



Designation: D7215 – 16

Standard Test Method for Calculated Flash Point from Simulated Distillation Analysis of Distillate Fuels¹

This standard is issued under the fixed designation D7215; 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 reappraisal. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reappraisal.

1. Scope*

1.1 This test method covers the calculated flash point formula, which represents a means for directly estimating the flash point temperature of distillate fuels from Test Method D2887 data. The value computed from the equation is termed the “calculated flash point.” The calculated flash point formula is applicable to diesel fuel samples based on a correlation to Test Method D93 over the range from 47 °C to 99 °C, and to jet fuel samples based on a correlation to Test Method D56 and Test Method D3828 over the range from 35 °C to 67 °C.

1.2 The calculated flash point formula is valid for diesel and jet fuels with an IBP between 90 °C and 162 °C (194 °F and 324 °F), Test Method D2887 5 % recovery temperature between 136 °C and 207 °C (277 °F and 405 °F), and Test Method D2887 10 % recovery temperature between 142 °C and 222 °C (288 °F and 432 °F). For each flash point test method (Test Method D56, Test Method D93, and Test Method D3828) a separate equation has been established. See 4.4 for a detailed overview of the simulated distillation IBP, 5 %, and 10 % ranges per equation.

1.3 A calculated diagnostic parameter, not exceeding a given threshold value, is a prerequisite for acceptance of the calculated flash point.

1.4 The diagnostic parameter MSPE_X (Mean Summed Prediction Error) checks the sample compliance, based on reconstruction of T_{IBP}, T_{5%}, and T_{10%} of the sample, via a calculation procedure. A value for MSPE_X not exceeding the threshold level of 1.9 °C is a prerequisite for accepting the calculated flash point, CFP.

NOTE 1—It is important to note that calculated flash point results, at this time, are not recognized by regulatory organizations in verifying conformance to applicable regulations.

NOTE 2—The calculated flash point derived from simulated distillation data depends upon the accuracy of determination of the IBP temperature and the 5 % and 10 % recovery temperatures.

NOTE 3—If the user’s specification requires a defined flash point test

method other than this test method, neither this test method nor any other test method should be substituted for the prescribed test method without obtaining comparative data and an agreement from the specifier.

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

1.5.1 *Exception*—The values given in parentheses are for information only.

1.6 *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

- D56 Test Method for Flash Point by Tag Closed Cup Tester
- D93 Test Methods for Flash Point by Pensky-Martens Closed Cup Tester
- D975 Specification for Diesel Fuel Oils
- D1655 Specification for Aviation Turbine Fuels
- D2887 Test Method for Boiling Range Distribution of Petroleum Fractions by Gas Chromatography
- D3828 Test Methods for Flash Point by Small Scale Closed Cup Tester
- D6708 Practice for Statistical Assessment and Improvement of Expected Agreement Between Two Test Methods that Purport to Measure the Same Property of a Material

3. Terminology

3.1 Definitions:

3.1.1 *diesel fuel, n*—fuel for diesel engines, as described in Specification D975.

3.1.2 *flash point, n*—lowest temperature, corrected to a pressure of 101.3 kPa (760 mm Hg), at which application of an ignition source causes the vapors of a specimen of the sample to ignite under specified conditions of test.

3.1.3 *jet fuel (kerosene type), n*—aviation turbine fuel as described in Specification D1655.

¹ 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 D02.04.0K on Correlative Methods.

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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 Overview

	IBP		5 %		10 %	
	Min temp	Max temp	Min temp	Max temp	Min temp	Max temp
Test Method D93 Diesel	103 °C (217 °F)	163 °C (326 °F)	144 °C (291 °F)	210 °C (410 °F)	159 °C (318 °F)	236 °C (457 °F)
Test Method D56 Jet Fuel	101 °C (213 °F)	136 °C (277 °F)	135 °C (275 °F)	169 °C (337 °F)	141 °C (285 °F)	183 °C (362 °F)
Test Method D3828 Jet Fuel	101 °C (213 °F)	136 °C (277 °F)	135 °C (275 °F)	169 °C (337 °F)	141 °C (285 °F)	183 °C (362 °F)

3.1.4 *simulated distillation, n*—distillation, simulated by gas chromatography, to obtain a boiling range distribution.

3.2 Definitions of Terms Specific to This Standard:

3.2.1 *calculated flash point (CFP), n*—flash point calculated using this test method from the IBP, 5 %, and 10 % recovery temperature obtained from simulated distillation according to Test Method **D2887**.

3.2.2 *mean sum of prediction errors of variable X (MSPE_X), n*—mean of summed prediction errors of the predictor variables, that is, the recovery temperatures.

3.2.3 *partial least squares (PLS) regression, n*—extension of the multiple linear regression model, specifying a linear relationship between a dependent variable and a set of predictor variables.

4. Significance and Use

4.1 The flash point temperature is one measure of the tendency of the test specimen to form a flammable mixture with air under controlled laboratory conditions. It is only one of a number of properties that must be considered in assessing the overall flammability hazard of a material.

4.2 Flash point is used in shipping and safety regulations to define flammable and combustible materials. Consult the particular regulation involved for precise definitions of these classifications.

4.3 Flash point can indicate the possible presence of highly volatile and flammable materials in a relatively non-volatile or non-flammable material.

4.4 In cases where Test Method **D2887** data are available, that is, for determination of boiling range distribution or calculation of other physical properties, this test method provides a calculation method for flash point without performing an additional analysis. **Table 1** shows the ranges for the IBP, 5 %, and 10 % results for each equation.

4.5 In the case where the flash point of a fuel has been initially established, the calculated flash point is useful as a flash point check on subsequent samples of that fuel, provided its source and mode of manufacture remain unchanged.

5. Procedure

5.1 Obtain the IBP, 5 % and 10 % recovered temperatures of the specimen by performing a simulated distillation according to Test Method **D2887**.

5.2 Calculate reconstruction values of T_{IBP} , $T_{5\%}$, and $T_{10\%}$ recovery temperatures according to **Eq 1-3**:

$$\hat{T}_{IBP} = 2.75 + 0.944 \cdot T_{IBP} + 0.163 \cdot T_{5\%} - 0.124 \cdot T_{10\%} \quad [^{\circ}\text{C}] \quad (1)$$

$$\hat{T}_{5\%} = 2.21 + 0.163 \cdot T_{IBP} + 0.363 \cdot T_{5\%} + 0.455 \cdot T_{10\%} \quad [^{\circ}\text{C}] \quad (2)$$

$$\hat{T}_{10\%} = -3.71 - 0.124 \cdot T_{IBP} + 0.455 \cdot T_{5\%} + 0.694 \cdot T_{10\%} \quad [^{\circ}\text{C}] \quad (3)$$

5.3 Compute the sample compliance mean sum of prediction errors of the recovery temperatures, $MSPE_X$ of the specimen according to **Eq 4**:

$$MSPE_X = \frac{1}{3} \sqrt{[T_{IBP} - \hat{T}_{IBP}]^2 + [T_{5\%} - \hat{T}_{5\%}]^2 + [T_{10\%} - \hat{T}_{10\%}]^2} \quad [^{\circ}\text{C}] \quad (4)$$

where T_{IBP} , $T_{5\%}$, and $T_{10\%}$ refer to the experimental sample boiling point temperatures.

5.4 Compare $MSPE_X$ to the critical value of 1.9 °C. If $MSPE_X$ exceeds this critical value, then the sample is not suitable for calculation of flash point according to this test method. Do not proceed with this test method.

6. Calculation

6.1 Calculation of the CFP using the appropriate **Eq 5-7**:

6.1.1 For correlation to Test Method **D56**:

$$CFP_{D56} = -55.5 + 0.164 \cdot T_{IBP} + 0.095 \cdot T_{5\%} + 0.453 \cdot T_{10\%} \quad [^{\circ}\text{C}] \quad (5)$$

6.1.2 For correlation to Test Method **D93**:

$$CFP_{D93} = -51.7 + 0.403 \cdot T_{IBP} + 0.163 \cdot T_{5\%} + 0.214 \cdot T_{10\%} \quad [^{\circ}\text{C}] \quad (6)$$

6.1.3 For correlation to Test Method **D3828**:

$$CFP_{D3828} = -61.4 + 0.223 \cdot T_{IBP} - 0.201 \cdot T_{5\%} + 0.721 \cdot T_{10\%} \quad [^{\circ}\text{C}] \quad (7)$$

7. Report

7.1 Report the calculated flash point to the nearest 0.1 °C (0.2 °F), including the correlating subscript.

8. Precision and Bias³

8.1 Within the range of 47 °C to 99 °C (117 °F to 210 °F), for diesel fuel samples and within the range of 35 °C to 67 °C (95 °F to 153 °F) for jet fuel samples, the difference between the calculated flash point and the experimental flash point will be less than ± 4 °C (7 °F) for 95 % of the distillate fuels evaluated.

8.2 *Precision*—The precision of this test method as determined by the statistical evaluation of the published repeatability and reproducibility of the Test Method **D2887** method and the Test Method **D56**, Test Method **D93** and Test Method **D3828** correlation models, is as follows:

8.3 *Repeatability*—The difference between successive test results, obtained by the same operator using the same apparatus under constant operating conditions on identical test material,

³ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1636.