SURFACE VEHICLE RECOMMENDED PRACTICE	J1829	MAR2015
	Issued 1987-06 Revised 2015-03 Superseding J1829 OCT2002	

(R) Stoichiometric Air-Fuel Ratios of Automotive Fuels

RATIONALE

A recent SAE paper has been added to the references and its use discussed. For clarity, the references have been numbered and footnotes modified. IUPAC atomic weights were updated and equations and tables were modified to reflect the latest atomic weights.

1. SCOPE

The mass of air required to burn a unit mass of fuel with no excess of oxygen or fuel left over is known as the stoichiometric air-fuel ratio. This ratio varies appreciably over the wide range of fuels - gasolines, diesel fuels, and alternative fuels - that might be considered for use in automotive engines.

Although performance of engines operating on different fuels may be compared at the same air-fuel ratio or same fuel-air ratio, it is more appropriate to compare operation at the same equivalence ratio, for which a knowledge of stoichiometric air-fuel ratio is a prerequisite.

This SAE Recommended Practice summarizes the computation of stoichiometric air-fuel ratios from a knowledge of a composition of air and the elemental composition of the fuel without a need for any information on the molecular weight of the fuel.

2. REFERENCES

2.1 Applicable Documents

The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

1. M. E. Wieser and T. B. Coplen, “Pure and Applied Chemistry,” 83, 393 (2009).

2. U.S. Standard Atmosphere, 1976, National Oceanic and Atmospheric Administration; National Aeronautics and Space Administration; United States Air Force, Washington, DC, October 1976.

3. P. Geng, L. R. Melkvik, and R. L. Furey, "Elemental Composition Determination and Stoichiometric Air-Fuel Ratios of Gasoline Containing Ethanol," SAE Paper 2010-01-2112.

4. W.R. Pierson, Chemtech, May 1976, p. 332.

5. L.M. Horsley, “Azeotropic Data III,” Advances in Chemistry Series 116, American Chemical Society, Washington.

6. O.T. Zimmerman and I. Lavine, “Industrial Research Services Psychrometric Tables and Charts,” 1945.

7. A. Wexler, “Humidity and Moisture—Measurement and Control in Science and Industry,” Vol. 1, p. 97, Reinhold Publishing Corp., New York, NY, 1965

3. EQUIVALENCE RATIOS

When the actual air-fuel ratio supplied to the engine is higher than the stoichiometric air-fuel ratio, there is excess air and the engine is operating “lean.” Conversely, when the air-fuel ratio is lower than stoichiometric, fuel combustion will be incomplete and engine operation is “rich.”

The ratio of the actual fuel-air ratio to the stoichiometric fuel-air ratio is the fuel-air equivalence ratio. (See Equation 1.)

$$\frac{(\text{Fuel}/\text{Air})_{\text{actual}}}{(\text{Fuel}/\text{Air})_{\text{stoichiometric}}} = \text{fuel-air equivalence ratio} = (\text{phi} = \Phi) \quad \text{(Eq. 1)}$$

The inverse of the fuel-air ratio is the air-fuel ratio. The ratio of the actual air-fuel ratio to the stoichiometric air-fuel ratio is the air-fuel equivalence ratio. (See Equation 2.)

$$\frac{(\text{Air}/\text{Fuel})_{\text{actual}}}{(\text{Air}/\text{Fuel})_{\text{stoichiometric}}} = \text{air-fuel equivalence ratio} = \text{lambda} = \lambda \quad \text{(Eq. 2)}$$

When the term “equivalence ratio” is used, it is necessary to indicate whether the fuel-air equivalence ratio (Equation 1) or the air-fuel equivalence ratio (Equation 2) is intended. The air-fuel equivalence ratio has frequently been labeled as “excess air ratio.”

4. ATOMIC WEIGHTS AND COMPOSITION OF FUELS AND AIR

The following atomic weights of elements present in many fuels are:

Carbon - 12.011
Hydrogen - 1.008
Oxygen - 15.999
Nitrogen - 14.007
Sulfur- 32.06

These atomic weights have been adopted by the Commission on Atomic Weights and Isotropic Abundances of the International Union of Pure and Applied Chemistry.[1]

The composition of air is shown in Table 1.

In the computations as follows, the atomic weights and mass of air containing one mass unit of oxygen are rounded to five significant digits. Measured values of actual air-fuel ratios and elemental analyses are seldom more precise than four significant digits.

[1] See Reference 1 in Section 2.

TABLE 1 - MOLECULAR WEIGHTS AND ASSUMED FRACTIONAL VOLUME - COMPOSITION OF SEA LEVEL DRY AIR

Gas Species	Fractional Volume[1]	Molecular Weight g/mole	Relative Mass[2]
N_2	0.78084	28.014	21.874452
O_2	0.209476	31.998	6.702813
Ar	0.00934	39.948	0.373114
CO_2	0.000314	44.009	0.013819
Ne	0.00001818	20.1797	0.000367
He	0.00000524	4.002602	0.000021
Kr	0.00000114	83.798	0.000096
Xe	0.000000087	131.293	0.000011
CH_4	0.000002	16.043	0.000032
H_2	0.0000005	2.016	0.000001
		(3)	28.964726

$$\text{Thus, } \frac{\text{Mass of}}{\text{Mass of Oxygen}} = \frac{28.964726}{6.702813} = 4.3213$$

1. Data from Table 3 of Reference 2 in Section 2.
2. Relative mass = fractional volume x molecular weight.
3. Calculated from 1983 IUPAC Atomic Weights, Reference 1 in Section 2.

5. CALCULATION OF STOICHIOMETRIC AIR-FUEL RATIOS OF HYDROCARBONS

The stoichiometric oxidation of pure compounds such as methane and ethane can be expressed by balanced chemical equations, (see Equations 3 and 4):

$$\text{Methane: } CH_4 + 2O_2 \rightarrow CO_2 + 2H_2O \quad \text{(Eq. 3)}$$

$$\text{Ethane: } C_2H_6 + 3.5\,O_2 \rightarrow 2CO_2 + 3H_2O \quad \text{(Eq. 4)}$$

Thus, the stoichiometric oxygen/methane mass ratio is shown in Equation 5:

$$(\text{oxygen}/\text{methane})_{\text{stoich}} = \frac{15.999 \times 2 \times 2}{(12.011 \times 1) + (1.008 \times 4)} = \frac{63.996}{16.043} = 3.9890 \quad \text{(Eq. 5)}$$

Similarly, the stoichiometric oxygen/ethane mass ratio is shown in Equation 6:

$$(\text{oxygen}/\text{ethane})_{\text{stoich}} = \frac{15.999 \times 3.5 \times 2}{(12.011 \times 2) + (1.008 \times 6)} = \frac{111.99}{30.07} = 3.7244 \quad \text{(Eq. 6)}$$

A general equation applicable to all hydrocarbons and mixtures thereof can be expressed in terms of the amount of hydrogen per carbon atom, that is, the atomic ratio of hydrogen to carbon (H/C). Thus (see Equation 7),

$$(\text{oxygen}/\text{hydrocarbon})_{\text{stoich}} = \frac{15.999\ [2 + 0.5\ H/C]}{[(12.011 \times 1) + (1.008\ H/C)]} \tag{Eq. 7}$$

The bracketed term in the numerator, namely, [2 + 0.5 H/C], indicates that 2 atoms of oxygen are needed to oxidize each atom of carbon to carbon dioxide plus another 0.5 atom of oxygen is needed to oxidize each atom of hydrogen to water.

For illustration, Equation 5 can then be rewritten as shown in Equation 8:

$$(\text{oxygen}/\text{methane})_{\text{stoich}} = \frac{15.999\ [2 + (0.5 \times 4)]}{[(12.011 \times 1) + (1.008 \times 4)]} = 3.9890 \tag{Eq. 8}$$

and Equation 6 can be rewritten as shown in Equation 9:

$$(\text{oxygen}/\text{ethane})_{\text{stoich}} = \frac{15.999\ [2 + (0.5 \times 3)]}{[(12.011 \times 1) + 1.008 \times 3)]} = 3.7244 \tag{Eq. 9}$$

The stoichiometric oxygen-hydrocarbon ratio can readily be converted to stoichiometric air-fuel ratio by multiplying by the mass of air containing unit mass of oxygen, (see Equation 10):

$$(\text{oxygen}/\text{hydrocarbon})_{\text{stoich}} \times (\text{mass air}/\text{mass oxygen}) = (\text{air}/\text{hydrocarbon})_{\text{stoich}} = (\text{Air}/\text{Fuel})_{\text{stoich}} \tag{Eq. 10}$$

For automotive engine applications, the analysis of dry air can be regarded as essentially constant throughout the lower atmosphere. As shown in Table 1, the mass of air per unit mass of oxygen is shown in Equation 11:

$$\text{mass air} / \text{mass oxygen} = 28.965 / 6.7028 = 4.3213 \tag{Eq. 11}$$

Combining Equations 7, 10 and 11 leads to the general relationship as shown in Equation 12:

$$(\text{Air}/\text{Fuel})_{\text{stoich}} = (A/F)_s = 4.3213 \times \frac{15.999\ [2 + (0.5)(H/C)]}{(12.011 \times 1) + (1.008\ H/C)} \tag{Eq. 12}$$

which applies to all hydrocarbons and mixtures thereof.

6. CALCULATION OF STOICHIOMETRIC AIR-FUEL RATIOS OF OXYGENATES

Equation 12 can be modified to include not only all hydrocarbons but also all oxygenated compounds and blends with hydrocarbons. This modification includes the addition of quantities expressed in terms of the oxygen-to-carbon atomic ratio, O/C, to both the numerator and denominator of Equation 12. Thus, the general equation now becomes Equation 13:

$$(A/F)_s = 4.3213 \times \frac{15.999\ [2 + (0.5)(H/C) - (O/C)]}{[(12.011 \times 1) + (1.008)(H/C) + (15.999)(O/C)]} \tag{Eq. 13}$$

The quantity added to the numerator reflects that the total oxygen required is decreased by the oxygen-to-carbon atomic ratio since oxygen is present in the fuel and need not be supplied by the air.

The stoichiometric air-fuel ratio of a mixture can be determined either by calculation from the known composition or by the chemical analysis of the mixture.

If the H/C, O/C and mass of each component in a mixture are known, the $(A/F)_s$ of each component can be calculated and summed for the amount of each component present. Thus (see Equation 14):

$$\Sigma(A/F)_S = \frac{[\text{mass } F_1 \times (A/F_1)_s] + [\text{mass } F_2 \times (A/F_2)_s] + \ldots \text{mass } F_n \times (A/F_n)_s]}{[\text{mass } F_1 + \text{mass } F_2 + \ldots F_n]} \quad \text{(Eq. 14)}$$

In many cases, however, the composition of the fuel may be unknown. The H/C and O/C ratios of the mixture can then be determined by a precision combustion analysis. In such an analysis, the mass % hydrogen and mass % carbon are usually calculated from the weights of water and carbon dioxide produced from combustion and the mass % of oxygen may be determined by difference, (see Equation 15):

$$\text{mass \% oxygen} = 100\,\% - (\text{mass \% carbon} + \text{mass \% hydrogen}) \quad \text{(Eq. 15)}$$

If a combustion analysis is not available, the mass % hydrogen, carbon, and oxygen of gasolines and gasoline-ethanol fuel blends can be estimated from commonly measured fuel properties (density, distillation temperatures, aromatics content, and ethanol content).[2] The atomic ratios of hydrogen to carbon (H/C) and of oxygen to carbon (O/C) can be calculated from mass percentages as follows in Equation 16 and 17:

$$\frac{H}{C} = \left(\frac{\text{mass \% hydrogen}}{1.008}\right) / \left(\frac{\text{mass \% carbon}}{12.011}\right) = \frac{\%H}{\%C} \times \frac{12.011}{1.008} = \frac{\%H}{\%C} \times 11.916 \quad \text{(Eq. 16)}$$

$$\frac{O}{C} = \left(\frac{\text{mass \% oxygen}}{15.999}\right) / \left(\frac{\text{mass \% carbon}}{12.011}\right) = \frac{\%O}{\%C} \times \frac{12.011}{15.999} = \frac{\%O}{\%C} \times 0.75073 \quad \text{(Eq. 17)}$$

These values for the mixture can then be inserted into general Equation 13 to obtain the stoichiometric air-fuel ratio of the blend containing carbon and hydrogen or carbon, hydrogen, and oxygen.

7. CALCULATION OF STOICHIOMETRIC AIR-FUEL RATIOS OF FUELS CONTAINING SULFUR

Sulfur (at.wt. = 32.06) forms numerous oxides, e.g., SO or S_2O_3, SO_2, SO_3, SO_4, and S_2O_7. Of these, SO_2 predominates in the exhaust gas of internal combustion engines. [3]

General Equation 13 can be modified further to include sulfur containing fuels. For this purpose, a quantity is added to the denominator, representing the mass added by the sulfur per carbon atom and a quantity is added to the numerator indicating that two oxygen atoms are required to burn the sulfur to SO_2.

Thus, Equation 13 becomes (see Equation 18):

$$(A/F)_S = \frac{4.3213 \times 15.999\ [2 + (0.5)(H/C) - (O/C) + 2(S/C)]}{[(12.011 \times 1) + (1.008)(H/C) + (15.999)(O/C) + (32.06)(S/C)]} \quad \text{(Eq. 18)}$$

If engine exhaust gases containing excess oxygen either from “lean” operation or from injection of air into the exhaust manifold is passed over a catalyst used for emission control, additional oxidation of SO_2 to SO_3 can result. In this case, three atoms of oxygen are needed to oxidize the sulfur and the numerator quantity should be changed from 2(S/C) to 3(S/C).

8. CALCULATION OF STOICHIOMETRIC AIR-FUEL RATIOS OF FUELS CONTAINING NITROGEN

Nitrogen (at.wt. = 14.007), like sulfur, forms numerous oxides, e.g., NO, NO_2, NO_3, N_2O, and N_2O_5. The major product in automotive engine exhaust is nitric oxide, NO. Thus, a quantity is added to the denominator representing the mass added by the nitrogen per carbon atom and a quantity is added to the numerator indicating that one oxygen atom is required to burn the nitrogen atom to NO. Equation 18 then becomes (see Equation 19):

$$(A/F)_S = \frac{4.3213 \times 15.999\ [2 + (0.5)(H/C) - (O/C) + 2(S/C) + (N/C)]}{[(12.011 \times 1) + (1.008)(H/C) + (15.999)(O/C) + (32.06)(S/C) + (14.007)(N/C)]} \quad \text{(Eq. 19)}$$

Equation 19 is then the general equation for calculating the stoichiometric air-fuel ratio of fuels containing carbon and hydrogen along with oxygen, sulfur, and nitrogen. In summary, in this equation:

H/C = atomic hydrogen-to-carbon ratio

O/C = atomic oxygen-to-carbon ratio

S/C = atomic sulfur-to-carbon ratio

N/C = atomic nitrogen-to-carbon ratio

and

12.011 = atomic weight of carbon

1.008 = atomic weight of hydrogen

15.999 = atomic weight of oxygen

32.06 = atomic weight of sulfur

14.007 = atomic weight of nitrogen

4.3213 = weight of air per unit weight of oxygen

It should be noted that Equation 19 assumes that sulfur oxidizes to SO_2 and nitrogen to NO which is generally applicable to internal combustion engines. However, these approximations should be verified for engines optimized for different operating conditions for alternative fuels that may become available. In general, however, the effect on stoichiometric air-fuel ratio is expected to be small since the atomic ratios of S/C and N/C for most fuels are usually small. The user should recognize that during combustion, oxygen will also combine with nitrogen from the air to form oxides of nitrogen.

In vehicles equipped with reducing catalysts, generally part of the "three-way catalysts," the oxides of nitrogen from the engine are reduced to nitrogen and therefore the nitrogen term in the numerator, N/C, should be eliminated if the overall stoichiometry of engine plus catalysts is considered.

9. CALCULATION OF STOICHIOMETRIC AIR-FUEL RATIOS OF FUELS CONTAINING WATER

Some alternative automotive fuels may contain appreciable quantities of water. For example, the ethanol-water azeotrope which contains 4 mass percent water[2] has been used as a spark-ignition engine fuel and a microemulsion of 10 volume percent of water in diesel fuel has been considered as a fire-resistant fuel for military use.

The water adds to the weight of fuel without adding to the amount of oxygen required for combustion. Therefore, the stoichiometric air-fuel ratio of the wet fuel will differ from that of the dry fuel. However, Equation 13 will apply to the wet fuel if the H/C and O/C atomic ratios were determined for that wet fuel.

[2] See Reference 5 in Section 2.

10. FUELS WITHOUT CARBON ATOMS

Several substances which do not contain carbon atoms, such as ammonia and hydrazine, have been investigated as potential alternative fuels for automotive engines. For such fuels, the equations listed previously do not apply. However, the same principles can be used; namely, the calculations can be based on a "per nitrogen atom" basis.

11. EFFECT OF HUMIDITY IN AIR

Stoichiometric air-fuel ratios should always be calculated on the basis of the mass of dry air required to burn a unit mass of fuel as is done in the preceding equations. However, it may also be desirable to determine the required mass of ambient air which usually contains water vapor. The mass of water vapor present can be determined from measured temperatures and relative humidities of the ambient air using psychrometric charts.[3, 4]

At room temperature and humidity, the relative mass of water vapor to dry air is small. For example, at 21 °C (70 °F) and 50% relative humidity, the damp air will contain 0.008 mass unit of water vapor for each 1.000 mass unit of dry air. The actual mass of ambient air at 21 °C (70 °F) and 50% relative humidity required for stoichiometric burning will therefore be 1.008 times higher than the mass of dry air computed in the preceding equations.

12. NOTES

12.1 Marginal Indicia

A change bar (l) located in the left margin is for the convenience of the user in locating areas where technical revisions, not editorial changes, have been made to the previous issue of this document. An (R) symbol to the left of the document title indicates a complete revision of the document, including technical revisions. Change bars and (R) are not used in original publications, nor in documents that contain editorial changes only.

PREPARED BY THE SAE FUELS AND LUBRICANTS TC 7 FUELS COMMITTEE

[3] See Reference 6 in Section 2.
[4] See Reference 7 in Section 2.

APPENDIX A

A.1 The method described previously is applicable to wet fuels as well as dry fuels as shown by the following two methods of calculating the stoichiometric air-fuel ratio of the ethanol-water azeotrope. The first method calculates the $(A/F)_s$ from the elemental composition of the wet fuel and the second calculates it from the elemental composition of the dry fuel and then corrects the $(A/F)_s$ by adding the weight of water to the dry fuel.

In the illustration, the following values are used:

a. The ethanol-water azeotrope consists of 96.0 mass percent of ethanol and 4.0 mass percent of water.[5]

b. The atomic weights to five significant figures are:

1. Carbon = 12.011
2. Hydrogen = 1.008
3. Oxygen = 15.999

A.1.1 Method 1

In the absence of direct measurement of the elemental analysis of the azeotrope, the carbon, hydrogen, and oxygen contents are calculated in this example from the known composition of the azeotrope and its constituents.

A.1.1.1 Weight of elements in 96.0 g of ethanol (C_2H_5OH) (see Table A1):

TABLE A1 - WEIGHT OF ELEMENTS IN 96.0 G OF ETHANOL (C_2H_5OH)

	Relative Weight	Weight Fraction	g in 96.0 g
Carbon — 2 × 12.011 =	24.022	0.52144	50.058
Hydrogen — 6 × 1.008 =	6.0480	0.13128	12.603
Oxygen — 1 × 15.999 =	15.999	0.34728	33.339
mol. wt. =	46.069	Σ = 1.00000	Σ = 96.000

[5] See Reference 4 in Section 2.