperatures by an evacuated chamber method for gasoline-oxygenate blends, as well as for gasoline. The methods for estimating temperature-V/L (see Appendix X2) are applicable for gasoline and gasoline-ethanol blends (1 to 10 volume %), but not for gasoline-ether blends.

5.3 Antiknock index (AKI) is very important to engine performance. The matching of engine octane requirement to fuel octane level (AKI) is critical to the durability and performance of engines; this cannot be accomplished with a single specified minimum level of antiknock index. Appendix X1 includes a discussion of antiknock indexes of fuels currently marketed and relates these levels to the octane needs of broad groups of engines and vehicles. Also discussed is the effect of altitude and weather on vehicle antiknock requirements.

5.4 Additional fuel requirements are shown in Table 2.

5.5 The properties of gasoline-oxygenate blends can differ considerably from those of gasoline. Consequently, additional requirements are needed for gasoline-oxygenate blends. These requirements involve evaluation of compatibility with plastic and elastomeric materials in fuel systems, corrosion of metals, and especially in the case of gasoline-alcohol blends, water tolerance. Requirements for metal corrosion (other than copper) and material compatibility are not given because test methods and appropriate limits are still under development. When these have been developed, they will be included in this specification.

TABLE 4 Schedule of Seasonal and Geographical Volatility Classes^A

NOTE 1—This schedule, subject to agreement between purchaser and seller, denotes the volatility properties of the fuel at the time and place of bulk delivery to the fuel dispensing facilities for the end user. For Sept. 16 through April 30 (the time period not covered by EPA Phase II vapor pressure requirements), volatility properties for the previous month or the current month are acceptable for the end user from the 1st through the 15th day of the month. From the 16th day through the end of the month, volatility properties of the fuel delivered to the end user shall meet the requirements of the specified class(es). To ensure compliance with EPA Phase II vapor pressure requirements, vapor pressure for finished gasoline tankage at refineries, importers, pipelines, and terminals during May and for the entire distribution system, including retail stations, from June 1 to Sept. 15 shall meet only the current month's class. Shipments should anticipate this schedule.

NOTE 2—Where alternative classes are listed, either class or intermediate classes are acceptable; the option shall be exercised by the seller.

NOTE 3—See Appendix X2 of Research Report: D02-1347² for detailed description of areas. Contact EPA for the latest information on areas requiring reformulated fuel.

State	Jan.	Feb.	Mar.	Apr.	May ^B	June	July	Aug.	Sept. 1-15	Sept. 16-30	Oct.	Nov.	Dec.
Alabama	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3 ^C	A-3 ^C	A-2 ^D	A-2 ^D	A-2/C-3	C-3	C-3/D-4	D-4
Alaska	E-6	E-6	E-6	E-6	E-6/D-4	D-4	D-4	D-4	D-4	D-4/E-6	E-6	E-6	E-6
Arizona: ^E													
N 34° Latitude and E111° Longitude	D-4	D-4	D-4/C-3	C-3/A-2	A-2 (B-2)	A-1	A-1	A-1	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4
Remainder of State	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1 ^F	A-1 ^F	A-1 ^F	A-1 ^D	A-1	A-1/B-2	B-2/C-3	C-3/D-4
Arkansas	E-5/D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4/E-5
California: ^{E, G}													
North Coast	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^C	A-2 ^D	A-2 ^D	A-2 ^D	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
South Coast	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2 ^{D, H}	A-2 ^{D, H}	A-2 ^{D, H}	A-2 ^{D, H}	A-2/B-2	B-2/C-3	C-3/D-4	D-4
Southeast	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1 ^F	A-1 ^{F, I}	A-1 ^{F, I}	A-1 ^{F, I}	A-1	A-1/B-2	B-2/C-3	C-3/D-4
Interior	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-2 ^{D, H}	A-2 ^{D, H}	A-2 ^{D, H}	A-2 ^{D, H}	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Colorado	E-5	E-5/D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2 ^D	A-2 ^D	A-2 ^D	A-2 ^D	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Connecticut	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/D-4	D-4	D-4/E-5	E-5
Delaware	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/C-3	C-3/D-4	D-4/E-5	E-5
District of Columbia	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^K	A-3 ^K	A-3 ^K	A-3 ^K	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Florida	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3 ^C	A-3 ^C	A-3 ^C	A-3 ^C	A-3/C-3	C-3	C-3/D-4	D-4
Georgia: ^E	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3 ^C	A-3 ^C	A-2 ^D	A-2 ^D	A-2/C-3	C-3	C-3/D-4	D-4
Hawaii	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3	C-3
Idaho:													
N 46° Latitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
S 46° Latitude	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Illinois: ^E													
N 40° Latitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/C-3	C-3/D-4	D-4/E-5	E-5
S 40° Latitude	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/C-3	C-3/D-4	D-4	D-4/E-5
Indiana: ^E	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Iowa	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Kansas: ^E	E-5	E-5/D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2 ^D	A-2 ^D	A-2 ^D	A-2 ^D	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Kentucky	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Louisiana	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3 ^C	A-3 ^C	A-2 ^D	A-2 ^D	A-2/C-3	C-3	C-3/D-4	D-4
Maine: ^E	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Maryland	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^{J, K}	A-3 ^{J, K}	A-3 ^{J, K}	A-3 ^{J, K}	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Massachusetts	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/D-4	D-4	D-4/E-5	E-5
Michigan: ^E	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Minnesota	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Mississippi	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3	A-2	A-2	A-2	A-2/C-3	C-3	C-3/D-4	D-4
Missouri: ^E	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^C	A-2 ^D	A-2 ^D	A-2 ^D	A-2/C-3	C-3/D-4	D-4	D-4/E-5
Montana	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
Nebraska	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Nevada:													
N 38° Latitude	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-2 ^D	A-2 ^D	A-2 ^D	A-2 ^D	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
S 38° Latitude	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1	A-1	A-1	A-1	A-1	A-1/B-2	B-2/C-3	C-3/D-4
New Hampshire	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/D-4	D-4	D-4/E-5	E-5
New Jersey	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/D-4	D-4	D-4/E-5	E-5
New Mexico:													
N 34° Latitude	E-5/D-4	D-4	D-4/C-3	C-3/A-2	A-2 (B-2)	A-1	A-1	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4
S 34° Latitude	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1	A-1	A-1	A-1	A-1/B-2	B-2/C-3	C-3/D-4	D-4
New York	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/D-4	D-4	D-4/E-5	E-5
North Carolina	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^C	A-3 ^C	A-2 ^D	A-2 ^D	A-2/C-3	C-3/D-4	D-4	D-4/E-5
North Dakota	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
Ohio: ^E	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Oklahoma	E-5/D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Oregon:													
E122° Longitude	E-5	E-5/D-4	D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4/E-5
W 122° Longitude	E-5	E-5/D-4	D-4	D-4/A-4	A-4 (D-4)	A-3 ^C	A-3 ^C	A-3 ^C	A-3 ^C	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Pennsylvania: ^E	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Rhode Island	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3	A-3/D-4	D-4	D-4/E-5	E-5
South Carolina	D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3	A-3	A-2	A-2	A-2/C-3	C-3/D-4	D-4	D-4
South Dakota	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Tennessee	E-5/D-4	D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^C	A-3 ^C	A-2 ^D	A-2 ^D	A-2/C-3	C-3/D-4	D-4	D-4/E-5
Texas: ^E													

TABLE 4 Continued

State	Jan.	Feb.	Mar.	Apr.	May ^B	June	July	Aug.	Sept. 1–15	Sept. 16–30	Oct.	Nov.	Dec.
E99° Longitude	D-4	D-4	D-4/C-3	C-3/A-3	A-3 (C-3)	A-3 ^{C,K}	A-2 ^{D,H}	A-2 ^{D,H}	A-2 ^{D,H}	A-2/B-2	B-2/C-3	C-3/D-4	D-4
W 99° Longitude	D-4	D-4/C-3	C-3/B-2	B-2/A-2	A-2 (B-2)	A-1 ^F	A-1 ^F	A-1 ^F	A-1 ^F	A-1/B-2	B-2/C-3	C-3/D-4	D-4
Utah	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-2 ^D	A-2 ^D	A-2 ^D	A-2 ^D	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5
Vermont	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/D-4	D-4	D-4/E-5	E-5
Virginia	E-5	E-5/D-4	D-4	D-4/A-3	A-3 (C-3)	A-3 ^{C,K}	A-3 ^{C,K}	A-3 ^{C,K}	A-3 ^{C,K}	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Washington:													
E122° Longitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-2	A-2	A-2	A-2/C-3	C-3/D-4	D-4/E-5	E-5
W 122° Longitude	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
West Virginia	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3	A-3	A-3	A-3	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Wisconsin	E-5	E-5	E-5/D-4	D-4/A-4	A-4 (D-4)	A-3 ^J	A-3 ^J	A-3 ^J	A-3 ^J	A-3/C-3	C-3/D-4	D-4/E-5	E-5
Wyoming	E-5	E-5	E-5/D-4	D-4/A-3	A-3 (C-3)	A-2	A-2	A-2	A-2	A-2/B-2	B-2/C-3	C-3/D-4	D-4/E-5

^A For the period May 1 through September 15, the specified vapor pressure classes comply with 1992 U.S. EPA Phase II volatility regulations. Reformulated spark-ignition engine fuel blended to meet the requirements of the EPA “Complex Model” shall also meet the Phase II volatility regulations. EPA regulations (under the Phase II regulations) allow 1.0 psi higher vapor pressure for gasoline-ethanol blends containing 9 to 10 volume % ethanol for the same period, except for fuels blended to meet the “Complex Model” regulations. See Appendix X3 for additional federal volatility regulations.

^B Values in parentheses are permitted for retail stations and other end users.

^C See Table 5 for specific area requirements.

^D See Table 6 for specific area requirements.

^E See Table 12 for specific area requirements.

^F See Table 7 for specific area requirements.

^G Details of State Climatological Division by CARB air basin and county as indicated (Descriptions of the California Air Basins are found in the California Code of Regulations):

California, North Coast—CARB North Coast, Lake County, San Francisco Bay Area, and North Central Coast Air Basins (Alameda, Contra Costa, Del Norte, Humboldt, Lake, Marin, Mendocino, Monterey, Napa, San Benito, San Francisco, San Mateo, Santa Clara, Santa Cruz, Solano, Sonoma, and Trinity Counties and part of Solano County).

California, interior—CARB Northeast Plateau, Sacramento Valley, Mountain Counties, Lake Tahoe, and San Joaquin Valley Air Basins (Amador, Butte, Calaveras, Colusa, El Dorado, Fresno, Glenn, Kings, Lassen, Madera, Mariposa, Merced, Modoc, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Sierra, Siskiyou, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, and Yuba Counties, and parts of Kern and Solano Counties).

California, South Coast—CARB South Central Coast, San Diego, and South Coast Air Basins (Los Angeles, Orange, San Diego, San Luis Obispo, Santa Barbara, and Ventura Counties, and parts of Riverside and San Bernardino Counties).

California, Southeast—CARB Great Basin Valleys, Salton Sea, and Mojave Desert Air Basins (Alpine, Imperial, Inyo, and Mono Counties, and parts of Kern, Los Angeles, Riverside, San Bernardino Counties).

^H See Table 10 for specific requirements.

^I See Table 11 for specific area requirements.

^J See Table 8 for specific area requirements.

^K See Table 9 for specific area requirements.

TABLE 5 Ozone Nonattainment Areas Requiring Volatility Class AA-3

NOTE 1—See 40 CFR Part 81.300 for description of the geographic boundary for each area.

Alabama ^A —Jefferson and Shelby counties
California ^A —Alameda, Contra Costa, Marin, Monterey, Napa, San Francisco, San Benito, San Mateo, Santa Clara, Santa Cruz, and Solano (part) counties
Florida—Broward, Dade, Duval, Hillsborough, Palm Beach, and Pinellas counties
Georgia ^A —Cherokee, Clayton, Cobb, Coweta, Dekalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale counties
Louisiana—Ascension, Beauregard, Calcasieu, East Baton Rouge, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, Point Coupee, Saint Bernard, Saint Charles, Saint James, Saint Mary, and West Baton Rouge parishes
Missouri—Franklin, Jefferson, Saint Charles, and Saint Louis counties; and the city of St. Louis
North Carolina—Davidson, Davie (part), Durham, Forsyth, Gaston, Granville (part), Guilford, Mecklenburg, and Wake counties
Oregon—Clackamas (part), Marion (part), Multnomah (part), Polk (part), and Washington (part) counties
Tennessee—Davidson, Rutherford, Shelby, Sumner, Williamson, and Wilson counties
Texas—Hardin, Jefferson, and Orange counties
Virginia—Smyth County (part)

^A See Table 12 for local vapor pressure limits.

5.6 Depending on oxygenate type and concentration in the blend, vehicle driveability with gasoline-oxygenate blends can differ significantly from that with gasolines having similar volatility characteristics.

TABLE 6 Ozone Nonattainment Areas Requiring Volatility Class AA-2

NOTE 1—See 40 CFR Part 81.300 for description of the geographic boundary for each area.

Alabama ^A —Jefferson and Shelby counties
Arizona ^A —Maricopa County
California ^A —Alameda, Butte, Contra Costa, Fresno, Kern (part), Kings, Madera, Marin, Merced, Monterey, Napa, San Benito, San Francisco, San Joaquin, San Mateo, Santa Barbara, Santa Clara, Santa Cruz, Stanislaus, Tulare, and Yuba counties
Colorado—Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, Jefferson, Larimer (part), and Weld (part) counties
Georgia ^A —Cherokee, Clayton, Cobb, Coweta, Dekalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding, and Rockdale counties
Kansas ^A —Johnson and Wyandotte counties
Louisiana—Ascension, Beauregard, Calcasieu, East Baton Rouge, Iberville, Jefferson, Lafayette, Lafourche, Livingston, Orleans, Point Coupee, Saint Bernard, Saint Charles, Saint James, Saint Mary, and West Baton Rouge parishes
Missouri—Franklin, Jefferson, Saint Charles, and Saint Louis counties; and the city of St. Louis
Nevada—Washoe County
North Carolina—Davidson, Davie (part), Durham, Forsyth, Gaston, Granville (part), Guilford, Mecklenburg, and Wake counties
Tennessee—Davidson, Rutherford, Shelby, Sumner, Williamson, and Wilson counties
Texas—Hardin, Jefferson, and Orange counties
Utah—Davis and Salt Lake counties

^A See Table 12 for local vapor pressure limits.

5.7 Water Tolerance:

TABLE 7 Ozone Nonattainment Areas Requiring Volatility Class AA-1

NOTE 1—See 40 CFR Part 81.300 for description of the geographic boundary for each area.

Arizona^A—Maricopa County
 California^A—Imperial and Kern (part) counties
 Texas^A—El Paso County

^A See Table 12 for local vapor pressure limits.

TABLE 8 Federal RFG Areas Requiring Volatility Class A-3

NOTE 1—See 40 CFR Part 81.300 for description of the geographic boundary for each area.

NOTE 2—No waiver for gasoline-ethanol blends.

Connecticut—All counties
 Delaware—All counties
 Illinois^A—Cook, Du Page, Grundy (part), Jersey, Kane, Kendall (part), Lake, Madison, McHenry, Monroe, St. Clair, and Will counties
 Indiana^A—Lake and Porter counties
 Kentucky—Boone, Bullitt (part), Campbell, Jefferson, Kenton, and Oldham (part) counties
 Maryland—Cecil County
 Massachusetts—All counties
 New Hampshire—Hillsborough, Merrimack, Rockingham, and Strafford counties
 New Jersey—All counties
 New York—Bronx, Dutchess, Essex (part), Kings, Nassau, New York, Orange, Putnam, Queens, Richmond, Rockland, Suffolk, and Westchester counties
 Pennsylvania—Bucks, Chester, Delaware, Montgomery, and Philadelphia counties
 Rhode Island—All counties
 Wisconsin—Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha counties

^A See Table 12 for local vapor pressure limits.

TABLE 9 Federal RFG Areas Requiring Volatility Class AA-3

NOTE 1—See 40 CFR Part 81.300 for description of the geographic boundary for each area.

NOTE 2—No waiver for gasoline-ethanol blends.

District of Columbia
 Maryland—Anne Arundel, Baltimore, Calvert, Carroll, Charles, Frederick, Harford, Howard, Kent, Montgomery, Prince George's, and Queen Anne's counties
 Texas—Brazoria, Chambers, Collin, Dallas, Denton, Fort Bend, Galveston, Harris, Liberty, Montgomery, Tarrant, and Waller counties
 Virginia—Arlington, Charles City, Chesterfield, Fairfax, Hanover, Henrico, James City, Loudoun, Prince William, Stafford, and York counties and independent cities of Alexandria, Chesapeake, Colonial Heights, Fairfax, Falls Church, Hampton, Hopewell, Manassas, Manassas Park, Newport News, Norfolk, Poquoson, Portsmouth, Richmond, Suffolk, Virginia Beach, and Williamsburg

5.7.1 The term water tolerance is used to indicate the ability of a gasoline-oxygenate blend to dissolve water without phase separation. This may not be a problem with gasoline-ether blends, but it is of primary concern for alcohol-containing blends, as blends of gasoline with low-molecular weight alcohols generally will dissolve about 0.1 to 0.7 mass % of water under normal conditions, depending on the nature and amount of the alcohol(s) used, the specific hydrocarbons present, and the temperature of the blend. Additional information on water tolerance is provided in Appendix X7.

TABLE 10 Federal RFG Areas Requiring Volatility Class AA-2

NOTE 1—See 40 CFR Part 81.305 for description of the geographic boundary for each area.

NOTE 2—No waiver for gasoline-ethanol blends.

California^A—El Dorado (part), Los Angeles, Orange, Placer (part), Riverside (part), Sacramento, San Bernardino (part), San Diego, Solano (part), Sutter (part), Ventura, and Yolo Counties
 Texas—Brazoria, Chambers, Collin, Dallas, Denton, Fort Bend, Galveston, Harris, Liberty, Montgomery, Tarrant, and Waller counties

^A See Table 12 for local vapor pressure limits.

TABLE 11 Federal RFG Area Requiring Volatility Class AA-1

NOTE 1—See 40 CFR Part 81.300 for description of the geographic boundary for each area.

NOTE 2—No waiver for gasoline-ethanol blends.

California^A—Los Angeles (part), Riverside (part), and San Bernardino (part) counties

^A See Table 12 for local vapor pressure limits.

5.8 Deposit control additives are added to fuel to help keep carburetors, fuel injectors, and intake valves clean. Deposit control additives are required to be certified by the EPA as summarized in X3.5. Each additive is certified for use at a lowest additive concentration (LAC), which is the lowest level certified to be effective in preventing deposit formation. All parties who blend deposit control additives into fuel must complete mandatory volume additive reconciliation (VAR) accounting to establish that the product was additized at a concentration that was at least equal to the LAC.

6. Workmanship

6.1 The finished fuel shall be visually free of undissolved water, sediment, and suspended matter; it shall be clear and bright at the ambient temperature or 21°C (70°F), whichever is higher.

6.2 Fuel to be used in this test shall not be cooled below about 15°C (59°F) or its temperature at the time the sample was taken, whichever is lower, as cooling of gasoline-oxygenate blends can produce changes in appearance that are not reversed on rewarming.

6.3 The finished fuel shall also be free of any adulterant or contaminant that may render the fuel unacceptable for its commonly used applications.

6.3.1 Manufacturers and blenders of gasoline and gasoline-oxygenate blends shall avoid gasoline blending stocks (for example, purchased used toluene solvents) or denatured fuel ethanol (for example, improperly recycled ethanol) contaminated by silicon-containing materials, or both. Silicon contamination of gasoline and gasoline-oxygenate blends has led to fouled vehicle components (for example, spark plugs, exhaust oxygen sensors, catalytic converters) requiring parts replacement and repairs. There is no ASTM approved test method for determining silicon compounds in gasoline, gasoline-oxygenate blends, or denatured fuel ethanol, although some laboratories are possibly using non-ASTM methods.

TABLE 12 Federally Approved State Implementation Plan Areas Requiring More Restrictive Maximum Vapor Pressure Limits

NOTE 1—Some areas are awaiting official EPA approval for the more restrictive local vapor pressure limits.

Alabama—Jefferson and Shelby counties—48.2 kPa (7.0 psi) max June 1 - Sept. 15 ^A
Arizona—Maricopa County, Pinal(part), and Yavapai (part)—48.2 kPa (7.0 psi) max June 1 - Sept. 30, 62.0 kPa (9.0 psi) max Oct. 1 - Mar. 31
California—48.26 kPa (7.00 psi) max April 1, May 1, or June 1 - Sept. 30 or Oct. 31 depending on air basin
Georgia—Banks, Barrow, Bartow, Butts, Carroll, Chatooga, Cherokee, Clarke, Clayton, Cobb, Coweta, Dawson, Dekalb, Douglas, Fayette, Floyd, Forsyth, Fulton, Gordon, Gwinnett, Hall, Haralson, Heard, Henry, Jackson, Jasper, Jones, Lamar, Lumpkin, Madison, Meriwether, Monroe, Morgan, Newton, Oconee, Paulding, Pickens, Pike, Polk, Putnam, Rockdale, Spalding, Troup, Upson, and Walton counties—48.2 kPa (7.0 psi) max June 1 - Sept 15 ^A
Illinois—Madison, Monroe, and Saint Clair Counties area - 49.6 kPa (7.2 psi) max June 1 - Sept. 15
Indiana—Clark and Floyd counties area - 53.8 kPa (7.8 psi) max May 1 terminal/June 1 retail - Sept. 15 ^A
Kansas—Johnson and Wyandotte counties—48.2 kPa (7.0 psi) max June 1 - Sept. 15 ^A
Maine—Androscoggin, Cumberland, Kennebec, Knox, Lincoln, Sagadahoc, and York Counties—53.8 kPa (7.8 psi) max May 1-Sept 15
Michigan—Lenawee, Livingston, Macomb, Monroe, Oakland, Saint Clair, Washtenaw, and Wayne counties—48.2 kPa (7.0 psi) max June 1 - Sept 15 ^A
Missouri—Clay, Jackson, and Platte counties—48.2 kPa (7.0 psi) max June 1 - Sept. 15 ^A
Ohio—Butler, Clark, Clermont, Greene, Hamilton, Miami, Montgomery, and Warren counties—53.8 kPa (7.8 psi) max June 1 - Sept. 15 ^A
Pennsylvania—Allegheny, Armstrong, Beaver, Butler, Fayette, Washington, and Westmoreland counties—53.8 kPa (7.8 psi) max May 1 Terminal/June 1 Retail - Sept. 15
Texas—El Paso County—48.2 kPa (7.0 psi) max May 1 terminal/June 1 retail - Sept. 15
Texas—Anderson, Angelina, Aransas, Atascosa, Austin, Bastrop, Bee, Bell, Bexar, Bosque, Bowie, Brazos, Burleson, Caldwell, Calhoun, Camp, Cass, Cherokee, Colorado, Comal, Cooke, Coryell, De Witt, Delta, Ellis, Falls, Fannin, Fayette, Franklin, Freestone, Goliad, Gonzales, Grayson, Gregg, Grimes, Guadalupe, Harrison, Hays, Henderson, Hill, Hood, Hopkins, Houston, Hunt, Jackson, Jasper, Johnson, Karnes, Kaufman, Lamar, Lavaca, Lee, Leon, Limestone, Live Oak, Madison, Marion, Matagorda, McLennan, Milam, Morris, Nacogdoches, Navarro, Newton, Nueces, Panola, Parker, Polk, Rains, Red River, Refugio, Robertson, Rockwall, Rusk, Sabine, San Jacinto, San Patricio, San Augustine, Shelby, Smith, Somervell, Titus, Travis, Trinity, Tyler, Upshur, VanZandt, Victoria, Walker, Washington, Wharton, Williamson, Wilson, Wise, and Wood counties—53.8 kPa (7.8 psi) max May 1 terminal/June 1 retail - Octo-ber 1

^A A 1.0 psi higher vapor pressure is allowed for gasoline-ethanol blends containing 9 to 10 volume % ethanol.

7. Test Methods

7.1 The requirements of this specification shall be determined in accordance with the methods listed below. Refer to the listed test methods to determine applicability or required modifications for use with gasoline-oxygenate blends.

7.1.1 *Distillation*—Test Method **D86**.

7.1.2 *Vapor-Liquid Ratio*—Test Method **D5188** is an evacuated chamber method for determining temperatures for vapor-liquid ratios between 8 to 1 and 75 to 1. For this specification, it is conducted at a ratio of 20 to 1. It may be used for gasoline and gasoline-oxygenate blends.

7.1.3 *Vapor Pressure*—Test Methods **D4953**, **D5190**, **D5191**, **D5482**, or **D6378**.

7.1.3.1 When using Test Method **D6378**, determine VP_4 at 37.8°C (100°F) using a sample from a 1 L container and convert to DVPE (**D5191** equivalence) using the following equation:

$$\text{Predicted DVPE} = VP_4 \cdot 37.8^\circ\text{C} - 1.005 \text{ kPa}(0.15 \text{ psi}) \quad (1)$$

7.1.4 *Corrosion, for Copper*—Test Method **D130**, 3 h at 50°C (122°F).

7.1.5 *Solvent-Washed Gum Content*—Test Method **D381**, air jet apparatus.

7.1.6 *Sulfur*—Test Methods **D1266**, **D2622**, **D3120**, **D5453**, **D6920**, or **D7039**. With Test Method **D3120**, fuels with sulfur content greater than 100 ppm (0.0100 mass %) must be diluted with *isooctane*. The dilution of the sample may result in a loss of precision. Test Method **D3120** cannot be used when the lead concentration is greater than 0.4 g/L (1.4 g/U.S. gal).

7.1.7 *Lead*—Test Methods **D3341** or **D5059** (Test Methods A or B). For lead levels below 0.03 g/L (0.1 g/U.S. gal), use Test Methods **D3237** or **D5059** (Test Method C).

7.1.8 *Oxidation Stability*—Test Method **D525**.

7.1.9 *Oxygenate Detection*—Test Methods **D4815**, **D5599**, or **D5845**. These test methods are designed for the quantitative determination of methyl *tert*-butyl ether (MTBE), ethyl *tert*-butyl ether (ETBE), *tert*-amyl methyl ether (TAME), diisopropyl ether (DIPE), methyl alcohol, ethyl alcohol, and *tert*-butyl alcohol. In addition, Test Methods **D4815** and **D5599** are designed for the quantitative determination of *n*-propyl alcohol, *isopropyl* alcohol, *n*-butyl alcohol, *sec*-butyl alcohol *isobutyl* alcohol, and *tert*-pentyl alcohol. Results for all of these test methods are reported in mass %. Test Method **D4815** includes procedures for calculating oxygenate concentration in volume % and mass oxygen content using the mass % oxygenate results.

7.1.10 *Corrosion, for Silver*—Test Methods **D7667** or **D7671**.

8. Sampling, Containers, and Sample Handling

8.1 The reader is strongly advised to review all intended test methods prior to sampling to understand the importance and effects of sampling technique, proper containers, and special handling required for each test method.

8.2 Correct sampling procedures are critical to obtain a sample representative of the lot intended to be tested. Use appropriate procedures in Practice **D4057** for manual method sampling and in Practice **D4177** for automatic method sampling, as applicable.

8.3 The correct sample volume and appropriate container selection are important decisions that can impact test results. Refer to Practice **D4306** for aviation fuel container selection for tests sensitive to trace contamination. Refer to Practice **D5854** for procedures on container selection and sample mixing and handling. For octane number determination, protection from light is important. Collect and store sample fuels in an opaque container, such as a dark brown glass bottle, metal can, or minimally reactive plastic container to minimize exposure to UV emissions from sources such as sunlight or fluorescent lamps.

8.4 For volatility determination of a sample, refer to Practice **D5842** for special precautions recommended for representative sampling and handling techniques.

9. Precision and Bias⁷

9.1 The precision of each required test method for the properties specified is included in the standard applicable to each method, with the exception of Driveability Index. In many cases, the precision applicable to gasoline-oxygenate blends has not been established yet.

9.2 Precision and Bias of Driveability Index (DI):

9.2.1 The following statements apply to the precision and bias of DI, which is a derived quantity not addressed in any other standard.⁷

9.2.2 The precision of DI is a function of the individual precisions of the 10 %, 50 %, and 90 % evaporated temperatures from Test Method D86. The precisions of these percent evaporated temperatures vary for different apparatuses (manual or automatic), for fuels of different volatilities (for example, above and below 65.5 kPa (9.5 psi) vapor pressure) and with different distillation curve slopes.

9.2.3 Repeatability—The difference between two successive DI determinations using Test Method D86 results, where the two test results were obtained by one operator with the same apparatus under constant operating conditions on identical test material, would in the long run, in normal and correct operation of the test method, exceed 9°C (17°F) derived units in only one case in twenty.

9.2.4 The repeatability value was calculated using the precision data from Test Method D86 and average distillation characteristics from the 1994 through 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Motor Gasoline and from the 1997 and 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Reformulated Gasoline.

⁷ Supporting data (calculations) have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1468.

9.2.5 Reproducibility—The difference between two single and independent DI determinations using Test Method D86 results, where the two test results were obtained by different operators in different laboratories on identical test material, would in the long run, in normal and correct operation of the test method, exceed 27°C (48°F) derived units in only one case in twenty.

9.2.6 The reproducibility values were determined directly using the distillation data from each laboratory participating in cooperative programs to calculate DI. The data used to calculate DI were available from the 1994 through 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Motor Gasoline, the 1997 and 1998 ASTM Committee D02 Interlaboratory Crosscheck Program for Reformulated Gasoline, the Auto/Oil Air Quality Improvement Research Program, the Auto/Oil AAMA Gasoline Inspections Program, and the 1995 to 1996 CRC volatility program.

9.2.7 Bias—Since there is no acceptable reference material suitable for determining bias for DI, bias has not been determined.

10. Keywords

10.1 alcohol; antiknock index; automotive fuel; automotive gasoline; automotive spark-ignition engine fuel; copper strip corrosion; corrosion; distillation; driveability; Driveability Index; EPA regulations; ethanol; ether; fuel; gasoline; gasoline-alcohol blend; gasoline-ethanol blend; gasoline-ether blend; gasoline-oxygenate blend; induction period; lead; leaded fuel; methanol; MTBE; octane number; octane requirement; oxidation stability; oxygenate; oxygenate detection; phase separation; phosphorous; solvent-washed gum; sulfur; $T_{V/L} = 20$; unleaded fuel; vapor-liquid ratio; vapor lock; vapor pressure; volatility; water tolerance

APPENDIXES

(Nonmandatory Information)

X1. SIGNIFICANCE OF ASTM SPECIFICATION FOR AUTOMOTIVE SPARK-IGNITION ENGINE FUEL

X1.1 General

X1.1.1 Antiknock rating and volatility define the general characteristics of automotive spark-ignition engine fuel. Other characteristics relate to the following: limiting the concentration of undesirable components so that they will not adversely affect engine performance and ensuring the stability of fuel as well as its compatibility with materials used in engines and their fuel systems.

X1.1.2 Fuel for spark-ignition engines is a complex mixture composed of relatively volatile hydrocarbons that vary widely in their physical and chemical properties and may contain oxygenates. Fuel is exposed to a wide variety of mechanical, physical, and chemical environments. Thus, the properties of

fuel must be balanced to give satisfactory engine performance over an extremely wide range of operating conditions. The prevailing standards for fuel represent compromises among the numerous quality and performance requirements. This ASTM specification is established on the basis of the broad experience and close cooperation of producers of fuel, manufacturers of automotive equipment, and users of both.

X1.2 Engine Knock

X1.2.1 The fuel-air mixture in the cylinder of a spark-ignition engine will, under certain conditions, autoignite in localized areas ahead of the flame front that is progressing from the spark. This is engine spark knock which can cause a ping that may be audible to the customer.

X1.2.2 The antiknock rating of a fuel is a measure of its resistance to knock. The antiknock requirement of an engine depends on engine design and operation, as well as atmospheric conditions. Fuel with an antiknock rating higher than that required for knock-free operation does not improve performance.

X1.2.3 A decrease in antiknock rating may cause vehicle performance loss. However, vehicles equipped with knock limiters can show a performance improvement as the antiknock quality of the fuel is increased in the range between customer-audible knock and knock-free operation. The loss of power and the damage to an automotive engine due to knocking are generally not significant until the knock intensity becomes very severe. Heavy and prolonged knocking may cause power loss and damage to the engine.

X1.3 Laboratory Octane Number

X1.3.1 The two recognized laboratory engine test methods for determining the antiknock rating of fuels are the Research method (Test Methods D2699 or D2885) and the Motor method (Test Methods D2700 or D2885). The following paragraphs define the two methods and describe their significance as applied to various equipment and operating conditions.

X1.3.2 Research octane number is determined by a method that measures fuel antiknock level in a single-cylinder engine under mild operating conditions; namely, at a moderate inlet mixture temperature and a low engine speed. Research octane number tends to indicate fuel antiknock performance in engines at wide-open throttle and low-to-medium engine speeds.

X1.3.3 Motor octane number is determined by a method that measures fuel antiknock level in a single-cylinder engine under more severe operating conditions than those employed in the Research method; namely, at a higher inlet mixture temperature and at a higher engine speed. It indicates fuel antiknock performance in engines operating at wide-open throttle and high engine speeds. Also, Motor octane number tends to indicate fuel antiknock performance under part-throttle, road-load conditions.

X1.4 Road Octane Number

X1.4.1 The road octane of a fuel is the measure of its ability to resist knock in customers' vehicles, and is ultimately of more importance than laboratory octane numbers. Since road octanes are difficult to measure and interpret, the industry has agreed to use ASTM laboratory engine tests to estimate the road octane performance of spark-ignition engine fuel in vehicles.

X1.4.2 The antiknock index (AKI) is the arithmetic average of the Research octane number (RON) and Motor octane number (MON):

$$AKI = (RON + MON) / 2 \quad (X1.1)$$

This value is called by a variety of names, in addition to antiknock index, including:

- Octane rating
- Posted octane
- (R + M)/2 octane

X1.4.3 The AKI is posted on retail gasoline dispensing pumps in the United States and is referred to in car owners' manuals. The AKI is also required for certification at each wholesale fuel transfer and is referred to in United States federal law as "Octane Rating."⁸

X1.4.4 The most extensive data base that relates the laboratory engine test methods for Research and Motor octane to actual field performance of fuel in vehicles is the annual Coordinating Research Council (CRC)⁹ Octane Number Requirement Survey conducted for new light-duty vehicles. Analysis of these data shows that the antiknock performance of a fuel in some vehicles may correlate best with Research octane number, while in others, it may correlate best with Motor octane number. These correlations also differ from model year to model year or from vehicle population to vehicle population, reflecting changes in engine designs over the years.

X1.4.5 The antiknock index of a fuel approximates the CRC road octane ratings for many vehicles. However, the user must also be guided by experience as to which fuel is most appropriate for an individual vehicle. The antiknock index formula is reviewed periodically and may have to be adjusted in the future as engines and fuels continue to evolve. The present (RON + MON)/2 formula is an estimate and is not an absolute measure of fuel antiknock performance in general or in any specific vehicle.

X1.4.6 Car antiknock requirements vary, even within a single model, so the statistical distribution of the octane needs of any car population are usually shown in graphical form, as shown in Fig. X1.1. As antiknock index increases, larger and larger fractions of the car population in question will be free of knock, that is, be "satisfied" with the octane quality of fuels at or above that level of antiknock index. The data in Fig. X1.1 are for new model cars and trucks sold in the United States in the model year 1988 and are included as an example of the antiknock requirement distribution, not as a data reference.

X1.4.7 According to the winter 1988–1989 motor gasoline survey published by the National Institute for Petroleum and Energy Research, unleaded fuel antiknock indexes in current practice range from a low near 84 in the mountain areas to a high of near 94. Companies typically market two or three unleaded grades of fuel, one of which usually has a minimum antiknock index of 87, for which most post-1971 vehicles are designed. Most companies also market a higher octane fuel with an antiknock index of 91 or above. This fuel is intended to satisfy those vehicles with a higher octane requirement. Some companies offer three grades of unleaded fuel. The third grade usually has an antiknock index of 89. Leaded fuel is still available in some markets and usually has an antiknock index of 88 or 89.

X1.4.8 Marketers set the grades and octane based on their perception of the technical and competitive needs in the market.

⁸ Details of this regulation can be found in Code of Federal Regulations Title 16, Chapter 1, Subchapter C, part 306 (16 CFR306), U.S. Government Printing Office, Superintendent of Documents, Washington DC 20402.

⁹ Coordinating Research Council, Inc., 3650 Mansell Rd., Ste. 140, Alpharetta, GA 30022–8246.