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## Standard Test Methods for Electrical Conductivity of Aviation and Distillate Fuels<sup>1,2</sup>

This standard is issued under the fixed designation D2624; 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 (ε) 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 These test methods cover the determination of the electrical conductivity of aviation and distillate fuels with and without a static dissipator additive. The test methods normally give a measurement of the conductivity when the fuel is uncharged, that is, electrically at rest (known as the rest conductivity).

1.2 Two test methods are available for field tests of fuel conductivity. These are: (1) portable meters for the direct measurement in tanks or the field or laboratory measurement of fuel samples, and (2) in-line meters for the continuous measurement of fuel conductivities in a fuel distribution system. In using portable meters, care must be taken in allowing the relaxation of residual electrical charges before measurement and in preventing fuel contamination.

1.3 The values stated in SI units are to be regarded as standard. No other units of measurement are included in this standard.

1.4 *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 precautionary statements, see 7.1, 7.1.1, and 11.2.1.

1.5 *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 Recom-*

*mendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

### 2. Referenced Documents

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

D4306 Practice for Aviation Fuel Sample Containers for Tests Affected by Trace Contamination

D4308 Test Method for Electrical Conductivity of Liquid Hydrocarbons by Precision Meter

### 3. Terminology

3.1 *Definitions:*

3.1.1 *picosiemens per metre, n*—the unit of electrical conductivity is also called a conductivity unit (CU). A siemen is the SI definition of reciprocal ohm sometimes called mho.

$$1 \text{ pS/m} = 1 \times 10^{-12} \Omega^{-1} \text{ m}^{-1} = 1 \text{ cu} = 1 \text{ picomho/m} \quad (1)$$

3.1.2 *rest conductivity, n*—the reciprocal of the resistivity of uncharged fuel in the absence of ionic depletion or polarization.

3.1.2.1 *Discussion*—It is the electrical conductivity at the initial instant of current measurement after a dc voltage is impressed between electrodes, or a measure of the average current when an alternating current (ac) voltage is impressed.

### 4. Summary of Test Methods

4.1 A voltage is applied across two electrodes in the fuel and the resulting current expressed as a conductivity value. With portable meters, the current measurement is made almost instantaneously upon application of the voltage to avoid errors due to ion depletion. Ion depletion or polarization is eliminated in dynamic monitoring systems by continuous replacement of the sample in the measuring cell, or by the use of an alternating voltage. The procedure, with the correct selection of electrode size and current measurement apparatus, can be used to

<sup>1</sup> These test methods are under the jurisdiction of ASTM International Committee D02 on Petroleum Products, Liquid Fuels, and Lubricants and are the direct responsibility of ASTM Subcommittee D02.J0.04 on Additives and Electrical Properties. The technically equivalent standard as referenced is under the jurisdiction of the Energy Institute Subcommittee SC-B-8.

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<sup>2</sup> These test methods have been developed through the cooperative effort between ASTM and the Energy Institute, London. ASTM and IP standards were approved by ASTM and EI technical committees as being technically equivalent but that does not imply both standards are identical.

<sup>3</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto: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

measure conductivities from 1 pS/m or greater. The commercially available equipment referred to in these methods covers a conductivity range up to 2000 pS/m with good precision (see Section 12).

4.1.1 The EMCEE Models 1150, 1152, and 1153 Meters and D-2 Inc. Model JF-1A-HH are available with expanded ranges but the precision of the extended range meters has not been determined. If it is necessary to measure conductivities below 1 pS/m, for example in the case of clay treated fuels or refined hydrocarbon solvents, Test Method **D4308** should be used.

## 5. Significance and Use

5.1 The ability of a fuel to dissipate charge that has been generated during pumping and filtering operations is controlled by its electrical conductivity, which depends upon its content of ion species. If the conductivity is sufficiently high, charges dissipate fast enough to prevent their accumulation and dangerously high potentials in a receiving tank are avoided.

## PORTABLE METER METHOD

## 6. Apparatus

6.1 *Conductivity Cell and Current-Measuring Apparatus*—Because hydrocarbon conductivities are extremely low compared to aqueous solutions, special equipment that is capable of giving an almost instantaneous response with application of voltage is needed.<sup>4,5</sup>

6.2 *Thermometer*, having a suitable range for measuring fuel temperature in the field. A thermometer holder should be available so that the temperature can be directly determined for fuel in bulk storage, rail tank cars, and trucks.

NOTE 1—The Emcee Model 1153 and D-2 Inc. Model JF-1A-HH measures and stores the sample temperature during the test cycle. D-2 Inc. Model JF-1A-ST measures and displays sample temperature at the completion of the test cycle.

6.3 *Measuring Vessel*—Any suitable vessel capable of holding sufficient fuel to cover the electrodes of the conductivity cell.<sup>4</sup>

## 7. Reagents and Materials

7.1 *Cleaning Solvents*—Use isopropyl alcohol (**Warning**—Flammable) if water is suspected followed by analytical grade toluene (**Warning**—Flammable. Vapor harmful).

<sup>4</sup> The following equipment, as listed in RR:D02-1161, RR:D02-1476, RR:D02-1575, RR:D02-1680, and RR:D02-2025 was used to develop the precision statements. Models 1150, 1151, 1152, and 1153 from Emcee Electronics, Inc., 520 Cypress Ave., Venice FL 34285; MLA 900 from MBA Instruments GmbH, Friedrich-List-Str 5, D-25451 Quickborn, Germany, Model JF-1A-HH and JF-1A-ST from D-2 Incorporated, 6 Otis Park Dr., Bourne, MA 02532. This is not an endorsement or certification by ASTM. If you are aware of alternative suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee,<sup>1</sup> which you may attend.

<sup>5</sup> The older style Maihak Conductivity Indicator and the Emcee Model 1151 are no longer in production.

7.1.1 A mixture of 50 % volume analytical grade isopropanol and 50 % volume analytical grade heptane (**Warning**—Flammable. Vapor harmful) is a satisfactory substitute for toluene.

## 8. Sampling

8.1 Fuel conductivity measurements should be made in situ or at the point of sampling to avoid changes during sample shipment. If it is necessary to take samples for subsequent analysis, the following precautions should be taken:

8.2 The sample size should be as large as practicable (see 6.3).

8.3 The conductivity of fuels containing static dissipator additives is affected by sunlight and other strong light sources. Samples in clear glass containers can experience significant conductivity loss within 5 min of sunlight exposure. See Practice **D4306** for further discussion.

NOTE 2—Test method results are known to be sensitive to trace contamination from sampling containers. For recommended sampling containers refer to Practice **D4306**.

8.4 Prior to taking the samples, all sample containers, including caps, shall be rinsed at least three times with the fuel under test. Used containers should be thoroughly cleaned with cleaning solvent, if necessary, in accordance with **D4306**, paragraph 6.6, and air dried.

8.5 Conductivity measurements should be made as soon as possible after sampling and preferably within 24 h.

## 9. Cleaning Procedures

9.1 If the cell is in contact with water and the instrument is switched on, an immediate offscale reading will be obtained. If the cell has been in contact with water, it shall be thoroughly rinsed with cleaning solvent, preferably isopropyl alcohol, and dried with a stream of air. The meter may display a non-zero reading caused by condensation forming on the cell when the meter is taken from a cool, dry environment and subjected to hot, humid conditions. This condition can be avoided by storing the cell at a temperature 2 °C to 5 °C in excess of the ambient temperature, when practicable.

9.2 In normal use, the probe on handheld instruments should be cleaned with toluene or a mixture of heptane and isopropanol and air-dried after use, to ensure that ionic materials absorbed on the probe during previous tests will not contaminate the sample and give an erroneous result.

## 10. Calibration

10.1 The calibration procedure will be dependent upon the equipment used. The procedures for the instruments listed in Footnote 3 are described in **Annex A1 – Annex A6**.

## 11. Procedure

11.1 The specific instrument calibration procedures detailed in **Annex A1 – Annex A4** are an essential part of the following generalized procedures. The appropriate calibration steps for the instrument used should be followed prior to commencing the subsequent procedures.

11.2 *In Situ Field Measurement on Tanks, Tank Cars, Tank Trucks, etc.*—For field measurements the conductivity meters referred to in Footnote 3 are considered suitable. The use of these meters in hazardous locations may be restricted by the regulatory agency having jurisdiction. The EMCEE 1152 and MLA 900 have an extension cable or can be equipped with one to lower the cell into the tank. High impedance hand held meters are susceptible to electrical transients caused by extension cable flexing during measurements. Failure to hold the apparatus steady during measurement can result in significantly poorer precision. The following instructions apply to the meters referenced in Footnote 3.

11.2.1 Check meter calibration as detailed in [Annex A1](#), [Annex A3](#), [Annex A4](#), or [Annex A6](#), depending on the meter used. Bond the meter to the tank and lower the conductivity cell into the tank to the desired level taking care to avoid partial immersion or contact with tank water bottoms, if present. Move the conductivity cell in an up-and-down motion to remove previous fuel residues. (**Warning**—To prevent static discharge between a charged fuel and a conductive probe inserted into a tank, the appropriate safety precautions of bonding and waiting for charge dissipation should be observed. For example, the American Petroleum Institute in RP 2003 recommends that a 30-min interval be allowed after pumping into a storage tank before an operator mounts a tank to insert a sampling device. This will also ensure that the fuel is electrically at rest.)

11.2.2 After flushing the cell, hold it steady and after activating the instrument record the highest reading after initial stabilization. This should occur within 3 s. Record the fuel temperature.

NOTE 3—The Emcee Model 1153 automatically measures and records the reading at 3 s. The D-2 Model JF-1A-HH samples 10 times upon activation. Allow the center bar indicator on the display to come to center, indicating the current reading has repeated. Once repeated, press the sample button again to display the conductivity, temperature data and store the data to the instruments memory. The JF-1A-ST powers and indicates 'Ready' when ready to sample. Once probe is immersed into a sample, the user presses the sample button a second time to activate sampling and 10 determinations are made indicated by a completion bar. When complete, the result is averaged from data collected and the average result is displayed alternately with sample temperature.

11.3 *Laboratory and Field Measurements on Sampled Fuels:*

11.3.1 *Preparation of Containers (Metal or Glass)*—Prior to taking samples, take extreme care to ensure that all containers and measuring vessels have been thoroughly cleaned. It is preferable that containers are laboratory cleaned prior to shipment to the field for sampling (see Section 8).

11.3.2 *Measurement*—Rinse the conductivity cell thoroughly with the fuel under test to remove fuel residues remaining on the cell from previous tests. Transfer the fuel to the measuring vessel and record the conductivity of the fuel using the procedure applicable to the particular apparatus. If

one of the conductivity meters referenced in Footnote 3 is used, follow these instructions: Rinse the cell concurrently with the rinsing of the measuring vessel. Then transfer the sample to be tested to the clean, rinsed measuring vessel. Check meter calibration as detailed in [Annex A1](#), [Annex A4](#), or [Annex A6](#), depending on the meter used. Fully immerse the conductivity cell into the test fuel and measure the conductivity following the procedure in 11.2.2 and the appropriate Annex. Record the fuel temperature.

NOTE 4—In order to avoid erroneous readings, it is important to ensure that the bottom of the conductivity cell does not touch the sample container. This is applicable to all containers, whatever the material of construction.

NOTE 5—With the Emcee Model 1152 Digital Meter and the MLA 900 Meter, measurements exceeding the range of the meter are indicated by a single digit "1" in the left side of the display where 1000s are shown. The D-2 Model JF-1A-HH and JF-1A-ST report to the display the text, "Value is Over Range." A qualitative conductivity estimate (for which precision has not been established) can be made by inserting the probe in the sample to the first set of holes closest to the tip, which are at the mid point of the sensing portion of the probe. Since the displayed conductivity is inversely proportional to the depth of immersion, the value displayed, if any, should be doubled. Conductivities less than 1 pS/m up to 20 000 pS/m can be determined using Test Method [D4308](#). When using the Emcee Model 1153 Digital Meter, measurements exceeding the range of the meter "OVER" will be displayed.

## 12. Report

12.1 Report the electrical conductivity of the fuel and the fuel temperature at which measurement was made. If the electrical conductivity reads zero on the meter, report less than 1 pS/m.

NOTE 6—It is recognized that the electrical conductivity of a fuel varies significantly with temperature and that the relationship differs for various types of aviation and distillate fuel. If it is necessary to correct conductivity readings to a particular temperature, each laboratory would have to establish this relationship for the fuels and temperature range of interest. Refer to [Appendix X2](#) for additional information of the effect temperature has on the electrical conductivity of fuels.

## 13. Precision and Bias<sup>6</sup>

13.1 As the precision was determined from results obtained at a single location, the reproducibility value may not be comparable when results obtained at different times and locations are compared, due to changes in the property of interest: sampling, shipping, storage and environmental conditions. The precision data generated for [Table 1](#) did not include any gasolines or solvents.

<sup>6</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Reports RR:D02-1013, RR:D02-1476, RR:D02-1161, RR:D02-1680, and RR:D02-1799. RR:D02-1161 gives details of data by the IP which resulted in the data in [Table 1](#) for the Emcee Digital Conductivity Meter. The data in RR:D02-2025 support the precision for the MLA-900. The data in RR:D02-2040 support the precision for the D-2 Model JF-1A-HH and D-2 Model JF-1A-ST.

**TABLE 1 Precision<sup>4</sup> of Emcee Models 1150, 1152, and 1153<sup>6</sup>**

Repeatability = $0.697 \cdot (x^{0.6386})$ Reproducibility, Single Site = $1.174 \cdot (x^{0.6386})$		
Conductivity, pS/m	Repeatability	Reproducibility
1	1	1
15	4	7
20	5	8
30	6	10
50	8	14
70	11	18
100	13	22
200	21	35
300	27	45
500	37	62
700	46	77
1000	57	97
1500	74	125

<sup>4</sup> The precision limits in **Table 1** are applicable at room temperatures; significantly higher precision ( $\times 2$ ) may be applicable at temperatures near  $-20^{\circ}\text{C}$ .

NOTE 7—An ILS precision program<sup>7</sup> was conducted to develop a single precision statement for all Emcee Electronics, Inc. meters listed in this test method. The manufacturers of other meters listed in this test method elected not to participate.

13.1.1 Single site ILS(s) were approved by the subcommittee and carried out for the following reasons: fuel conductivity is an unstable property that can change with time, temperature, storage, shipping, and environmental conditions.

13.1.2 *Repeatability*—The difference between successive measured conductivity values obtained by the same operator with the same apparatus under constant operating conditions on identical test material at the same fuel temperature would, in the long run, in the normal and correct operation of the test method, exceed the values in **Table 1** only in one case in twenty.

13.1.3 *Reproducibility, Single Site*—The difference between two single and independent measurements of conductivity obtained within a 4 h time period by different operators using different instruments working at the same location (13.2) on identical test material at the same fuel temperature would, in the long run, in the normal and correct operation of the test method, exceed the values in **Table 1** only in one case in

<sup>7</sup> The following continuous measuring equipment has been found to meet the stated precision for this test method: Model 1150 Staticon Conductivity Monitor and Injection System, manufactured by Emcee Electronics, 520 Cypress Ave., Venice, FL 34285. Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1799. If you are aware of alternative suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee,<sup>1</sup> which you may attend.

twenty.

13.2 In 1987, a test program was carried out to investigate reproducibility of results when samples are shipped between laboratories. (See **Appendix X1**.)<sup>8</sup> While repeatability values were similar to those in **Table 1**, it was concluded that adequate reproducibility values were not obtained due to changes in conductivity of samples during shipment and storage. In the event of dispute or concern regarding shipped sample conductivity, it is recommended that operators come to the bulk fuel storage site to measure conductivity on bulk fuel or on freshly obtained samples according to cited procedures. This assures that a sample identical to the bulk supply is tested by either or both parties and the precision data shown in **Table 1** shall apply.

13.3 The MLA 900 Emcee Model 1153, and D-2 Inc. Model JF-1A-HH meters provide a sample temperature measurement. Precision of the MLA 900 is shown in **Table 2**. Precision of the D-2 Inc. Model JF-1A-HH and JF-1A-ST is shown in **Table 3**.

13.4 *Bias*—Since there is no accepted reference material or test method for determining the bias of the procedure in Test Methods D2624 for measuring electrical conductivity, bias cannot be determined.

<sup>8</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1235. Contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org).

**TABLE 2 Precision<sup>4</sup> of MLA 900 Meter<sup>6</sup>**

Repeatability = $0.2104 \cdot (x^{0.802})$ Reproducibility, Single Site = $0.2406 \cdot (x^{0.802})$		
Conductivity, pS/m	Repeatability	Reproducibility
1	0	0
15	2	2
20	2	3
30	3	4
50	5	6
70	6	7
100	8	10
200	15	17
300	20	23
500	31	35
700	40	46
1000	54	61
1500	74	85

<sup>4</sup> The precision limits in **Table 2** are applicable at room temperature; significantly higher precision ( $\times 2$ ) may be applicable at temperatures near  $-20^{\circ}\text{C}$ .



**TABLE 3 Precision<sup>A</sup> of D-2 Incorporated JF-1A-HH, JF-1A-ST<sup>6</sup>**

Repeatability =  $0.840 \times (x^{0.5218})$  (when  $x$  is  $<420$ ), =  $0.07764 \times (x^{0.9158})$  (when  $x$  is  $\geq 420$ )

Reproducibility, Single Site =  $1.57 \times (x^{0.5218})$

Conductivity, pS/m	Repeatability	Reproducibility
1	1	2
15	3	6
20	4	8
30	5	9
50	6	12
70	8	14
100	9	17
200	13	25
300	16	31
500	23	40
700	31	48
1000	43	58
1500	63	72

<sup>A</sup> The precision limits in Table 3 are applicable at room temperature; significantly higher precision ( $\times 2$ ) may be applicable at temperatures near  $-20^\circ\text{C}$ .

## CONTINUOUS IN-LINE CONDUCTIVITY

### 14. Apparatus<sup>7</sup>

14.1 The Emcee Staticon System has the capability of measuring and recording the conductivity and temperature of a fuel stream.

14.2 Continuous measurements may be made where suitable precautions have been taken to remove static charges before the representative fuel stream is passed through the in-line measuring cell. A controlled, continuous flow through the cell prevents ion depletion, thereby providing the equivalent of rest conductivity as a continuous measurement. Further, measuring the conductivity with the use of a side stream sensor with constant flow renders conductivity insensitive to the actual flow rate of the fuel stream being sampled.

### 15. Installation

15.1 In general, the equipment is designed for permanent installation in the fuel distribution system. Follow the manufacturer's recommendations concerning installation and flow control, particularly with respect to the provision of adequate relaxation time. Install the sample tapping point at least 30 m downstream of any additive injection system, unless a mixing device is used which has been shown to give adequate mixing of the additive concerned prior to sampling.

### 16. Calibration

16.1 The specific calibration procedure detailed in Annex A3 is an essential part of the general procedure and should be completed prior to initiating automatic monitoring and control of continuous fuel streams. If fitted, the high- and low-level alarm circuits should be calibrated as recommended by the manufacturer.

### 17. Procedure

17.1 Flush the cell thoroughly by initiating a controlled flow of the fuel to be measured. Purging of air from the cell and adequate flushing is normally achieved in a few minutes but a longer flush is recommended when calibrating the instrument. The controlled flow must conform to the manufacturer's

recommendation. Too fast or too slow a flow will result in inaccuracies in the conductivity measurement.

### 18. Measurement

18.1 After calibration, select the instrument scale of the approximate range anticipated for the fuel stream and initiate continuous measurements of fuel conductivity. Make measurements at the test cell temperature (indicated by the installed thermometer), which should approximate the temperature of the fuel in the system.

### 19. Report

19.1 Report the electrical conductivity of the fuel and the fuel temperature at which measurement was made.

### 20. Precision and Bias

20.1 *Repeatability*—Repeatability of the continuous meter has been established to be within the range given for the portable instruments (see 13.1.2).<sup>6</sup>

20.2 *Reproducibility, Single Site*—Reproducibility was established during an ILS performed in October 2012.<sup>7</sup>

20.3 *Bias*—Since there is no accepted reference material or test method for determining the bias of the procedure in this test method, bias cannot be determined.

### 21. Apparatus<sup>9</sup>

21.1 Continuous measurements can be made using a sensor that utilized alternating current measurement technique. In this type of instrument, the constant rotation of the applied electric field prevents the formation of polarization impedances on the electrodes. The sensor then yields the equivalent of dc-type resting conductivity readings.

### 22. Installation

22.1 The JF-1A sensor should be used as specified in the "Installation and Safe Use Manual, Ref. A440-010" that is provided with the instrument. The JF-1A has an integral temperature measurement channel.

### 23. Calibration

23.1 The specific calibration procedure detailed in Annex A5 is an essential part of the general procedure and should be completed prior to initiating automatic monitoring and control of continuous fuel streams.

### 24. Procedure

24.1 Use instrument in accordance with the manufacturer's procedures (see item 22).

### 25. Measurement

25.1 Model JF-1A provides means to read a 4 mA to 20 mA current loop output that is proportional to conductivity and a

<sup>9</sup> The following continuous measuring equipment has been found to meet the stated precision for this test method: Model JF-1A Conductivity Sensor, manufactured by D-2 Incorporated, 6 Otis Park Dr., Bourne, MA 02532. If you are aware of alternative suppliers, please provide this information to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee,<sup>1</sup> which you may attend.

second loop output that is proportional to fuel temperature. Alternately, serial ASCII data is available for direct interface to a computer or other logging device.

NOTE 8—Current loop outputs are nominally scaled to 0 pS/m to 500 pS/m. The unit can be field programmed for other ranges up to 0 pS/m to 2000 pS/m.

## 26. Report

26.1 Report the electrical conductivity of the fuel and the fuel temperature at which measurement was made.

## 27. Precision and Bias

27.1 *Repeatability*—Repeatability of the continuous meter has been established to be within the range given for the portable instruments (see 13.1.2).<sup>10</sup>

<sup>10</sup> Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report RR:D02-1588. Contact ASTM Customer Service at service@astm.org.

27.2 *Reproducibility, Single Site*—Reproducibility of the continuous meter has been established to be within the range given for the portable instruments.

27.3 *Bias*—Bias of the continuous meter has been established to be within the range given for the portable instruments.

## 28. Keywords

28.1 aviation fuels; conductivity meter; conductivity unit; distillate fuels; electrical conductivity; in-line; picosiemens per meter; rest conductivity; static dissipator additives; static electricity

# ANNEXES

## A1. CALIBRATION OF THE EMCEE CONDUCTIVITY METER MODEL 1152 (DIGITAL TYPE)

A1.1 Connect the probe to the connector on the Emcee Digital Conductivity Meter and depress the MEASURE switch (M) with the probe out of the fuel sample. Zero reading should be  $000 \pm 001$  (in approximately 3 s).

A1.2 If the instrument does not meet the specification, remove the probe and depress MEASURE switch (M). If the instrument meets the specification without the probe attached, the probe should be thoroughly rinsed with isopropyl alcohol and allowed to air dry before retesting for zero. If the instrument does not meet the specification without the probe attached, then the adjustment procedure of A1.4 should be performed.

A1.3 Note the calibration number stamped on the probe. Depress the CALIBRATION switch (C) with the probe out of the fuel sample. The reading should be ten times the number

stamped on the probe  $\pm 005$  (after approximately 3 s). For example: Probe number equals 40, meter reading must be  $400 \pm 005$  (395 to 405). If instrument does not meet specification, proceed to A1.5.

A1.4 Zero adjustment is performed without the probe attached and the MEASURE switch (M) depressed. Insert a screwdriver in the hole marked “Zero” and adjust the control until the DISPLAY reads  $000 \pm 001$ .

A1.5 Calibration is performed without the probe attached and with the CALIBRATION switch depressed. Insert a screwdriver in the hole marked “CALIBRATE” and adjust to within  $\pm 002$  of ten times the number stamped on the probe. Do not attempt to adjust the meter using the plugged hole between the Zero and Calibrate holes.

## **A2. CALIBRATION OF THE STATICON CONDUCTIVITY MONITOR MODEL 1150 (IN-LINE)**

A2.1 Before carrying out the calibration procedure, flush the installed conductivity cell and adjust the fuel flow to the recommended level.

A2.2 Before calibrating, turn the power switch to ON and adjust the meter to zero as directed. Turn the function switch to CALIBRATE. Press the meter button and read. The meter should indicate 100 pS/m on each of three scales. If not, adjust

as instructed. Turn the function switch to LOW ALARM, adjust the alarm level as required. The optional high-level alarm may be calibrated in a similar manner on monitors fitted with this equipment. Turn the function switch to OPERATE and lift the reset switch. (The alarm light will go out.) The recorder will then indicate the conductivity of the fuel stream. The alarm will be activated and the pumping circuits disabled if the conductivity drops below (or above) the preset level.

## **A3. CALIBRATION OF THE MLA 900 CONDUCTIVITY METER**

A3.1 The MLA 900 consists of four instrument components: measuring probe, display unit, ground terminal, and probe cables which conform to technical safety regulations only when used as an assembled unit. The probe cables are 2 m or 10 m. The display unit and the measuring probe are a matched pair for optimum performance and have the same serial number.

A3.2 The cable connections, the ground terminal, and an earthing or bonding connection should be firmly in place before commencing measurements in a hazardous location. Verify that the outside cylinder of the measuring probe is tightly screwed on, and that the measuring probe is clean and dry. If not, clean according to instructions in Section 9.

A3.3 The instrument is switched on by opening the cover flap of the display unit. Open the cover flap with the probe hanging freely in air. The conductivity value measured should

be  $-2$  pS/m to  $+2$  pS/m. If a value greater than 2 pS/m is displayed, carefully clean the probe and re-measure. If a value below  $-2$  pS/m is displayed, check the battery – a “BAT” message will be seen on the display.

A3.4 Hold the surface of the measuring probe with the MAIHAK symbol close to the red disc on the display unit. A value of  $1000 \text{ pS/m} \pm 10 \text{ pS/m}$  should be displayed.

A3.5 If the instrument fails the calibration check after following the above instructions, it must be returned to the manufacturer for recalibration.

## **A4. CALIBRATION OF THE EMCEE CONDUCTIVITY METER MODEL 1153 (DIGITAL TYPE)**

### **A4.1 Zero Check:**

A4.1.1 With the probe out of the sample to be tested, depress the pressure sensitive switch *once and then again* when EMCEE is displayed.

A4.1.2 The display will scroll through the test operation and the new conductivity data should read “0.” The temperature of the environment will be displayed.

A4.1.2.1 If a number other than “0” is displayed, this probably is an indication that the probe is contaminated and should be cleaned. (See Section 9 on Cleaning Procedures.)

A4.2 *Over-Range Check*—Conductivity is greater than 2 K pS/m.

A4.2.1 With the probe out of the sample to be tested, depress the pressure sensitive switch *once and then again* when EMCEE is displayed.

A4.2.2 When the red LED stops blinking and remains on, short the outer conductor to the inner conductor of the probe. A thumb or finger touching the tip of the probe to short the two conductors is sufficient and is perfectly safe to the operator.

A4.2.2.1 At the end of the test period when the LED extinguishes, the display will scroll through and in lieu of displaying a numerical value for the conductivity the display will read “OVER,” thus indicating that the measurement is *over range* and the meter is operating properly.

## **A5. D-2 INCORPORATED MODEL JF-1A (IN-LINE)**

A5.1 Before performing a test, clean the sensor in clean isopropyl alcohol, and blow dry using dry compressed air. This step should be repeated until all signs of fuel residual have been removed from the sensor. If either an AIR reading of ZERO larger than  $\pm 2$  pS/m is observed or the user suspects that the unit is not reading correctly, complete the following steps:

NOTE A5.1—Isopropyl alcohol is highly conductive, and any residual traces inside the sensor between the two electrodes will overage the instrument. To flush the isopropyl alcohol, a reagent grade toluene can be used as an after rinse and allowed to air dry. If the isopropyl alcohol is well blown off with dry compressed air, no residuals will be left, eliminating the need to use the more exotic toluene.

A5.2 *Power Sensor*—Using the test cable (consult manufacturer), connect the sensor to a suitable power supply and the serial connector to COM 1 of the PC. Load and run the program JFWIN (consult manufacturer).

A5.3 *Set Sensor Zero*—When JFWIN is reporting low values (less than 5 pS/m), the user can be satisfied that the sensor is clean. When ready to zero, press the “Zero Calibra-

tion” data button in the JFWIN menu. The program will report data being taken and completion when done. Readings on the screen should report less than 2 pS/m and be stable. The green “ZERO OK” light will light when complete.

A5.4 *Set Sensor Scale*—Place the sensor in a fuel with an additive that is near the full-scale range of interest. We suggest a value higher than the range over which the sensor is going to be operated. For example, if the user intends to measure conductivity in the 0 pS/m to 500 pS/m range, then a good value to calibrate the sensor with is 750 pS/m to 1000 pS/m. This reduces uncertainty over the range of interest. The value of the standard can be measured using an EMCEE handheld meter or other ASTM Test Methods D2624 referred device. On the JFWIN screen, depress the “SCALE CALIBRATE” menu button, and enter the sample standard value when requested. When the program cycle is complete, the “SCALE COMPLETE LIGHT” will light, and values reported should correspond to the standard sample value entered in the program.

## **A6. CALIBRATION OF THE D-2 INC. JF-1A-HH AND JF-1A-ST CONDUCTIVITY METER**

A6.1 Before performing a test, clean the sensor in clean isopropyl alcohol, and blow dry using dry compressed air. This step should be repeated until all signs of fuel residual have been removed from the sensor. If either an AIR reading of ZERO larger than +2 pS/m is observed or the user suspects that the unit is not reading correctly, complete the following:

A6.1.1 To flush any residual isopropyl alcohol, rinse the sensor with reagent grade toluene and allow to air dry.

NOTE A6.1—Isopropyl alcohol is highly conductive, and any residual traces inside the sensor between the two electrodes will overage the instrument. If the isopropyl alcohol is well blown off with dry compressed air, no residuals will be left, eliminating the need to use toluene for a final rinse.

A6.2 The instrument is switched on by pressing the Sample Button on the front of the unit. With unit cleaned and held in air the conductivity value measured should be  $-0.5$  pS/m to

+1 pS/m. If a value greater than +1 pS/m is displayed, carefully clean the probe and re-measure.

A6.3 If the JF-1A-HH instrument fails the calibration check after following the above instructions, it must be returned to the manufacturer for recalibration. The JF-1A-ST can be inserted in the calibration cradle (contact manufacturer). A full diagnosis, validation, and calibration can be performed. Repeat **A6.2**.

A6.4 The JF-1A-HH has an internal real time clock with date calendar. After 1 year has passed from the last factory calibration the operator is warned that the unit needs to be re-calibrated. The user can proceed to use the instrument but it should be returned to the factory for re-calibration at the first opportunity.



## APPENDIXES

### (Nonmandatory Information)

#### X1. DISCUSSION OF PRECISION STATEMENTS—TESTS CONDUCTED AT A COMMON SITE VERSUS DIFFERENT LOCATIONS (RR:D02-1235)<sup>6</sup>

**X1.1 Purpose of Test Program**—A round-robin test program<sup>8</sup> was conducted to determine if the precision of the test method is affected when samples are shipped to different laboratories for testing.

##### X1.2 Background:

**X1.2.1** From past test programs such as the one documented in RR:D02-1013 (9/11/75),<sup>6</sup> it was determined samples may change as a function of time. Therefore, the precision statement in Test Methods D2624–89 was calculated from data obtained at a common test site. The basis for the precision data was developed in a cooperative test program carried out on October 28, 1981, at the Mobil Paulsboro laboratory. These data are reported in RR:D02-1161, dated June 1982,<sup>6</sup> and were further analyzed by the IP to result in the precision statement data for repeatability and reproducibility shown in Test Methods D2624–89.

**X1.2.2** The question still remained, however, of whether the judgment that samples shipped to various laboratories would not be “identical” was substantially correct. A cooperative test program was therefore organized to evaluate the precision of Test Methods D2624 when samples were shipped between laboratories. The test program was conducted in 1987, and documented in RR:D02-1235.<sup>6</sup>

##### X1.3 Test Program:

**X1.3.1** In the 1987 program, ten fuels of various types were prepared with a planned conductivity range of 0 pS/m to 1000 pS/m. Details of the fuel types and additives are given in Appendix I of the research report. Samples included Jet A, Jet A-1, Diesel, JP-4, JP-8, and Jet-B fuels (the military specification fuels contained the fuel FSII/corrosion inhibitor package). Conductivity additives included Stadis 450 and ASA-3 in aviation fuels and Petrolite T-511 and Mobil Conductivity Improver in the nonaviation fuels.

**X1.3.2** The protocol for testing as provided to participants is given in Appendix II of the research report. Tests were carried out with Emcee Model 1152 Digital Conductivity Meter only; participants were asked to measure conductivity directly in the containers.

##### X1.4 Data:

**X1.4.1** Data were obtained at typical laboratory (20 °C) and reduced temperatures. Data obtained at typical laboratory

temperatures outside 19 °C to 21 °C were temperature-compensated to 20 °C.

**X1.4.2** The data obtained from the test program as well as the temperature-compensated data are in Appendix III, Tables 1, 2, and 3 of the research report.

**X1.5 Statistical Analyses**—The reduced temperature data were not used to calculate precision. Details of the statistical analysis are in Appendix IV of the research report. The results from Appendix III, Table 3, temperature-compensated data, are given in **Table X1.1**. Information for the table was extracted from the April 7, 1988, minutes of the Test Methods D2624 Conductivity Round Robin Task Force of Section J-11 on Electrical Characteristics.

##### X1.6 Conclusions:

**X1.6.1** The task force recommended that results of this program (RR:D02-1235)<sup>6</sup> be referenced in Test Methods D2624 and **D4308**, with the recommendation that samples should not be shipped between laboratories for these tests. The basis for this recommendation is that adequate reproducibility is not obtained for shipped samples.

**X1.6.2** It is not possible to decide on the basis of this study that any one fuel or additive type presents a particular problem with respect to shipment of samples between laboratories, or that any one fuel type is less vulnerable to change in transit/storage.

**X1.6.3** It might be possible to define a narrow band of conditions under which many samples could be transported to other laboratories and tested with acceptable reproducibility of data. However, one reason for change in sample conductivity is interaction of the conductivity additive with other trace materials in the fuel, unrelated to the container type or other conditions. Because type and amount of these materials vary, there is no way of predicting whether a specific fuel sample will or will not be affected. This problem has been observed with all fuel and additive types.

**TABLE X1.1 Comparison of Precision Data from Common and Different Sites**

Conductivity, pS/m	Repeatability		Reproducibility	
	Common Site	Different Sites	Common Site	Different Sites
30	2	4	6	53
100	5	7	17	97
300	14	13	45	169
500	21	22	69	218

## X2. TEMPERATURE-CONDUCTIVITY RELATIONSHIPS

### X2.1 Introduction:

X2.1.1 The conductivity of hydrocarbon fuels and solvents generally changes with temperature, primarily due to changes in the mobility of the conducting species related to fuel viscosity effects. The possibility of dramatic temperature changes during the handling of hydrocarbons should especially be considered when the fuel or solvent is treated with static dissipator (conductivity improving) additives. The temperature-conductivity relationship of jet fuels and No. 2 heating and diesel fuels has been studied extensively,<sup>11</sup> although much data are not in the open literature. Extensive data are not available for other hydrocarbons.

X2.1.2 This appendix provides some guidance on how to evaluate low temperature needs and on the examination of fuel or solvent behavior.

### X2.2 Fundamental Relationships:

X2.2.1 Conductivity has a semi-log relationship to temperature, but with some restrictions, as shown in (Eq X2.1).

$$\text{Log}_{10} K_{t1} = n(t1 - t2) + \text{Log}_{10} K_{t2} \quad (\text{X2.1})$$

where  $K_{t1}$  and  $K_{t2}$  are the conductivities at temperatures  $t1$  and  $t2$ , and  $n$  is the temperature-conductivity coefficient and has units of  $^{\circ}\text{F}^{-1}$  or  $^{\circ}\text{C}^{-1}$ . It is important to show these units to avoid confusion. This equation can be rearranged to give the following:

$$n = \frac{\text{Log}_{10} K_{t1} - \text{Log}_{10} K_{t2}}{t1 - t2} \quad (\text{X2.2})$$

Thus after measuring the conductivity of a fuel at two different temperatures the value of  $n$  can be calculated and then, using (Eq X2.2), the conductivity of that fuel can be estimated at other temperatures.

X2.2.2 There are, however, some limitations to this approach. Studies with jet fuels<sup>11</sup> have shown that the temperature-conductivity coefficients grows larger at temperatures below about  $-10^{\circ}\text{C}$ . In other words, the semilog relationship is not always linear over a broad range. If conductivity at very low or high temperatures is of interest a separate coefficient should be calculated based on actual measurements at the lowest temperatures likely to be encountered.

### X2.3 Practical Considerations:

X2.3.1 Unfortunately, only very clean hydrocarbons show reproducible conductivity-temperature relationships. Most fuels contain trace contaminants or co-additives which strongly affect the behavior of conductivity as temperature varies. In exceptional circumstances fuels have shown higher conductivity at  $-20^{\circ}\text{C}$  than at  $+25^{\circ}\text{C}$ . Evaluations of static dissipator

additives in clay-treated versus nontreated fuel have demonstrated that trace impurities play an important role.

X2.3.2 Either the temperature-conductivity coefficient can be assumed to vary over a wide range, or several fuels from a specific source can be evaluated to see if a narrower range applies.

X2.3.3 Temperatures likely to be encountered can be determined based on expected ambient temperatures during the lifetime of the hydrocarbon, bulk storage temperatures, and line-fill volume and temperatures.

X2.4 *Typical Temperature-Conductivity Coefficients*—Temperature-conductivity coefficients likely to be encountered are cited in the following table. These data are not represented, or expected, to include the extremes of behavior which can be encountered and are only for guidance purposes.

Fuel Type	$n$ , Typical, $^{\circ}\text{C}^{-1}$
Aviation Gasoline	0.006 to 0.014
Jet B (JP-4)	0.007 to 0.015
Jet A-1 (Jet A)	0.013 to 0.018
No. 2, 2D	0.015 to 0.022

X2.4.1 It can be seen from the data that for aviation gasoline, like other fuels, the coefficient is greater for very low temperatures (see Table X2.1).

### X2.5 Determination of Temperature-Conductivity Coefficients:

X2.5.1 Measurements to determine coefficients are easily carried out and require only a few simple precautions. In general, these simply assure that other variables are controlled so that temperature effects only are measured.

X2.5.2 Test containers should be as specified in Practice D4306.

X2.5.3 Before varying temperature, fuel should be stored in the test container for a time until a stable conductivity value is obtained at room temperature; one or two weeks may be required.

X2.5.4 Conductivity should then be measured at room temperature, then after storage for 24 h at each test temperature. Temperatures should include the complete range of interest.

X2.5.5 The container should then be stored for 24 h at room temperature and conductivity remeasured; a value close to that obtained originally should be obtained.

TABLE X2.1 Temperature-Conductivity Coefficients

Aviation Gasoline (Avgas)	Temperature-Conductivity Coefficient / $(^{\circ}\text{C})^{-1}$		Average of Two Coefficients
	$-30^{\circ}\text{C}$ to $0^{\circ}\text{C}$	$0^{\circ}\text{C}$ to $+30^{\circ}\text{C}$	
Refinery A	0.014007	0.005973	0.009990
Refinery B	0.009653	0.008371	0.009012
Average	0.011830	0.007172	0.009501

<sup>11</sup> Gardner, L., and Moon, F. G., "The Relationship Between Electrical Conductivity and Temperature of Aviation Fuels Containing Static Dissipator Additives," NRC Report No. 22648, 1983.

## SUMMARY OF CHANGES

Subcommittee D02.J0 has identified the location of selected changes to this standard since the last issue (D2624 – 21a) that may impact the use of this standard. (Approved Oct. 1, 2022.)

- |   |  |
|---|--|
| (1) Revised <b>Note 1</b> , <b>Note 3</b> , and <b>Note 5</b> .   | (4) Deleted former Fig. 1.                 |
| (2) Revised subsections <b>13.1</b> , <b>13.1.3</b> , <b>13.3</b> , <b>20.2</b> , <b>27.2</b> , and <b>A6.3</b> . | (5) Added new Research Report RR:D02-2040. |
| (3) Added subsection <b>13.1.1</b> and renumbered subsequent.   | (6) Revised <b>Tables 1-3</b> .            |

Subcommittee D02.J0 has identified the location of selected changes to this standard since the last issue (D2624 – 21) that may impact the use of this standard. (Approved Oct. 1, 2021.)

- |   |   |
|---|---|
| (1) Moved <b>Table 1</b> to Section <b>13</b> .       | (4) Added new Research Report RR:D02-2025.      |
| (2) Revised subsections <b>11.2</b> and <b>13.3</b> . | (5) Revised <b>Table 2</b> and <b>Table 3</b> . |
| (3) Revised footnotes 2 and 4.                        |   |

Subcommittee D02.J0 has identified the location of selected changes to this standard since the last issue (D2624 – 15) that may impact the use of this standard. (Approved July 1, 2021.)

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|--|--|
| (1) Revised subsections <b>4.1</b> and <b>11.2.2</b> . | (3) Deleted former Annex A1 and renumbered subsequent. |
| (2) Revised <b>Note 5</b> .                            | (4) Deleted former subsection 8.1.1.                   |

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