



Designation: ~~D2386 – 06 (Reapproved 2012)~~ **D2386 – 15**



Designation: **16/15**

## Standard Test Method for Freezing Point of Aviation Fuels<sup>1</sup>

This standard is issued under the fixed designation D2386; 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 ( $\epsilon$ ) indicates an editorial change since the last revision or reapproval.

*This standard has been approved for use by agencies of the U.S. Department of Defense.*

### 1. Scope\*

1.1 This test method covers the determination of the temperature below which solid hydrocarbon crystals may form in aviation turbine fuels and aviation gasoline.

NOTE 1—The interlaboratory program that generated the precisions for this test method did not include aviation gasoline.

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 **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.

1.4 *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.* For specific warning statements, see 5.4, Section 6, and ~~8-28.3~~.

### 2. Referenced Documents

2.1 *ASTM Standards:*<sup>2</sup>

[D910 Specification for Leaded Aviation Gasolines](#)

[D1655 Specification for Aviation Turbine Fuels](#)

[D3117 Test Method for Wax Appearance Point of Distillate Fuels \(Withdrawn 2010\)](#)<sup>3</sup>

[D4057 Practice for Manual Sampling of Petroleum and Petroleum Products](#) [c-9767-e8e59a3d6091/astm-d2386-15](#)

[D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products](#)

[E1 Specification for ASTM Liquid-in-Glass Thermometers](#)

[E77 Test Method for Inspection and Verification of Thermometers](#)

2.2 *Energy Institute Standard:*

[IP Standards for Petroleum and Its Products, Part 1—Products IP 16/15](#)<sup>4</sup>

### 3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *freezing point, n—in aviation fuels*, the fuel temperature at which solid hydrocarbon crystals, formed on cooling, disappear when the temperature of the fuel is allowed to rise under specified conditions of test.

3.1.2 *crystallization point, n—the temperature at which crystals of hydrocarbons first appear when the test sample is cooled.*

<sup>1</sup> This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and is the direct responsibility of Subcommittee D02.07 on Flow Properties.

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<sup>2</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org). For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

<sup>3</sup> The last approved version of this historical standard is referenced on [www.astm.org](http://www.astm.org).

<sup>4</sup> Available from Energy Institute, 61 New Cavendish St., London, WIG 7AR, U.K., <http://www.energyinst.org>.

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

#### 4. Significance and Use

4.1 The freezing point of an aviation fuel is the lowest temperature at which the fuel remains free of solid hydrocarbon crystals that can restrict the flow of fuel through filters if present in the fuel system of the aircraft. The temperature of the fuel in the aircraft tank normally falls during flight depending on aircraft speed, altitude, and flight duration. The freezing point of the fuel must always be lower than the minimum operational tank temperature.

4.2 Freezing point is a requirement in Specifications **D910** and **D1655**.

#### 5. Apparatus

5.1 *Jacketed Sample Tube*—A double-walled, unsilvered vessel, similar to a Dewar flask, the space between the inner and outer tube walls being filled at atmospheric pressure with dry nitrogen or air. The mouth of the sample tube shall be closed with a stopper supporting the thermometer and moisture-proof collar through which the stirrer passes (**Fig. 1**). A cork stopper is recommended.

5.2 *Collars*—Moisture-proof collars as shown in **Fig. 2** shall be used to prevent condensation of moisture.

5.3 *Stirrer*—Shall be made of ~~1.6 mm brass~~ 1.6 mm brass or stainless steel rod bent into a smooth three-loop spiral at the bottom.

NOTE 2—The stirrer may be mechanically actuated as described in the apparatus section of Test Method **D3117**.

5.4 *Vacuum Flask*—An unsilvered vacuum flask (**Warning**—Implosion hazard) having the minimum dimensions shown in **Fig. 1** shall be used to hold an adequate volume of cooling liquid and permit the necessary depth of immersion of the jacketed sample tube.

5.5 *Thermometer*—A total immersion type, having a range from  $-80$ – $80$  °C to  $+20$ °C, designated as ASTM No. 114C/IP No. 14C. (See Specification **E1**, or Appendix A, IP Standard Thermometers, Volume 2, IP Standard Methods for Analysis and Testing of Petroleum and Related Products.)

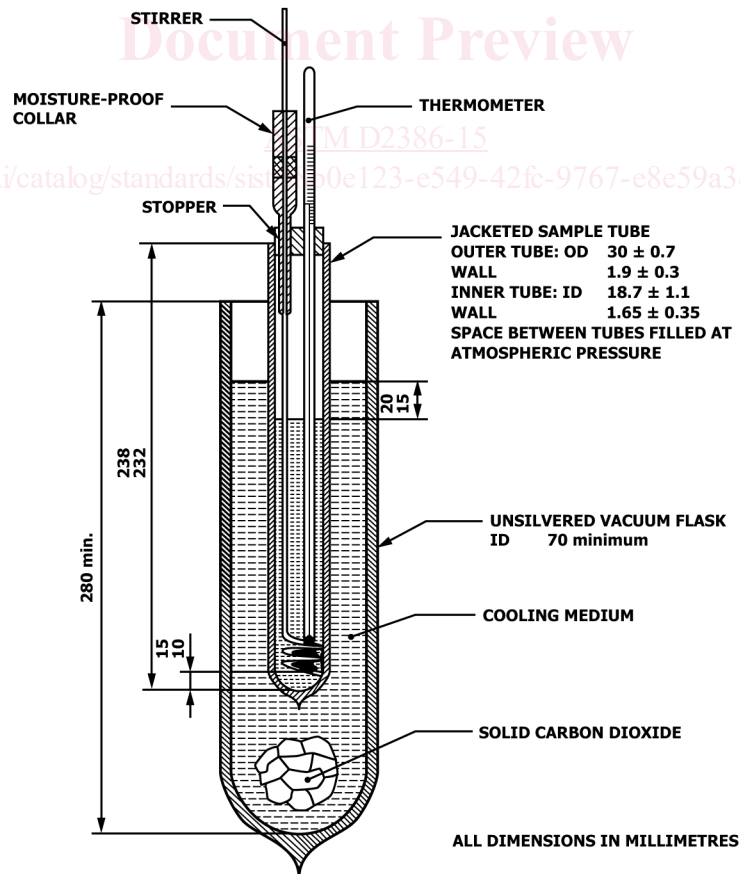
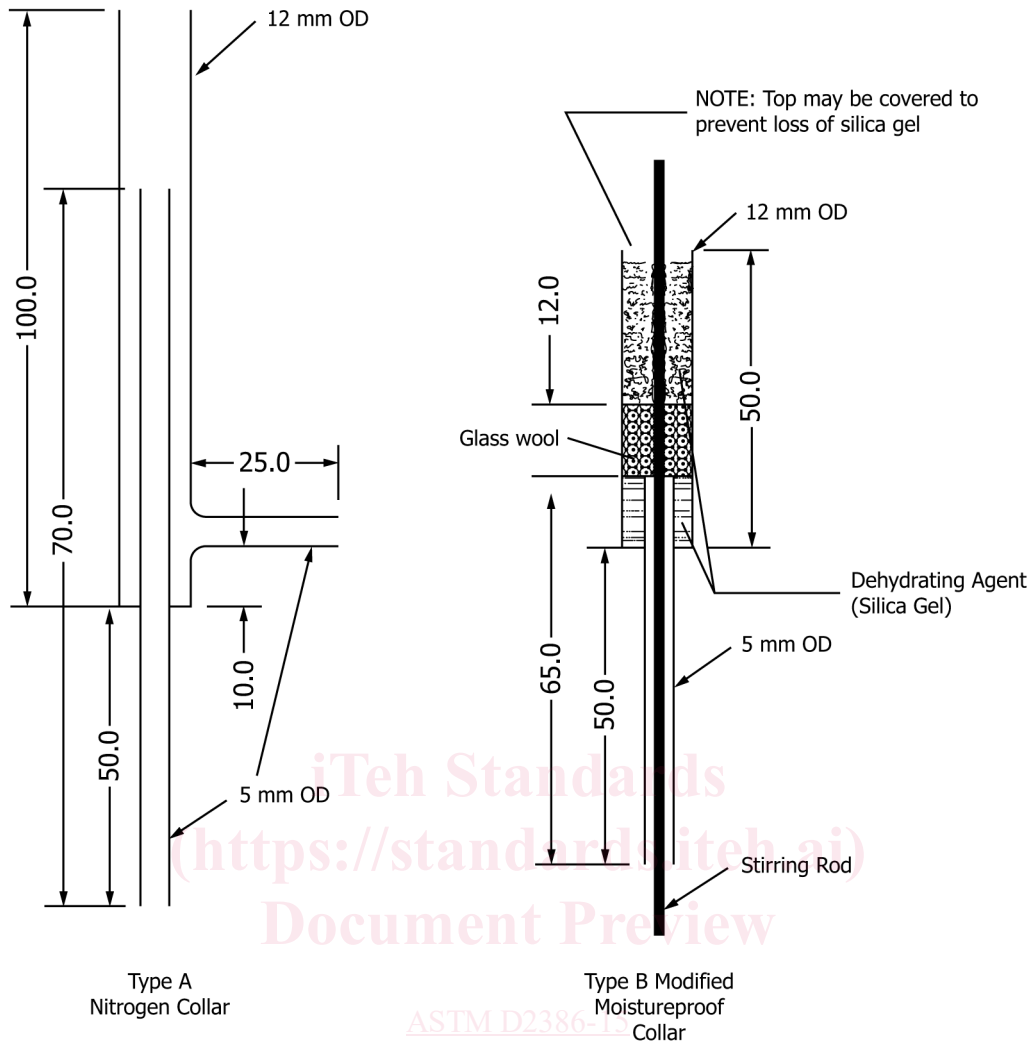


FIG. 1 Freezing Point Apparatus



Type A  
Nitrogen Collar

Type B Modified  
Moistureproof  
Collar

NOTE 1—All dimensions are in mm and  $\pm 0.1 \text{ mm}$ ;  $\pm 0.1 \text{ mm}$  glass wall thickness is  $\pm 0.1 \text{ mm}$ .

FIG. 2 Moistureproof Collars for Freezing Point Apparatus

NOTE 3—The accuracy of this thermometer is to be checked in accordance with Test Method E77, at temperatures of 0, -40, -60, and -75°C; 0 °C, -40 °C, -60 °C, and -75 °C.<sup>5</sup>

## 6. Reagents and Materials

6.1 *Acetone*—Technical Grade acetone is suitable for the cooling bath, provided it does not leave a residue on drying. (**Warning**—Extremely flammable.)

6.2 *Ethanol or Ethyl Alcohol*—A commercial or technical grade of dry ethanol is suitable for the cooling bath. (**Warning**—Extremely flammable.)

6.3 *Isopropyl Alcohol*—A commercial or technical grade of dry isopropyl alcohol is suitable. (**Warning**—Extremely flammable.)

6.4 *Methanol or Methyl Alcohol*—A commercial or technical grade of dry methanol is suitable for the cooling bath. (**Warning**—Extremely flammable and toxic.)

6.5 *Carbon Dioxide (Solid) or Dry Ice*—A commercial grade of dry ice is suitable for use in the cooling bath. (**Warning**—Extremely cold, -78°C; -78 °C. Carbon dioxide (solid) liberates gases that can cause suffocation. Contact with skin causes burns, freezing, or both.)

<sup>5</sup> The U.S. National Bureau of Standards, Gaithersburg, MD, and the British National Physical Laboratory, Teddington, England are able to certify thermometers at these temperatures.