

AERONAUTICAL MATERIAL SPECIFICATION

Society of Automotive Engineers, Inc.
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AMS 3028B

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AVIATION FUEL Grade 91/98

1. ACKNOWLEDGMENT: A vendor shall mention this specification number and its revision letter in all quotations and when acknowledging purchase orders.
2. GRADE: The fuel shall be the one grade known as Aviation Grade 91/98.
3. APPLICATION: Primarily for use in aircraft engines requiring Grade 91/98 fuel.
4. TECHNICAL REQUIREMENTS:
 - 4.1 General: Except as otherwise specified herein, the fuel shall consist of a blend of refined hydrocarbons derived from crude petroleum, natural gasoline, or blends thereof with other aliphatic and/or aromatic hydrocarbons.
 - 4.2 Properties: The fuel shall conform to the following requirements when tested in accordance with the methods specified. If multiple determinations are made, average results shall be used.
 - 4.2.1 Knock Rating:
 - 4.2.1.1 Knock Rating, Lean: The lean mixture knock rating of the fuel shall be not lower than 91 octane number when determined in accordance with ASTM D614-49T.
 - 4.2.1.2 Knock Rating, Rich: The rich mixture knock rating of the fuel shall be not lower than 98 octane number when determined in accordance with ASTM D909-48T.
 - 4.2.2 Color: The color shall be blue. The finished fuel blend shall contain per gallon a maximum of 8.5 mg of blue dye only, essentially an alkyl substituted anthraquinone.
 - 4.2.2.1 Color Comparison: Color comparison shall be made by any suitable apparatus or by visual examination using identical transparent containers for the fuel samples and for the appropriate Air Force-Navy Aeronautical blue color standard for maximum intensity and minimum intensity. Samples of Air Force-Navy Aeronautical standards which have been exposed to light for more than twenty-four hours shall not be used for this test.
 - 4.2.3 Lead: The lead content per U. S. gallon of fuel shall not exceed 2.0 ml of tetraethyl lead in the form of an antiknock mixture containing not less than 61% by weight of tetraethyl lead and sufficient ethylene dibromide to provide two bromine atoms per atom of lead. The balance shall contain no added ingredients other than kerosene, an approved inhibitor, and blue dye, as specified herein.

Section 7C of the SAE Technical Board rules provides that: "All technical reports, including standards approved and practices recommended, are advisory only. Their use by anyone engaged in industry or trade is entirely voluntary. There is no agreement to adhere to any SAE standard or recommended practice, and no commitment to conform to or be guided by any technical report. In formulating and approving technical reports, the Board and its Committees will not investigate or consider patents which may apply to the subject matter. Prospective users of the report are responsible for protecting themselves against liability for infringement of patents."

4.2.4 Distillation: The results of distillation of the fuel in accordance with ASTM D86-46 shall be as follows:

Thermometer Reading	140 F	10% max evaporated
" "	158 F	10% min evaporated
" "	221 F	50% min evaporated
" "	212-257 F	90% evaporated
" "	338 F max	End Point
Residue		1.5% max
Loss		1.5% max
Distillate Recovery		97.0% min

4.2.4.1 The sum of the individual thermometer readings of the 10% and 50% evaporated points shall be not less than 307.

4.2.5 Acidity: The aqueous extract of the distillation residue shall show no pink or red color when tested in accordance with ASTM D1093-50T.

4.2.6 Sulfur: The sulfur content shall not exceed 0.05% by weight when determined in accordance with ASTM D90-50T.

4.2.7 Corrosiveness, Air-Well: Shall be no worse than No. 1 comparison standard when tested in accordance with ASTM D130-50T.

4.2.8 Gum Content:

4.2.8.1 Copper Dish: The residue from 100 ml of the fuel shall not exceed 5 mg when tested in accordance with ASTM D910-50T, Section 9 (j). No gray or black discoloration of the inside of the dish shall be apparent.

4.2.8.2 Potential Gum:

4.2.8.2.1 Five Hour Test: The accelerated aging test with 5 hr induction time at 212 F (100 C), starting with 100 lb oxygen pressure, shall be conducted in the ASTM bomb according to ASTM D873-49. The gum residue after the foregoing accelerated aging test shall not exceed 6 mg per 100 ml and the total weight of visible lead precipitate shall not exceed 3 mg per 100 ml.

4.2.8.2.2 Sixteen Hour Test: If mutually agreed upon by purchaser and vendor, aviation fuel may be required to meet a 16 hr accelerated aging gum test in accordance with ASTM D873-49 instead of the 5 hr aging gum test. In such fuel the permissible gum inhibitors shall not exceed 8.4 lb per 1000 bbl (42 gal per bbl). For this 16 hr accelerated aging test, the gum residue shall not exceed 10 mg per 100 ml and the total weight of visible lead precipitate shall not exceed 4 mg per 100 ml.

4.2.9 Vapor Pressure, Reid Method: The vapor pressure shall not exceed 7.0 psi when determined in accordance with ASTM D323-49.

4.2.10 Freezing Point: The freezing point shall be not higher than -76 F (-60 C) when determined in accordance with ASTM D910-50T, Section 9 (m).

4.2.11 Water Tolerance: The volume of the aqueous layer shall not increase or decrease by more than 2 ml when tested in accordance with ASTM D1094-50T.

4.2.12 Net Heat of Combustion: The net heat of combustion shall be not less than 18,700 Btu per lb when determined in accordance with the following procedure: