



Standard Test Method for Water Reaction of Aviation Fuels¹

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

1. Scope

1.1 This test method covers the determination of the presence of water-miscible components in aviation gasoline and turbine fuels, and the effect of these components on volume change and on the fuel-water interface.

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 *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.* This standard involves the use of hazardous chemicals identified in Section 7. Before using this standard, refer to suppliers' safety labels, Material Safety Data Sheets and other technical literature.

2. Referenced Documents

2.1 *ASTM Standards:*²

D381 Test Method for Gum Content in Fuels by Jet Evaporation

D611 Test Methods for Aniline Point and Mixed Aniline Point of Petroleum Products and Hydrocarbon Solvents

D1836 Specification for Commercial Hexanes

D2699 Test Method for Research Octane Number of Spark-Ignition Engine Fuel

D2700 Test Method for Motor Octane Number of Spark-Ignition Engine Fuel

D3948 Test Method for Determining Water Separation Characteristics of Aviation Turbine Fuels by Portable Separometer

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.J0.05 on Fuel Cleanliness.

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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.

2.2 *Energy Institute Standard:*³

IP Standard Test Methods Vol 2, Appendix B, Specification for Petroleum Spirits

3. Terminology

3.1 *Definitions of Terms Specific to This Standard:*

3.1.1 *film, n*—thin, translucent layer that does not adhere to the wall of the glass cylinder.

3.1.2 *lace, n*—fibers thicker than hairlike shred or of which more than 10 % are interlocking, or both.

3.1.3 *loose lace or slight scum, or both (Table 2, Rating 3), n*—an assessment that the fuel/buffer solution interface is covered with more than 10 % but less than 50 % of lace or scum that does not extend into either of the two layers.

3.1.4 *scum, n*—layer thicker than film or that adheres to the wall of the glass cylinder, or both.

3.1.5 *shred, n*—hairlike fibers of which less than 10 % are interlocking.

3.1.6 *shred, lace or film at interface (Table 2, Rating 2), n*—an assessment that fuel/buffer solution interface contains more than 50 % clear bubbles or some but less than 10 % shred, lace, film or both.

3.1.7 *tight lace or heavy scum, or both (Table 2, Rating 4), n*—an assessment that the fuel/buffer solution interface is covered with more than 50 % of lace or scum, or both, that extends into either of the two layers or forms an emulsion, or both.

3.1.8 *water reaction interface conditions rating, n*—a qualitative assessment of the tendency of a mixture of water and aviation turbine fuel to form interface films or precipitates.

3.1.9 *water reaction separation rating, n*—a qualitative assessment of the tendency of insufficiently cleaned glassware to produce emulsions or precipitates, or both, in separated fuel and water layers.

3.1.10 *water reaction volume change, n*—a qualitative indication of the presence in aviation gasoline of water-soluble components.

³ Available from Energy Institute, 61 New Cavendish St., London, WIG 7AR, U.K., <http://www.energyinst.org.uk>.