



Designation: D2699 – 22a

# Standard Test Method for Research Octane Number of Spark-Ignition Engine Fuel<sup>1</sup>

This standard is issued under the fixed designation D2699; 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 laboratory test method covers the quantitative determination of the knock rating of liquid spark-ignition engine fuel in terms of Research O.N., including fuels that contain up to 25 % v/v of ethanol. However, this test method may not be applicable to fuel and fuel components that are primarily oxygenates.<sup>2</sup> The sample fuel is tested using a standardized single cylinder, four-stroke cycle, variable compression ratio, carbureted, CFR engine run in accordance with a defined set of operating conditions. The O.N. scale is defined by the volumetric composition of PRF blends. The sample fuel knock intensity is compared to that of one or more PRF blends. The O.N. of the PRF blend that matches the K.I. of the sample fuel establishes the Research O.N.

1.2 The O.N. scale covers the range from 0 to 120 octane number but this test method has a working range from 40 to 120 Research O.N. Typical commercial fuels produced for spark-ignition engines rate in the 88 to 101 Research O.N. range. Testing of gasoline blend stocks or other process stream materials can produce ratings at various levels throughout the Research O.N. range.

1.3 The values of operating conditions are stated in SI units and are considered standard. The values in parentheses are the historical inch-pound units. The standardized CFR engine measurements continue to be in inch-pound units only because of the extensive and expensive tooling that has been created for this equipment.

1.4 For purposes of determining conformance with all specified limits in this standard, an observed value or a calculated value shall be rounded “to the nearest unit” in the last right-hand digit used in expressing the specified limit, in accordance with the rounding method of Practice E29.

<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 D02.01 on Combustion Characteristics.

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<sup>2</sup> Motor O.N., determined using Test Method D2700, is a companion method to provide a similar but typically lower octane rating under more severe operating conditions.

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, health, and environmental practices and determine the applicability of regulatory limitations prior to use.* For specific warning statements, see Section 8, 14.4.1, 15.5.1, 16.6.1, Annex A1, A2.2.3.1, A2.2.3.3 (6) and (9), A2.3.5, X3.3.7, X4.2.3.1, X4.3.4.1, X4.3.9.3, X4.3.11.4, and X4.5.1.8.

1.6 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

## 2. Referenced Documents

### 2.1 ASTM Standards:<sup>3</sup>

- D1193 Specification for Reagent Water
- D2268 Test Method for Analysis of High-Purity *n*-Heptane and Isooctane by Capillary Gas Chromatography
- 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
- D3703 Test Method for Hydroperoxide Number of Aviation Turbine Fuels, Gasoline and Diesel Fuels
- D4057 Practice for Manual Sampling of Petroleum and Petroleum Products
- D4175 Terminology Relating to Petroleum Products, Liquid Fuels, and Lubricants
- D4177 Practice for Automatic Sampling of Petroleum and Petroleum Products
- D4814 Specification for Automotive Spark-Ignition Engine Fuel
- D5842 Practice for Sampling and Handling of Fuels for Volatility Measurement

<sup>3</sup> 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

**D6299** Practice for Applying Statistical Quality Assurance and Control Charting Techniques to Evaluate Analytical Measurement System Performance

**D6304** Test Method for Determination of Water in Petroleum Products, Lubricating Oils, and Additives by Coulometric Karl Fischer Titration

**D7504** Test Method for Trace Impurities in Monocyclic Aromatic Hydrocarbons by Gas Chromatography and Effective Carbon Number

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

**E344** Terminology Relating to Thermometry and Hydrometry

**E456** Terminology Relating to Quality and Statistics

**E542** Practice for Gravimetric Calibration of Laboratory Volumetric Instruments

**E1064** Test Method for Water in Organic Liquids by Coulometric Karl Fischer Titration

2.2 *ANSI Standard*.<sup>4</sup>

**C-39.1** Requirements for Electrical Analog Indicating Instruments

2.3 *Energy Institute Standard*.<sup>5</sup>

**IP 224/02** Determination of Low Lead Content of Light Petroleum Distillates by Dithizone Extraction and Colorimetric Method

### 3. Terminology

#### 3.1 Definitions:

3.1.1 *accepted reference value, n*—a value that serves as an agreed-upon reference for comparison, and which is derived as: (1) a theoretical or established value, based on scientific principles, (2) an assigned or certified value, based on experimental work of some national or international organization, or (3) a consensus or certified value, based on collaborative experimental work under the auspices of a scientific or engineering group. **E456**

3.1.1.1 *Discussion*—In the context of this test method, accepted reference value is understood to apply to the Research octane number of specific reference materials determined empirically under reproducibility conditions by the National Exchange Group or another recognized exchange testing organization.

3.1.2 *Check Fuel, n—for quality control testing*, a spark-ignition engine fuels of selected characteristics having an octane number accepted reference value (O.N.<sub>ARV</sub>) determined by round-robin testing under reproducibility conditions.

3.1.3 *cylinder height, n—for the CFR engine*, the relative vertical position of the engine cylinder with respect to the piston at top dead center (tdc) or the top machined surface of the crankcase.

3.1.3.1 *digital counter reading, n—for the CFR engine*, a numerical indication of cylinder height, indexed to a basic setting at a prescribed compression pressure when the engine is motored.

3.1.3.2 *dial indicator reading, n—for the CFR engine*, a numerical indication of cylinder height, in thousandths of an inch, indexed to a basic setting at a prescribed compression pressure when the engine is motored.

3.1.4 *detonation meter, analog, n—for knock testing*, the signal conditioning instrumentation that accepts the electrical signal from the detonation pickup and provides an analog output signal to the analog knockmeter.

3.1.4.1 *Discussion*—In the context of this test method, three contemporary generations of apparatus have been developed as detonation meters. These are (year of introduction in parenthesis): the 501T Detonation Meter (1969), the 501C Detonation Meter (1979), and the SSD7000 Detonation Meter (2017).<sup>6</sup>

3.1.5 *detonation meter, digital, n—for knock testing*, the digital signal conditioning instrumentation that accepts the electrical signal from the detonation pickup and provides a digital output for display.

3.1.6 *detonation pickup, n—for knock testing*, a magnetostrictive-type transducer that threads into the engine cylinder and is exposed to combustion chamber pressure to provide an electrical signal that is proportional to the rate-of-change of cylinder pressure.

3.1.7 *dynamic fuel level, n—for knock testing*, test procedure in which the fuel-air ratio for maximum knock intensity for sample and reference fuels is determined using the falling level technique that changes carburetor fuel level from a high or rich mixture condition to a low or lean mixture condition, at a constant rate, causing knock intensity to rise to a maximum and then decrease, thus permitting observation of the maximum knockmeter reading.

3.1.8 *equilibrium fuel level, n—for knock testing*, test procedure in which the fuel-air ratio for maximum knock intensity for sample and reference fuels is determined by making incremental step changes in fuel-air ratio, observing the equilibrium knock intensity for each step, and selecting the level that produces the highest knock intensity reading.

3.1.9 *firing, n—for the CFR engine*, operation of the CFR engine with fuel and ignition.

3.1.10 *fuel-air ratio for maximum knock intensity, n—for knock testing*, that proportion of fuel to air that produces the highest knock intensity for each fuel in the knock testing unit, provided this occurs within specified carburetor fuel level limits.

3.1.11 *guide tables, n—for knock testing*, the specific relationship between cylinder height (compression ratio) and octane number at standard knock intensity for specific primary reference fuel blends tested at standard or other specified barometric pressure.

3.1.12 *knock, n—in a spark-ignition engine*, abnormal combustion, often producing audible sound, caused by auto-ignition of the air/fuel mixture. **D4175**

<sup>4</sup> Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.

<sup>5</sup> Available from Energy Institute, 61 New Cavendish St., London, W1G 7AR, U.K., <http://www.energyinst.org>.

<sup>6</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1870. Contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

3.1.13 *knock intensity*, *n*—for knock testing, a measure of the level of knock.

3.1.14 *knockmeter, analog*, *n*—for knock testing, the 0 to 100 division analog indicating meter that displays the knock intensity signal from the analog detonation meter.

3.1.15 *knockmeter, digital*, *n*—for knock testing, the 0 to 999 division digital indicating meter that displays the knock intensity from the digital detonation meter.

3.1.16 *motoring*, *n*—for the CFR engine, operation of the CFR engine without fuel and with the ignition shut off.

3.1.17 *octane number*, *n*—for spark-ignition engine fuel, any one of several numerical indicators of resistance to knock obtained by comparison with reference fuels in standardized engine or vehicle tests. **D4175**

3.1.17.1 *research octane number*, *n*—for spark-ignition engine fuel, the numerical rating of knock resistance obtained by comparison of its knock intensity with that of primary reference fuel blends when both are tested in a standardized CFR engine operating under the conditions specified in this test method.

3.1.18 *oxygenate*, *n*—an oxygen-containing organic compound, which may be used as a fuel or fuel supplement, for example, various alcohols and ethers. **D4175**

3.1.19 *primary reference fuel blends above 100 octane*, *n*—the millilitres per U.S. gallon of tetraethyllead in isooctane that define octane numbers above 100 in accordance with an empirically determined relationship.

3.1.20 *primary reference fuel blends below 100 octane*, *n*—the volume % of isooctane in a blend with *n*-heptane that defines the octane number of the blend, isooctane being assigned as 100 and *n*-heptane as 0 octane number.

3.1.21 *quality control (QC) sample*, *n*—for use in quality assurance programs to determine and monitor the precision and stability of a measurement system, a stable and homogeneous material having physical or chemical properties, or both, similar to those of typical samples tested by the analytical measurement system. The material is properly stored to ensure sample integrity, and is available in sufficient quantity for repeated, long term testing. **D6299**

3.1.22 *repeatability conditions*, *n*—conditions where independent test results are obtained with the same method on identical test items in the same laboratory by the same operator using the same equipment within short intervals of time. **E456**

3.1.22.1 *Discussion*—In the context of this test method, a short time interval between two ratings on a sample fuel is understood to be not less than the time to obtain at least one rating on another sample fuel between them but not so long as to permit any significant change in the sample fuel, test equipment, or environment.

3.1.23 *reproducibility conditions*, *n*—conditions where test results are obtained with the same method on identical test items in different laboratories with different operators using different equipment. **E456**

3.1.24 *spread*, *n*—in knock measurement, the sensitivity of the analog detonation meter expressed in knockmeter divisions

per octane number. (This feature is not a necessary adjustment in the digital detonation meter.)

3.1.25 *standard knock intensity*, *n*—for knock testing, that level of knock established when a primary reference fuel blend of specific octane number is used in the knock testing unit at maximum knock intensity fuel-air ratio, with the cylinder height (dial indicator or digital counter reading) set to the prescribed guide table value.

3.1.26 *toluene standardization fuels*, *n*—for knock testing, those volumetrically proportioned blends of two or more of the following: reference fuel grade toluene, *n*-heptane, and isooctane that have prescribed rating tolerances for O.N.<sub>ARV</sub> determined by round-robin testing under reproducibility conditions.

### 3.2 Definitions of Terms Specific to This Standard:

3.2.1 *primary reference fuels*, *n*—for knock testing, isooctane, *n*-heptane, volumetrically proportioned mixtures of isooctane with *n*-heptane, or blends of tetraethyllead in isooctane that define the octane number scale.

### 3.3 Abbreviations:

3.3.1 *ARV* = accepted reference value

3.3.2 *CFR* = Cooperative Fuel Research

3.3.3 *C.R.* = compression ratio

3.3.4 *IAT* = intake air temperature

3.3.5 *K.I.* = knock intensity

3.3.6 *OA* = Octane Analyzer

3.3.7 *O.N.* = octane number

3.3.8 *PRF* = primary reference fuel

3.3.9 *RTD* = resistance thermometer device (**E344**) platinum type

3.3.10 *TSF* = toluene standardization fuel

## 4. Summary of Test Method

4.1 The Research O.N. of a spark-ignition engine fuel is determined using a standard test engine and operating conditions to compare its knock characteristic with those of PRF blends of known O.N. Compression ratio and fuel-air ratio are adjusted to produce standard K.I. for the sample fuel, as measured by a specific electronic detonation measurement system. A standard K.I. guide table relates engine C.R. to O.N. level for this specific method. The fuel-air ratio for the sample fuel and each of the primary reference fuel blends is adjusted to maximize K.I. for each fuel.

4.1.1 The fuel-air ratio for maximum K.I. may be obtained (1) by making incremental step changes in mixture strength, observing the equilibrium K.I. value for each step, and then selecting the condition that maximizes the reading or (2) by picking the maximum K.I. as the mixture strength is changed from either rich-to-lean or lean-to-rich at a constant rate.

4.2 *Bracketing Procedures*—The engine is calibrated to operate at standard K.I. in accordance with the guide table. The fuel-air ratio of the sample fuel is adjusted to maximize the K.I., and then the cylinder height is adjusted so that standard K.I. is achieved. Without changing cylinder height, two PRF blends are selected such that, at their fuel-air ratio for maximum K.I., one knocks harder (higher K.I.) and the other softer (lower K.I.) than the sample fuel. A second set of K.I. measurements for sample fuel and PRF blends is required, and