
**Petroleum products — Determination of
knock characteristics of motor fuels —
Research method**

*Produits pétroliers — Détermination des caractéristiques antidétonantes
des carburants pour moteurs automobile — Méthode recherche*

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 2.

The main task of technical committees is to prepare International Standards. Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 5164 was prepared by Technical Committee ISO/TC 28, *Petroleum products and lubricants*.

This third edition cancels and replaces the second edition (ISO 5164:1990), which has been technically revised.

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Introduction

The purpose of this International Standard is to accord ISO status to a test procedure that is already used in a standardized form all over the world. The procedure in question is published by ASTM International as Standard Test Method D 2699-01a.

By publishing this International Standard, ISO recognizes that this method is used in its original text in many member countries and that the standard equipment and many of the accessories and materials required for the method are obtainable only from specific manufacturers or suppliers. To carry out the procedure requires reference to six annexes and three appendices of ASTM D 2699-01a, contained in the Annual Book of ASTM Standards, Section 5¹⁾. The annexes detail the specific equipment and instrumentation required, the critical component settings and adjustments, and include the working tables of referenced settings. The appendices provide background and additional insight about auxiliary equipment, operational techniques and the concepts relative to proper maintenance of the engine and instrumentation items.

The accumulated motor fuel data relating to knock characteristics determined in many countries has, for many years, been based on the use of the CFR engine²⁾ and the ASTM octane test methods. Accepted worldwide, petroleum industry octane number requirements for motor fuels are defined by the research method and associated CFR F-1 Octane Rating Unit, which emphasizes the need for this method and test equipment to be standardized. The initiation of studies to use a different engine for ISO purposes has therefore been considered an unnecessary duplication of effort.

It is further recognized that this method for rating motor fuels, which does include metric operating conditions, is nevertheless an exceptional case in that the CFR engine is manufactured to inch dimensions and requires numerous settings and adjustments to inch dimensions. Application of metrication to these dimensions and tolerances can only be accomplished by strict numerical conversion which would not reflect proper metric engineering practice. Attempts to utilize metric measurement instruments for checking component dimensions to the numerically converted metric values would only introduce an additional source of test variability.

For these reasons, it has been considered desirable by ISO Technical Committee 28, *Petroleum products and lubricants*, to adopt the ASTM D 2699 standard rewritten to comply with the ISO Directives, Part 2, *Rules for the structure and drafting of International Standards*. However, this International Standard refers to annexes and appendices of ASTM D 2699 without change because of their extensive detail. These annexes and appendices are not included in this International Standard because they are published in the Annual Book of ASTM Standards, Section 5.

1) Copies may be purchased directly from the publisher, ASTM International, 100 Barr Harbor Drive, West Conshohocken, PA 19428-2959, USA, telephone: +1 610-832-9585, fax: +1 610-832-9555, e-mail: service@astm.org, website: www.astm.org.

2) The sole manufacturer of the Model CFR F-1 Octane Rating Unit is Waukesha Engine, Dresser, Inc., 1000 West St. Paul Avenue, Waukesha, WI 53188, USA.

Petroleum products — Determination of knock characteristics of motor fuels — Research method

WARNING — The use of this International Standard may involve hazardous materials, operations and equipment. This International Standard does not purport to address the safety problems associated with its use. It is the responsibility of the user of this International Standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.

1 Scope

This International Standard establishes the rating of liquid spark-ignition engine fuel in terms of an arbitrary scale of octane numbers using a standard single-cylinder, four-stroke cycle, variable compression ratio, carburetted, CFR engine operated at constant speed. Research octane number (RON) provides a measure of the knock characteristics of motor fuels in automotive engines under mild conditions of operation.

This International Standard is applicable for the entire scale range from 0 RON to 120 RON, but the working range is 40 RON to 120 RON. Typical motor fuel testing is in the range of 88 RON to 101 RON.

This International Standard can be used for oxygenate-containing fuels containing up to 4,0 % (m/m) oxygen.

Certain gases and fumes, such as halogenated refrigerants used in air-conditioning equipment, that can be present in the area where the CFR engine is located, may have a measurable effect on the RON rating. Electrical power transient voltage or frequency surges or distortion can affect RON ratings.

NOTE 1 This International Standard specifies operating conditions in SI units but engine measurements are specified in inch-pound units because these are the units used in the manufacture of the equipment, and thus some references in this International Standard include these units in parenthesis.

NOTE 2 For the purposes of this International Standard, the expressions “% (m/m)” and “% (V/V)” are used to represent the mass and volume fractions of a material, respectively.

2 Normative references

The following referenced documents are indispensable for the application of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 3170:2004, *Petroleum liquids — Manual sampling*

ISO 3171:1988, *Petroleum liquids — Automatic pipeline sampling*

ISO 3696:1987, *Water for analytical laboratory use — Specification and test methods*

ISO 4787:1984, *Laboratory glassware — Volumetric glassware — Methods for use and testing of capacity*

ASTM D 2699-01a, *Standard Test Method for Research Octane Number of Spark-Ignition Engine Fuel*

3 Terms and definitions

For the purposes of this document, the following terms and definitions apply.

3.1

check fuel

fuel of selected characteristics that has a RON accepted reference value determined by round-robin testing by multiple engines in different locations

3.2

cylinder height

relative vertical position of the CFR engine cylinder with respect to the piston at top dead center (t.d.c.) or the top machined surface of the crankcase

3.3

dial indicator reading

numerical indication of cylinder height, indexed to a basic setting when the engine is motored with the compression ratio set to produce a specified compression pressure

NOTE The dial indicator reading is expressed in thousandths of an inch.

3.4

digital counter reading

numerical indication of cylinder height, indexed to a basic setting when the engine is motored with the compression ratio set to produce a specified compression pressure

3.5

detonation meter

knock signal conditioning instrumentation that accepts the electrical signal from the detonation pickup and produces an output signal for display

3.6

detonation pickup

magnetostrictive-type transducer that threads into the engine cylinder to sense combustion-chamber pressure and provide an electrical signal proportional to the rate-of-change of that cylinder pressure

3.7

firing

engine operation with fuel and ignition

3.8

fuel-air ratio for maximum knock intensity

proportion of fuel to air that produces the highest knock intensity for each fuel

3.9

guide table

tabulation of the specific relationship between cylinder height and octane number for the CFR engine operated at standard knock intensity and a specified barometric pressure

3.10

knock

abnormal combustion, often producing an audible sound, caused by auto-ignition of the air-fuel mixture

3.11

knock intensity

measure of engine knock

3.12**knockmeter**

indicating meter with a 0-to-100 division scale that displays the knock intensity signal from the detonation meter

3.13**motoring**

engine operation without fuel and with the ignition off

3.14**research octane number****RON**

numerical rating of knock resistance for a fuel obtained by comparing its knock intensity with that of primary reference fuels of known research octane number when tested in a standardized CFR engine operating under conditions specified in this International Standard

3.15**oxygenate**

oxygen-containing organic compound, such as various alcohols or ethers, used as a fuel or fuel supplement

3.16**primary reference fuel****PRF**

2,2,4-trimethylpentane (isooctane), heptane, volumetrically proportioned mixtures of isooctane with heptane, or blends of tetraethyl lead in isooctane, which define the octane number scale

3.17**spread**

sensitivity of the detonation meter expressed in knockmeter divisions per octane number

3.18**toluene standardization fuel blend****TSF blend**

volumetrically proportioned blend of two or more of the following; reference fuel grade toluene, heptane, and isooctane, that have RON accepted reference values and specified rating tolerances

4 Principle

A sample fuel, operating in a CFR engine at the fuel-air ratio that maximizes its knock, is compared to primary reference fuel blends to determine that blend which, when operated at the fuel-air ratio that maximizes its knock, would result in both fuels producing the same standard knock intensity when tested at the same engine compression ratio. The volumetric composition of the primary reference fuel blend defines both its octane number and that of the sample fuel.

5 Reagents and reference materials

5.1 Cylinder-jacket coolant, consisting of water conforming to grade 3 of ISO 3696:1987. Water shall be used in the cylinder jacket for laboratory locations where the resultant boiling temperature is $100\text{ }^{\circ}\text{C} \pm 2\text{ }^{\circ}\text{C}$. Water with commercial glycol-based antifreeze added in sufficient quantity to meet the boiling temperature requirement shall be used when laboratory altitude dictates.

A commercial multi-functional water treatment material should be used in the coolant to minimize corrosion and mineral scale that can alter heat transfer and rating results.

5.2 Carburettor coolant, if required (see 8.29), consisting of water or a water-antifreeze mixture, chilled sufficiently to prevent fuel bubbling, but neither colder than $0,6\text{ }^{\circ}\text{C}$ nor warmer than $10\text{ }^{\circ}\text{C}$.

5.3 Engine crankcase-lubricating oil, comprising an SAE 30 viscosity grade oil meeting service classification SF/CD or SG/CE.

It shall contain a detergent additive and have a kinematic viscosity of 9,3 mm²/s to 12,5 mm²/s at 100 °C and a viscosity index of not less than 85. Oils containing viscosity index improvers shall not be used. Multi-grade lubricating oils shall not be used.

5.4 2,2,4-trimethylpentane (isooctane) primary reference fuel, of minimum purity 99,75 % (V/V), containing no more than 0,10 % (V/V) heptane and no more than 0,5 mg/l lead. This material shall be designated as 100 RON.

NOTE Certified reference materials, such as CRM IRMM-442 and NIST SRM 1816a, are commercially available.

5.5 Heptane primary reference fuel, of minimum purity 99,75 % (V/V), containing no more than 0,10 % (V/V) isooctane and no more than 0,5 mg/l lead. This material shall be designated as 0 RON.

NOTE Certified reference materials, such as CRM IRMM-441 and NIST SRM 1815a, are commercially available.

5.6 80-octane primary reference fuel blend, prepared using reference fuel grade isooctane (5.4) and heptane (5.5); this blend shall contain 80 % (V/V) $\pm$ 0,1 % (V/V) isooctane.

NOTE ASTM D 2699-01a, Annex A5 (Reference Fuel Blending Tables), provides information for preparation of primary reference fuel blends to specific RON values.

5.7 Tetraethyl lead, dilute, (TEL dilute volume basis), consisting of a solution of aviation mix tetraethyl lead antiknock compound in a hydrocarbon diluent of 70 % (V/V) xylene and 30 % (V/V) heptane.

The anti-knock compound shall contain 18,23 % (m/m) $\pm$ 0,05 % (m/m) tetraethyl lead and have a relative density at 15,6 °C/15,6 °C of 0,957 to 0,967.

NOTE The typical composition of the compound, excluding the tetraethyl lead, is as follows:

Ethylene dibromide (scavenger):	10,6 % (m/m)
Diluent:	
xylene	52,5 % (m/m)
heptane	17,8 % (m/m)
dye, antioxidant and inerts	0,87 % (m/m)

5.8 Primary reference fuel blends for ratings over 100 RON, prepared by adding dilute tetraethyl lead (5.7), in millilitre quantities, to a 400 ml volume of isooctane (5.4). These blends define the RON scale above 100.

NOTE ASTM D 2699-01a, Annex A5 (Reference Fuel Blending Tables), provides the RON values for blends of tetraethyl lead in isooctane.

5.9 Methylbenzene (toluene), reference fuel grade, with a minimum purity of 99,5 % (V/V) as determined by chromatographic analysis, a peroxide number not exceeding 5 mg/kg and a water content not exceeding 200 mg/kg.

Antioxidant treatment should be added by the supplier at a rate suitable for long term stability as empirically determined with the assistance of the antioxidant supplier.

5.10 Check fuels, consisting of in-house typical spark-ignition engine fuels having RON accepted reference values, low volatility and good long-term stability.

6 Apparatus

6.1 Test engine assembly, a CFR F-1 octane rating unit consisting of a single-cylinder engine consisting of a standard crankcase, a variable compression ratio cylinder — clamping sleeve assembly, thermal-siphon recirculating jacket cooling system, a fuel bowl to deliver fuel through a single-jet passage (a multiple-fuel-bowl system with selector valving is commonly used) and carburettor venturi, an intake air system with controlled temperature and humidity equipment, electrical controls, and a suitable exhaust pipe.

The engine shall be connected by a belt to a special electric power-absorption motor that acts as a motor driver to start the engine and as a means to absorb power at constant speed when combustion is occurring (engine firing). See ASTM D 2699-01a, Annex A2 (Engine Equipment Description and Specifications), for all critical, non-critical and equivalent engine equipment, which shall apply for this International Standard.

6.2 Instrumentation, consisting of electronic detonation metering instrumentation, including a detonation pickup and knockmeter to measure and display the intensity of combustion knock, as well as conventional thermometry, gauges and general-purpose meters. See ASTM D 2699-01a, Annex A3 (Instrumentation Description and Specifications), for all critical, non-critical and equivalent instrumentation, which shall apply for this International Standard.

NOTE Engine equipment and instrumentation are available from the single source manufacturer, Waukesha Engine, Dresser, Inc., 1000 West St. Paul Avenue, Waukesha, WI 53188, USA. Waukesha Engine also has authorized sales and service organizations in selected geographic areas. This information is given for the convenience of users of this International Standard but does not constitute an endorsement by ISO of this product.

6.3 Reference and standardization fuel dispensing equipment, consisting of calibrated burettes or volumetric ware having a capacity of 200 ml to 500 ml and a maximum volumetric tolerance of $\pm 0,2$ %.

Calibration shall be verified in accordance with ISO 4787. Burettes shall be outfitted with a delivery valve and delivery tip to accurately control dispensed volumes. The delivery tip shall be of such size and design that shut-off tip discharge does not exceed 0,5 ml. The rate of delivery from the dispensing system shall not exceed 400 ml/min.

6.4 Tetraethyl lead (TEL) dispensing equipment, consisting of a calibrated burette, pipette assembly, or other liquid-dispensing apparatus, having a capacity not exceeding 4,0 ml, and a critically controlled tolerance for dispensing dilute TEL into 400 ml batches of isooctane.

Calibration shall be verified in accordance with ISO 4787.

NOTE ASTM D 2699-01a, Appendix X1 (Reference Fuel Blending Apparatus and Procedures), provides additional information for application of this International Standard.

6.5 Special maintenance tools, consisting of a number of specialty tools and measuring instruments available for easy, convenient and effective maintenance of the engine and testing equipment.

NOTE Lists and descriptions of these tools and instruments are available from the manufacturers of the engine equipment and those organizations offering engineering and service support for this International Standard.

7 Sampling and sample preparation

7.1 Obtain samples in accordance with ISO 3170, ISO 3171 or an equivalent national standard.

7.2 Cool samples to 2 °C to 10 °C, in the container in which they are received and before the container is opened.

7.3 Minimize the sample's exposure to light before pouring it into the engine carburettor fuel bowl, because of possible sensitivity to light that can affect fuel characteristics.

8 Basic engine and instrument settings and standard operating conditions

8.1 Installation of engine equipment and instrumentation

Locate the octane test engine in an area where it will not be affected by certain gases and fumes that may have a measurable effect on the RON test result (see Clause 1).

Installation of the engine and instrumentation requires placement of the engine on a suitable foundation and hook-up of all utilities. Engineering and technical support for this function is required, and the user shall be responsible for complying with all local and national codes and installation requirements. Proper operation of the test engine requires assembly of a number of engine components and adjustment of a series of engine variables to prescribed specifications. Some of these settings are established by component specifications, others are established at the time of engine assembly or after overhaul and still others are engine-running conditions that shall be observed and/or determined by operator adjustment during the testing process.

8.2 Engine speed

Engine speed shall be 600 r/min $\pm$ 6 r/min when the engine is operating with combustion with a maximum variation of 6 r/min occurring during a rating.

Engine speed when combustion is occurring shall not be more than 3 r/min greater than for motoring without combustion.

8.3 Valve timing

The four-stroke cycle engine uses two crankshaft revolutions for each combustion cycle. The two critical events are those that occur near top-dead-centre (t.d.c.), i.e. intake valve opening and exhaust valve closing. Intake valve opening shall occur $10,0^\circ \pm 2,5^\circ$ after t.d.c. with closing at 34° after-bottom-dead-centre (a.b.d.c.) on one revolution of the crankshaft and flywheel. Exhaust valve opening shall occur 40° before-bottom-dead-centre (b.b.d.c.) on the second revolution of the crankshaft and flywheel with closing at $15,0^\circ \pm 2,5^\circ$ a.t.d.c. on the next revolution of the crankshaft and flywheel. See ASTM D 2699-01a, Annex A4 (Apparatus Assembly and Setting Instructions), for the procedures for crankshaft timing that shall apply for this International Standard.

8.4 Valve lift

Intake and exhaust cam lobe contours, while different in shape, shall have a contour rise of 6,248 mm to 6,350 mm (0,246 in to 0,250 in) from the base circle to the top of the lobe so that the resulting valve lift shall be 6,045 mm $\pm$ 0,050 mm (0,238 in $\pm$ 0,002 in). See ASTM D 2699-01a, Annex A4 (Apparatus Assembly and Setting Instructions), for procedures for measuring valve lift which shall apply for this International Standard.

8.5 Intake valve shroud

The 180° shroud directs the incoming fuel-air mixture and increases its turbulence in the combustion chamber. A pin in the valve stem mates with a slot in the valve guide to prevent valve rotation. Assembly of the valve in the cylinder requires that the stem pin alignment positions the valve so the shroud is toward the spark plug side of the combustion chamber.

8.6 Direction of engine rotation

The crankshaft, when observed from the front of the engine, rotates in a clockwise direction.

8.7 Carburettor venturi

The venturi throat size, regardless of ambient barometric pressure, shall be 1,43 cm (9/16 in).

8.8 Valve clearances

With the engine cold prior to being operated, set the clearance between each valve stem and valve rocker half-ball to the following approximate measurements upon assembly, which will typically provide the controlling engine running and hot clearance:

- intake valve 0,102 mm (0,004 in);
- exhaust valve 0,356 mm (0,014 in).

These clearances should ensure that both valves have sufficient clearance to cause valve seating during engine warm-up. The adjustable-length valve push rods shall be set so that the valve rocker adjusting screws have adequate travel to permit the final clearance setting. Engine running and hot clearance for both intake and exhaust valves shall be set to $0,200 \text{ mm} \pm 0,025 \text{ mm}$ ($0,008 \text{ in} \pm 0,001 \text{ in}$) measured under standard operating conditions with the engine running at equilibrium conditions on a 90 RON primary reference fuel.

8.9 Oil pressure

Oil pressure shall be 172 kPa to 207 kPa.

8.10 Oil temperature

Oil temperature shall be $57 \text{ }^{\circ}\text{C} \pm 8 \text{ }^{\circ}\text{C}$.

8.11 Cylinder jacket coolant temperature

Cylinder jacket coolant temperature shall be $100,0 \text{ }^{\circ}\text{C} \pm 1,5 \text{ }^{\circ}\text{C}$, but shall not vary by more than $\pm 0,5 \text{ }^{\circ}\text{C}$ during a rating.

8.12 Intake air temperature

Set the temperature to $52 \text{ }^{\circ}\text{C} \pm 1 \text{ }^{\circ}\text{C}$ during a rating made at a standard barometric pressure of 101,3 kPa (29,92 in of Hg). At other barometric pressures, set the temperature to the value listed in Table 1 for that prevailing pressure. If intake air temperature tuning is utilized to qualify the engine as fit-for-use based on the RON value of the appropriate toluene standardization fuel (TSF) blend, the selected temperature shall be within $\pm 22 \text{ }^{\circ}\text{C}$ of the temperature listed in Table 1 for the prevailing barometric pressure. When the intake air temperature is tuned, the temperature selected to provide the RON of the appropriate TSF blend shall be used during that operating period for all ratings in the applicable RON range for that TSF blend. The intake air temperature variation during any rating (tuned or untuned) shall not exceed $1 \text{ }^{\circ}\text{C}$.

Table 1 — Intake air temperatures for prevailing barometric pressures

Prevailing barometric pressure kPa (in of Hg)	Standard intake air temperature $^{\circ}\text{C}$
104,6 (30,9)	59,4
101,3 (29,92)	52,0
98,2 (29,0)	43,9
94,8 (28,0)	36,1
91,4 (27,0)	27,8
88,0 (26,0)	19,4
86,3 (25,5) and lower	15,6

8.13 Intake air humidity

The water content of the air shall be between 0,003 56 kg per kilogram of dry air and 0,007 12 kg per kilogram of dry air.

8.14 Cylinder jacket coolant level

The coolant level when the engine is running and hot shall be within ± 10 mm of the "LEVEL HOT" mark on the coolant condenser.

NOTE With the engine cold prior to being operated, treated coolant added to the cooling condenser/cylinder jacket to a level just observable in the bottom of the condenser sight glass, will typically provide the controlling engine running and hot operating level.

8.15 Engine crankcase lubricating oil level

The controlling engine running and hot operating level of the oil in the crankcase shall be approximately mid-position in the crankcase sight glass.

NOTE With the engine cold prior to being operated, oil added to the crankcase so that the level is near the top of the sight glass, will typically provide this condition.

8.16 Crankcase internal pressure

The pressure shall be less than 0 (a vacuum) and typically from 25 mm to 150 mm of water less than atmospheric pressure, as measured by a gauge or manometer connected to an opening to the inside of the crankcase through a snubber orifice to minimize pulsations. Vacuum shall not exceed 255 mm of water.

8.17 Exhaust back-pressure

The static pressure shall be as low as possible, but shall not create a vacuum nor exceed 255 mm of water differential in excess of atmospheric pressure, as measured by a gauge or manometer connected to an opening in the exhaust surge tank or main exhaust stack through a snubber orifice to minimize pulsations.

8.18 Exhaust and crankcase breather system resonance

The exhaust and crankcase breather piping systems shall have internal volumes and be of such length that gas resonance does not result.

NOTE ASTM D 2699-01a, Appendix X2 (Operating Techniques — Adjustment of Variables), provides a suitable procedure to determine if resonance exists in the application of this International Standard.

8.19 Belt tension

The belts connecting the flywheel to the absorption motor shall be tightened, after initial break-in, so that with the engine stopped, a 2,25 kg mass suspended from one belt half way between the flywheel and the motor pulley, depresses the belt approximately 12,5 mm.

8.20 Rocker arm carrier support basic setting

Each support shall be threaded into the cylinder so that the space between the under side of its fork and the machined top surface of the cylinder is 31 mm (1 7/32 in).

8.21 Rocker arm carrier basic setting

With the space between the cylinder and the clamping sleeve at approximately 16 mm (5/8 in), the rocker arm carriers shall be horizontal.

8.22 Rocker arm and push rod length basic settings

With the engine crankshaft and flywheel on t.d.c. on the compression stroke and the rocker arm carriers properly levelled, set the rocker arm adjusting screws at mid-travel and adjust the length of the push rods so the rocker arms are horizontal.

8.23 Basic spark setting

The basic spark setting shall be 13° b.t.d.c., regardless of cylinder height setting.

8.24 Basic ignition timer transducer to rotor vane gap setting

The basic ignition timer transducer to rotor vane gap setting shall be 0,08 mm to 0,13 mm (0,003 in to 0,005 in).

8.25 Basic ignition timer control arm setting

Disengage the mechanism if present on the engine.

8.26 Spark-plug gap

The spark-plug gap shall be $0,51 \text{ mm} \pm 0,13 \text{ mm}$ ($0,020 \text{ in} \pm 0,005 \text{ in}$).

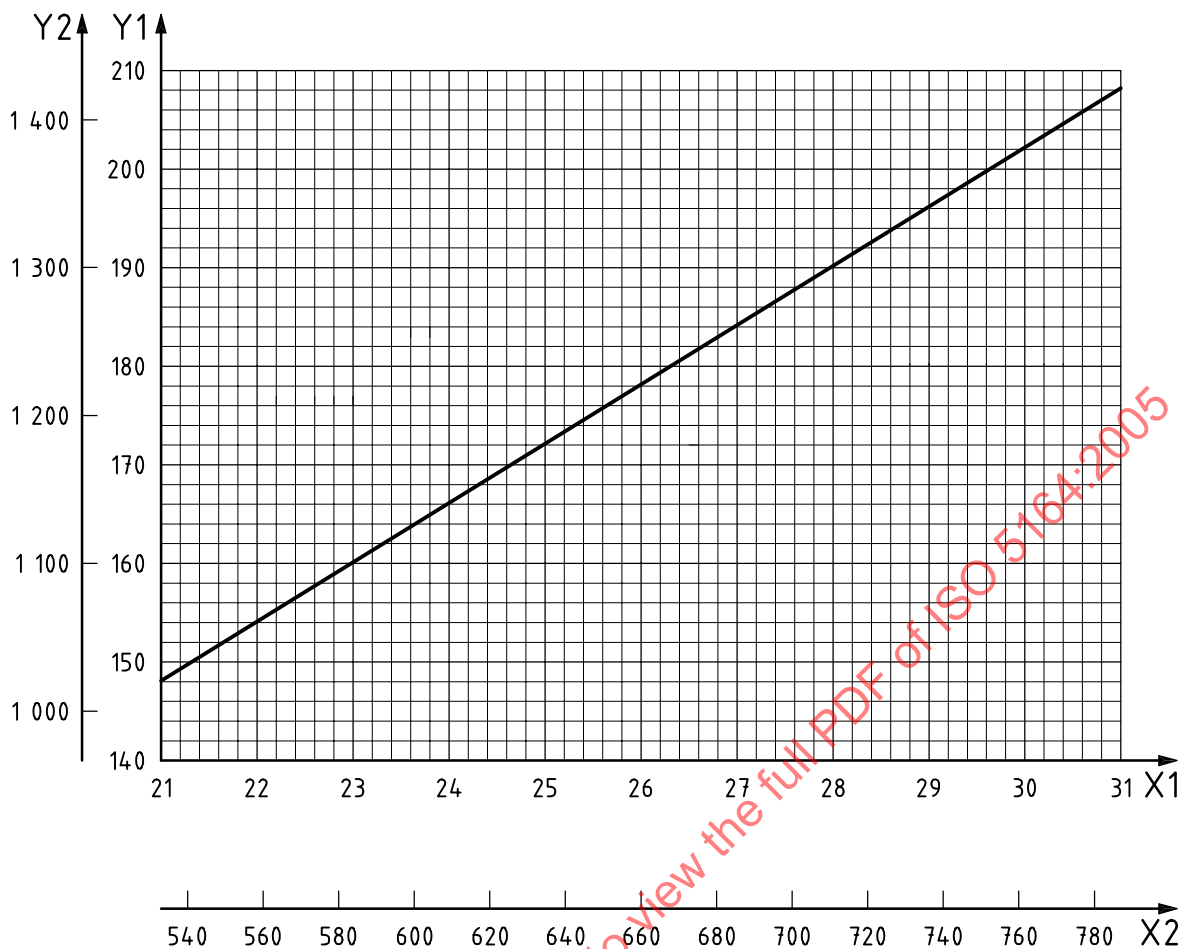
8.27 Basic cylinder height setting

Operate the engine at typical knocking conditions to ensure it is thoroughly warmed up. Shut down the engine. Check that the ignition is off and that fuel cannot enter the combustion chamber. Install a calibrated compression pressure gauge in the detonation pickup hole of the cylinder. Start and operate the engine under motoring conditions. Adjust the cylinder height to produce the basic compression pressure for the prevailing barometric pressure in accordance with the information shown in Figure 1. Set the cylinder height indicating devices as follows:

- digital counter reading (uncompensated for barometric pressure) to 930;
- dial indicator reading to 0,352 in.

NOTE It is inappropriate to convert the dial indicator reading into SI units; see Introduction, paragraph 4.

See ASTM D 2699-01a, Annex A4 (Apparatus Assembly and Setting Instructions), for the detailed procedure for indexing the cylinder height that shall apply for this International Standard.



Key

- X1 Barometric pressure, in Hg
- X2 Barometric pressure, mm Hg
- Y1 Compression pressure, psig
- Y2 Compression pressure, kPa

NOTE Basic cylinder height setting:
digital counter: 930
dial indicator: 0,352

Figure 1 — Actual compression pressure for setting cylinder height³⁾

8.28 Fuel-air ratio

For all sample fuels and primary reference fuels, the fuel-air ratio (mixture proportion of fuel to air) shall be adjusted to maximize knock intensity. When the carburettor sight glasses are used as the indication of mixture strength, the maximum knock condition shall occur when the fuel level in the sight glass is between 17,8 mm (0,7 in) and 45,2 mm (1,7 in), a condition that is dependent on selecting the proper carburettor horizontal jet.

3) Extracted, with permission, from ASTM D 2699-01a.

8.29 Carburettor cooling

Circulate coolant (5.2) through the coolant exchangers of the carburettor assembly if there is premature vapourization or bubbling in the sight glasses or transparent fuel lines.

8.30 Knockmeter reading limits

The permissible knockmeter range shall be 20 divisions to 80 divisions to prevent potential nonlinear characteristics that may affect octane ratings.

8.31 Detonation meter spread and time constant settings

Optimize spread and time constant settings of the detonation meter commensurate with reasonable knockmeter reading stability.

Use the procedure given in ASTM D 2699-01a, Annex A4 (Apparatus Assembly and Setting Instructions), to set the detonation meter.

9 Engine calibration and qualification

9.1 General

The engine shall be commissioned in a manner such that all settings and operating conditions are at equilibrium and in compliance with basic engine and instrument specifications.

NOTE Engine warm-up typically requires 1 h to ensure all critical variables are stable.

9.2 Engine fit-for-use qualification

9.2.1 The engine shall be qualified as fit-for-use by rating a toluene standardization fuel (TSF) blend for every RON range in which sample fuels are to be rated in accordance with the following:

- a) at least once during a 12 h operating period;
- b) after an engine has been shut down for more than 2 h;
- c) after an engine has been allowed to operate at non-knocking conditions for more than 2 h;
- d) after a change in barometric pressure of more than 0,68 kPa (0,2 in Hg) from that which prevailed at the time of the previous TSF blend rating for a RON range to be used for rating sample fuels.

9.2.2 The bracketing procedure for rating TSF blends shall be carried out using the cylinder height (compensated for barometric pressure) in accordance with the guide table for standard knock intensity for the RON accepted reference value of the TSF blend.

9.2.3 Standard knock intensity shall be determined using the PRF blend whose whole RON is closest to the RON accepted reference value of the TSF blend.

9.2.4 Carburettor cooling shall not be used.

9.3 Fit-for-use procedure in the 87,3 RON to 100,0 RON range

9.3.1 Select the TSF blend(s) listed in Table 2 for the RON range(s) in which sample fuel ratings are to be made during the operating period.

Table 2 — TSF blend RON, untuned rating tolerances, and sample fuel RON range of use

RON of calibrated TSF blend	Untuned rating tolerance	TSF blend composition % (V/V)			Use for sample fuel RON range
		Toluene	Isooctane	Heptane	
89,3 ^a	± 0,3	70	0	30	87,1 to 91,5
93,4 ^{a,b}	± 0,3	74	0	26	91,2 to 95,3
96,9 ^{a,b}	± 0,3	74	5	21	95,0 to 98,5
99,8 ^b	± 0,3	74	10	16	98,2 to 100,0

^a Blends calibrated by the ASTM National Exchange Group in 1986. For more information, refer to the following websites:
http://www.astm.org/cgi-bin/SoftCart.exe/SNEWS/MARCH_2004/bradley_mar04.html?L+mystore+dhon6370
<http://www.energyinst.org.uk/index.cfm?PageID=628>

^b Blends calibrated by the TCD93 worldwide programme. For more information, refer to the following websites:
http://www.astm.org/cgi-bin/SoftCart.exe/SNEWS/MARCH_2004/bradley_mar04.html?L+mystore+dhon6370
<http://www.energyinst.org.uk/index.cfm?PageID=628>

9.3.2 Using the standard intake air temperature based on the prevailing barometric pressure, determine the RON of an untuned TSF blend. The engine shall be qualified as fit-for-use if this TSF blend rating is within the untuned rating tolerance specified in Table 2 and intake temperature tuning is not required, although it is permissible if the rating is more than 0,1 RON from the RON accepted reference value of the TSF blend.

It is permissible to start fit-for-use testing for a new operating period using approximately the same intake air temperature tuning adjustment applied for the previous operating period, recognizing that the barometric pressure for the two periods may be slightly different, if both the following conditions are met.

- The engine standardization during the last operating period required intake air temperature tuning for the last fit-for-use test.
- Maintenance has not taken place in the period between fit-for-use tests.

9.3.3 An untuned engine that rates a TSF blend outside the untuned RON rating tolerance specified in Table 2 may be temperature-tuned using an intake air temperature that is within ± 22 °C of the standard temperature specified for the prevailing barometric pressure. The engine shall be qualified as fit-for-use if the TSF blend rating is within ± 0,1 RON of the RON accepted reference value of the TSF blend. It shall not be used to rate sample fuels, in the applicable RON range for that TSF blend, if it cannot be so qualified. The cause of the inability to rate the TSF blend shall be determined and corrected.

9.4 Fit-for-use procedure below 87,3 RON and above 100,0 RON

9.4.1 Select the TSF blend(s) listed in Table 3 for the RON range(s) in which sample fuel ratings are to be made during the operating period.

Table 3 — TSF blend RON, rating tolerance and sample fuel RON range of use^a

RON of calibrated TSF blend	Rating tolerance	TSF blend composition % (V/V)			Use for sample fuel RON range
		Toluene	Isooctane	Heptane	
65,1	± 0,6	50	0	50	below 70,3
75,6	± 0,5	58	0	42	70,1 to 80,5
85,2	± 0,4	66	0	34	80,2 to 87,4
103,3	± 0,9	74	15	11	100,0 to 105,7
107,6	± 1,4	74	20	6	105,2 to 110,6
113,0	± 1,7	74	26	0	above 110,3

^a All blends calibrated by the ASTM National Exchange Group and Institute of Petroleum in 1988/89. For more information, refer to the following websites:
http://www.astm.org/cgi-bin/SoftCart.exe/SNEWS/MARCH_2004/bradley_mar04.html?L+mystore+dhon6370
<http://www.energyinst.org.uk/index.cfm?PageID=628>

9.4.2 Using the standard intake air temperature based on the prevailing barometric pressure, determine the RON of the TSF blend. The engine shall only be qualified as fit-for-use if the TSF blend rating is within the rating tolerance of Table 3 for that TSF blend. Intake air temperature tuning is not permitted for these RON rating ranges. If the TSF blend RON is outside the rating tolerance of Table 3, conduct a thorough investigation to determine and correct the cause. Some engines can be expected to rate outside the rating tolerance for some TSF blend RON levels, and the maintenance of control records can be helpful to demonstrate the typical performance characteristic of that engine.

9.5 Checking performance on check fuels

Although engine qualification is dependent solely on the RON ratings of the TSF blend, the use of typical fuels, collected and calibrated as check fuels (5.10), regularly rated and documented using control records and charts, can be useful to demonstrate the on-going performance and credibility of the engine and operating personnel.

10 Procedure

10.1 General

ASTM D 2699-01a incorporates three specific procedural variations for the determination of RON:

- a) procedure A: Bracketing-equilibrium fuel level;
- b) procedure B: Bracketing-dynamic fuel level;
- c) procedure C: Compression ratio.

Only the original procedure, now identified in the ASTM standard as the bracketing-equilibrium fuel level procedure, is included in this International Standard. However, all three procedures have equivalent precision in the RON range of typical commercial motor fuel and can be used for ratings in specific RON ranges.

Check that all engine operating conditions are in compliance and equilibrated with the engine running on a typical fuel.

10.2 Start-up

Determine that the engine is fit-for-use. If tuning of the intake air temperature is utilized to qualify the engine, the selected intake air temperature for the RON of the appropriate TSF blend shall be used, during the operating period, to rate every sample fuel in the applicable RON range of use for that TSF blend.

10.3 Calibration

10.3.1 Calibrate the engine and instrumentation to establish standard knock intensity using a PRF blend whose RON is close to that of the sample fuels to be tested.

10.3.2 Set the cylinder height (compensated for barometric pressure) in accordance with the guide table value (given in Annex A6 of ASTM D 2699-01a) for the RON of the PRF selected.

10.3.3 Operate the engine utilizing the PRF and vary the fuel-air ratio to establish the setting that maximizes the knockmeter reading.

10.3.4 Adjust the detonation meter controls to produce a knockmeter reading of 50 divisions $\pm$ 2 divisions with an optimized spread commensurate with knockmeter stability.

NOTE Guide tables for standard knock intensity at standard barometric pressure listing the cylinder heights for each RON (in tenths) over the range from 40 RON to 120 RON are given in ASTM D 2699-01a, Annex A6 (Guide Tables of Constant Knock Intensity). To complement these tables, Annex A6 also includes a table for compensation of guide table cylinder heights when the barometric pressure is either below or above standard barometric pressure.

10.3.5 If the sample fuel RON is indicated to be higher than 100, standard knock intensity shall be established using one of the isooctane and TEL PRF blends that will bracket the sample fuel. Several trials may be required in order to select the appropriate PRF. In addition, use the PRF blends specific to the RON rating range as specified in Table 4. Adjust the detonation meter settings such that the detonation meter spread is maintained as large as possible, despite knockmeter reading instability.

Table 4 — Maximum permissible bracketing PRF RON differences

RON range of sample fuel	Maximum permissible RON difference of PRF blends
40 to 72	4,0
72 to 80	2,4
80 to 100	2,0
100,0 to 100,7	Use only 100,0 and 100,7 RON PRF blends.
100,7 to 101,3	Use only 100,7 and 101,3 RON PRF blends.
101,3 to 102,5	Use only 101,3 and 102,5 RON PRF blends.
102,5 to 103,5	Use only 102,5 and 103,5 RON PRF blends.
103,5 to 108,6	Use PRF blends with TEL contents 0,053 ml/l (0,2 ml/U.S. gal) apart.
108,6 to 115,5	Use PRF blends with TEL contents 0,132 ml/l (0,5 ml/U.S. gal) apart.
115,5 to 120,3	Use PRF blends with TEL contents 0,264 ml/l (1,0 ml/U.S. gal) apart.

10.4 Sample fuel

10.4.1 Operate the engine on the sample fuel and check that the fuel system is free of vapour bubbles.

10.4.2 Adjust the cylinder height to result in a mid-scale knockmeter reading.

10.4.3 Adjust the fuel-air ratio and determine the maximum knockmeter reading attainable. If necessary, readjust the cylinder height such that the maximum knockmeter reading occurs at 50 divisions $\pm$ 2 divisions.

10.4.4 Record the sample fuel knockmeter reading.

10.5 Primary reference fuel No. 1

10.5.1 Based on the cylinder height used for the sample fuel, refer to the appropriate guide table given in ASTM D 2699 and select a PRF that can be expected to have a RON close to that of the sample fuel.

10.5.2 Prepare a fresh batch of the PRF. Operate the engine using this PRF, and check that the fuel system is free of vapour bubbles.

10.5.3 Without changing the cylinder height from that used for the sample fuel, adjust the fuel-air ratio and determine the maximum knockmeter reading for the PRF.

10.5.4 Record the PRF knockmeter reading.

10.6 Primary reference fuel No. 2

10.6.1 Select a second PRF that will meet the maximum permissible bracketing difference requirements specified in Table 4, and that can be expected to cause the knockmeter readings for the two PRF blends to bracket that of the sample fuel.

10.6.2 Prepare a fresh batch of the second PRF. Operate the engine using this PRF, and check that the fuel system is free of vapour bubbles.