



Standard Test Method for Particulate Contaminant in Aviation Fuel by Line Sampling¹

This standard is issued under the fixed designation D2276; 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 Department of Defense.

1. Scope*

1.1 This test method covers the determination of particulate contaminant in aviation turbine fuel using a field monitor.

1.2 There are two test methods described. The basic test method is used to evaluate the level of contamination gravimetrically. The second test method, presented in [Appendix X1](#), describes a color rating technique that is used for rapid qualitative assessment of changes in contamination level without the time delay required for the gravimetric determinations by stringent laboratory procedures.

1.3 There are two Annexes and two Appendixes in this test method.

1.3.1 [Annex A1](#) provides some precautionary information regarding the use of the required reagents.

1.3.2 [Annex A2](#) describes a standard practice for obtaining a sample of the particulates present in a flowing stream of aviation turbine fuel.

1.3.3 [Appendix X1](#) describes a test method for rating the particulate level in an aviation turbine fuel on the basis of the color of a filter membrane after sampling the fuel in the field.

1.3.4 [Appendix X2](#) provides some safety precautions to avoid static discharge resulting from the accumulation of electrical charges in the fuel and on the equipment while following the procedures.

1.4 The values stated in SI units are to be regarded as the standard. The values given in parentheses are for information only.

1.5 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

¹ This test method is under the jurisdiction of ASTM Committee D02 on Petroleum Products and Lubricants and is the direct responsibility of Subcommittee D02.J0.05 on Fuel Cleanliness.

This test method has been approved by the sponsoring committees and accepted by the Cooperating Societies in accordance with established procedures.

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2. Referenced Documents

2.1 *ASTM Standards*:²

D1193 Specification for Reagent Water

D1535 Practice for Specifying Color by the Munsell System

D1655 Specification for Aviation Turbine Fuels

D2244 Practice for Calculation of Color Tolerances and Color Differences from Instrumentally Measured Color Coordinates

D4865 Guide for Generation and Dissipation of Static Electricity in Petroleum Fuel Systems

D5452 Test Method for Particulate Contamination in Aviation Fuels by Laboratory Filtration

D6615 Specification for Jet B Wide-Cut Aviation Turbine Fuel

3. Terminology

3.1 *Definitions*:

3.1.1 *membrane color, n*—a visual rating of particulate on a filter membrane against ASTM Color Standards.

3.1.2 *membrane filter, n*—a porous article of closely controlled pore size through which a liquid is passed to separate matter in suspension.

3.1.2.1 *Discussion*—D02-1012³ contains information on membrane filters that meet the requirements therein.

3.1.3 *monitor, n*—something that reminds or warns.

3.1.3.1 *Discussion*—A plastic holder for a membrane filter held in a field sampling apparatus.

3.1.4 *particulate, adj*—of or relating to minute separate particles.

3.1.4.1 *Discussion*—Solids generally composed of oxides, silicates, and fuel insoluble salts.

3.2 *Definitions of Terms Specific to This Standard*:

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

³ Supporting data (and a list of suppliers who have provided data indicating their membranes, field monitors, and field monitor castings) have been filed at ASTM International Headquarters and may be obtained by requesting Research Report D02-1012.

*A Summary of Changes section appears at the end of this standard.

3.2.1 *volatile fuels, n*—relatively wide boiling range volatile distillate.

3.2.1.1 *Discussion*—These are identified as Jet B in Specification D6615 or the military grade known as JP-4.

4. Summary of Test Method

4.1 A known volume of fuel is filtered through a preweighed test membrane filter in a field monitor and the increase in membrane filter mass determined after washing and drying. The change in mass of a control membrane filter located immediately below the test membrane filter is also determined. The objective of using a control membrane is to assess whether the fuel itself influences the weight of a membrane. The particulate contaminant is determined from the increase in mass of the test membrane filter relative to the control membrane filter.

4.2 This test method employs a field monitor to filter a sample of fuel that is taken in the field by the sampling procedure detailed in Annex A2.

4.3 For situations where it is not possible to take a field monitor sample, procedures are given in Test Method D5452 for the determination of particulate contaminant in a fuel sample by laboratory filtration.

4.4 Appendix X1 describes a method for color-rating used filter membranes.

5. Significance and Use

5.1 This test method provides a gravimetric measurement of the particulate matter present in a sample of aviation turbine fuel by line sampling. The objective is to minimize these contaminants to avoid filter plugging and other operational problems. Although tolerable levels of particulate contaminants have not yet been established for all points in fuel distribution systems, the total contaminant measurement is normally of most interest. The Appendix X1 color rating method is useful for fuel system monitoring purposes. No quantitative relationship exists between gravimetric and color rating test results.

6. Apparatus

6.1 *Analytical Balance*, single- or double-pan, the precision standard deviation of which must be 0.07 mg or better.

6.2 *Oven*, of the static type (without fan-assisted air circulation), controllable to $90 \pm 5^\circ\text{C}$.

6.3 *Petri Dishes*, approximately 125 mm in diameter with removable glass supports for membrane filters.

6.4 *Forceps*, flat-bladed with unserrated, non-pointed tips.

6.5 *Vacuum System*.

6.6 *Test Membrane Filters*, ^{3,4} plain, 37-mm diameter, nominal pore size 0.8 μm (see Note 1).

6.7 *Control Membrane Filters*, ^{3,4} 37-mm diameter, nominal pore size 0.8 μm . (Gridded control membrane filters may be used for purpose of identification.)

⁴ All available membrane filters are not suitable for this application. Apparatus considered for this application shall be checked by the user for suitability in accordance with the requirements of D02-1012, 1994 revision.

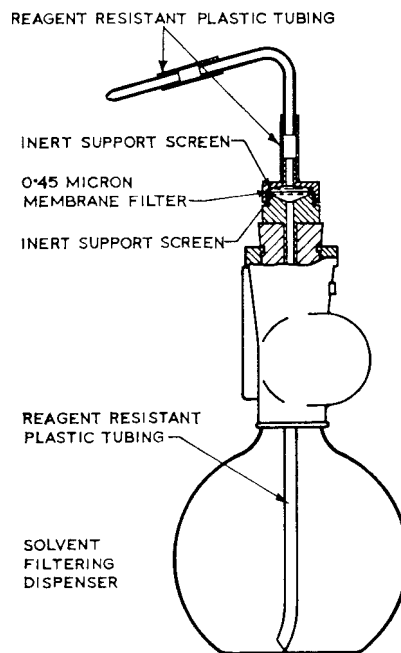


FIG. 1 Apparatus for Filtering and Dispensing Flushing Fluid

NOTE 1—Matched weight membrane filters,⁴ 37-mm diameter, nominal pore size 0.8 μm , may be used as test and control membrane filters if so desired. Use of matched-weight membrane filters precludes the necessity for carrying out subsequently the procedures detailed in Section 8.

6.8 *Dispenser for Flushing Fluid*, 0.45- μm membrane filters to be provided in the delivery line (see Fig. 1). Alternatively, flushing fluid that has been pre-filtered through a 0.45 μm membrane before delivery to the dispenser flask is acceptable.

6.9 *Field Monitors*, ⁴ complete with protective plugs and 34-mm support pads.

6.10 *Air Ionizer*, for the balance case (see Note 2 and Note 3).

NOTE 2—When using a solid-pan balance, the air ionizer may be omitted provided that, when weighing a membrane filter, it is placed on the pan so that no part protrudes over the edge of the pan.

NOTE 3—Air ionizers should be replaced within 1 year of manufacture.

6.11 *Multimeter/VOM*, used for determining whether electrical continuity is 10 Ω or less between 2 points.

6.12 *Field Monitor Flushing Apparatus*, of the type shown in Fig. 2. It consists of a receiving flask large enough to contain the flushing fluid and shall be equipped with a side arm to connect to the vacuum system. Reagent resistant tubing shall be arranged to allow passage of a grounding wire. An assembly of reagent grade resistant tubing and bung fitted with a glass tube shall be assembled as shown in Fig. 2 to attach to a field monitor.

6.13 *Ground/Bond Wire*, Nos. 10 through 19, (0.912 to 2.59 mm) bare stranded flexible stainless steel or copper installed in the flask and grounded as shown in Fig. 2.

7. Reagents

7.1 *Purity of Reagents*—Reagent grade chemicals shall be used in all tests. Unless otherwise indicated, it is intended that all reagents shall conform to the specifications of the Committee on Analytical Reagents of the American Chemical Society,

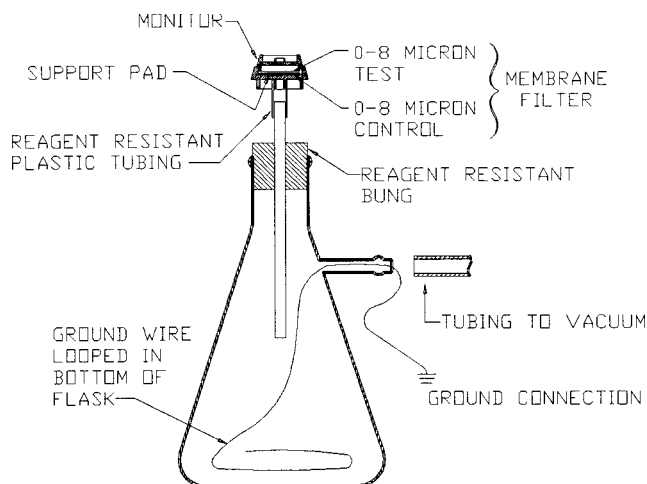


FIG. 2 Field Monitor Flushing Apparatus

where such specifications are available.⁵ Other grades may be used, provided it is first ascertained that the reagent is of sufficiently high purity to permit its use without lessening the accuracy of the determination.

7.2 *Purity of Water*— Unless otherwise indicated references to water shall be understood to mean reagent water as defined by Type III of Specification D1193.

7.3 *Isopropyl Alcohol*, reagent grade. (**Warning**— Flammable. See A1.1.)

7.4 *Liquid Detergent*, water-soluble.

7.5 *Flushing Fluids*:

7.5.1 *Petroleum Spirit (also known as petroleum ether or IP Petroleum Spirit 40/60)* (**Warning**—Extremely flammable. Harmful if inhaled. Vapors are easily ignited by electrostatic discharges, causing flash fire. See A1.2.), having boiling range from 35 to 60°C.

8. Preparation of Test and Control Membrane Filters and Field Monitors Prior to Sampling

8.1 Two 37-mm membrane filters of nominal pore size 0.8 µm are required: a test and a control membrane filter. Matched-weight membrane filters may be used if so desired (see Note 1). If matched-weight membrane filters are used, it is unnecessary to carry out the procedures detailed in this section because they have been carried out previously by the membrane filter supplier. The two membrane filters used for each individual test should be identified by marking the petri dishes used as containers. Glassware used in preparation of membrane filters shall be cleaned as described in Section 10.

8.1.1 Using forceps, place the test and control membrane filters side by side in a clean petri dish. To facilitate handling the membrane filters should rest on clean glass support rods in the petri dish.

⁵ *Reagent Chemicals, American Chemical Society Specifications*, American Chemical Society, Washington, DC. For suggestions on the testing of reagents not listed by the American Chemical Society, see *Analar Standards for Laboratory Chemicals*, BDH Ltd., Poole, Dorset, U.K., and the *United States Pharmacopeia and National Formulary*, U.S. Pharmacopeial Convention, Inc. (USPC), Rockville, MD.

8.1.2 Place the petri dish with its lid slightly ajar, in an oven at 90 ± 5°C and leave it for 30 min.

8.1.3 Remove the petri dish from the oven and place it near the balance. The petri dish cover should be ajar but still protecting the membrane filters from contamination from the atmosphere. Allow 30 min for the membrane filters to come to equilibrium with the ambient air temperature and humidity.

8.1.4 Remove the control membrane filter from the petri dish with forceps, handling by the edge only, and place it centrally on the weighing pan. Weigh it and return it to the petri dish.

8.1.5 Repeat 8.1.4 for the test membrane filter. Record the membrane filter masses.

8.1.6 Take a clean field monitor, mark for identification, rinse with filtered flushing fluid, and insert a clean support pad.

8.1.7 Using clean forceps, place the weighed control membrane filter centrally on the support pad in the field monitor and place the weighed test membrane filter on top of the control membrane filter. Assemble the two parts of the field monitor, ensuring that the membrane filters are firmly clamped inside and the protective plugs are in position.

8.1.8 Record the monitor identification.

9. Sampling and Testing Procedure

9.1 When possible, 3.785 L (1 gal) to 5 L (1.321 gal) of fuel should be passed through the monitor during field sampling. The sample volume actually employed shall be reported. (**Warning**—Jet A, combustible. Vapor harmful. See A1.3.) (**Warning**—Jet B, extremely flammable. Harmful if inhaled. Vapors may cause flash fire. See A1.4.)

9.2 See Annex A2 for specific details of sampling practices that shall be followed.

10. Preparation of Flushing Apparatus

10.1 Fig. 2 shows the recommended configuration of the flushing apparatus. Alternative apparatus may be used, provided that it achieves the same end.

10.1.1 Wash the petri dishes and supports with warm water containing detergent. Then rinse with warm water and finally with distilled water.

10.1.2 Rinse thoroughly with filtered isopropyl alcohol.

10.1.3 Rinse thoroughly with filtered flushing fluid.

10.1.4 Drain for a few seconds, and then air or oven dry.

10.2 Ensure that all glass and plastic tubing attached to the solvent filtering dispenser is clean by flushing thoroughly with filtered flushing fluid.

11. Flushing and Weighing Procedure

11.1 Upon receipt of the field monitor in the laboratory, assemble the apparatus shown in Fig. 2 with the field monitor in place on the stopper of the vacuum flask.

NOTE 4—Take care to ensure that monitors are tightly closed and preferably clamped. Spring paper clips have been found suitable for this purpose.

11.2 Place the tip of the delivery spout of the solvent filtering dispenser in direct contact with the monitor inlet hole. Introduce filtered flushing fluid.

11.3 Apply vacuum to the flask and allow approximately 250 mL of filtered flushing fluid to pass from the flushing fluid dispenser through the monitor and into the vacuum flask.

11.4 Remove the flushing fluid dispenser and slowly release the vacuum.

11.5 Remove the monitor from the stopper of the vacuum flask and carefully dismantle it in an upright position.

11.6 Carefully remove the test and control membrane filters, and place side by side on clean glass supports in a clean, covered petri dish.

NOTE 5—The test and control membrane filters can be removed from the monitor by pushing upwards against the support pad through the outlet orifice with a thin dowel.

11.7 Dry and reweigh the membrane filters as described in 8.1.2-8.1.5, taking care not to disturb the contaminant on the surface of the test membrane filter.

12. Calculation and Report

12.1 Subtract the initial mass of the test membrane filter, W_1 , from the final mass, W_2 .

12.2 Subtract the initial mass of the control membrane filter, W_3 , from the final mass, W_4 .

12.3 Divide the correct mass of contaminant $(W_2 - W_1) - (W_4 - W_3)$ by the volume of sample filtered and report the result as total contaminant, expressed in milligrams per litre.

NOTE 6—If matched-weight membrane filters have been used for the test (see Note 1), then $W_1 = W_3$ and the corrected mass of contaminant in 12.3 becomes $W_2 - W_4$.

12.4 Report the result to the nearest 0.01 mg/L, and also the sample volume used in the test.

13. Precision and Bias ⁶

13.1 The precision of this test method is not known to have been obtained in accordance with currently accepted guidelines in Committee D02 D02-1007.

⁶ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report D02-1197.

13.2 These precision data have been obtained by statistical examination of test results using 5-L samples and were first published in 1966.

13.3 *Repeatability*—The difference between successive results obtained by the same operator with the same apparatus under constant operating conditions on identical test material would, in the long run, in the normal and correct operation of the test method, exceed the following values in only one case in twenty:

Range	Repeatability
0.0 to 2.0 mg/L	$0.175x + 0.070$

where x is the average value of two results.

13.4 *Reproducibility*—The difference between two single and independent results obtained by different operators working in different laboratories on identical test material would, in the long run, exceed the following values in only one case in twenty:

Range	Reproducibility
0.0 to 2.0 mg/L	$0.444x + 0.178$

where x is the average value of two results.

13.5 Typical values are given in Table 1.

NOTE 7—Reproducibility values were determined through cooperative testing by different operators using separate apparatus working at the same location using identical test material. This procedure was adopted as it is highly improbable, if not impossible, to ensure the obtaining of “identical test material” when testing at different locations.

13.6 *Bias*—The procedure given for the determination of particulate contaminant in aviation turbine fuels has no bias since this property can only be defined in terms of this test method.

14. Keywords

14.1 aviation fuel; color rating; field monitor; gravimetric contaminant; membrane color; membrane filter; particulate

TABLE 1 Statistical Information for Particulate Contaminant

Average Result, mg/L	0.0	0.1	0.2	0.3	0.5	0.7	1.0	1.5	2.0
Repeatability	0.07	0.09	0.11	0.12	0.16	0.19	0.25	0.33	0.42
Reproducibility	0.18	0.22	0.27	0.31	0.40	0.49	0.62	0.84	1.07

ANNEXES

(Mandatory Information)

A1. PRECAUTIONARY STATEMENTS

A1.1 Isopropyl Alcohol

- A1.1.1 Keep away from heat, sparks, and open flame.
- A1.1.2 Keep container closed.
- A1.1.3 Use with adequate ventilation.
- A1.1.4 Avoid prolonged breathing of vapor or spray mist.
- A1.1.5 Avoid contact with eyes and skin.
- A1.1.6 Do not take internally.

A1.2 Petroleum Ether

- A1.2.1 Keep away from heat, sparks, and open flame.
- A1.2.2 Keep container closed.
- A1.2.3 Use with adequate ventilation.
- A1.2.4 Avoid build-up of vapors and eliminate all sources of ignition, especially nonexplosion-proof electrical apparatus and heaters.
- A1.2.5 Avoid prolonged breathing of vapor or spray mist.
- A1.2.6 Avoid prolonged or repeated skin contact.

A1.3 Aviation Turbine Fuel (Jet A or A-1, see Specification **D1655**)

- A1.3.1 Keep away from heat, sparks, and open flames.
- A1.3.2 Keep container closed.
- A1.3.3 Use with adequate ventilation.
- A1.3.4 Avoid breathing vapor or spray mist.
- A1.3.5 Avoid prolonged or repeated contact with skin.

A1.4 Aviation Turbine Fuel (Jet B, see Specification **D6615**)

- A1.4.1 Keep container closed.
- A1.4.2 Use with adequate ventilation.
- A1.4.3 Avoid build-up of vapors and eliminate all sources of ignition, especially nonexplosion-proof electrical apparatus and heaters.
- A1.4.4 Avoid breathing vapor or spray mist.
- A1.4.5 Avoid prolonged or repeated contact with skin.

A2. SAMPLING AVIATION TURBINE FUEL FOR PARTICULATE CONTAMINATION

A2.1 Scope

A2.1.1 This test method covers taking samples of aviation turbine fuels from fuel handling systems under pressure, through field monitors, for the determination of particulate contaminant.

A2.2 Summary of Test Method

A2.2.1 A 3.785 to 5-L sample is taken from a flowing line or pipe and passed under line pressure through a field monitor containing a preweighed 0.8- μ m test membrane filter and a preweighed 0.8- μ m control membrane filter. After filtration the field monitor is returned to a laboratory for analysis.

NOTE A2.1—Examine the monitor carefully to ensure that it is located correctly in its holder (that is, not reversed). The bottom (outlet) of the monitor is the side with the spiderweb and leads directly to the sample receiver. The top (inlet) side of the monitor is the upper portion, which has space for fuel above the filter membrane.

A2.3 Apparatus

A2.3.1 *Sampling Point* shall be a suitably tapped port in the pipe, to accept the valved sampling quick disconnect assembly (see **A2.3.2.1**). If using an existing tapping, it may be necessary to use reducing bushings to ensure the proper tapping size for the sampling valve. Care shall be taken in such cases to avoid

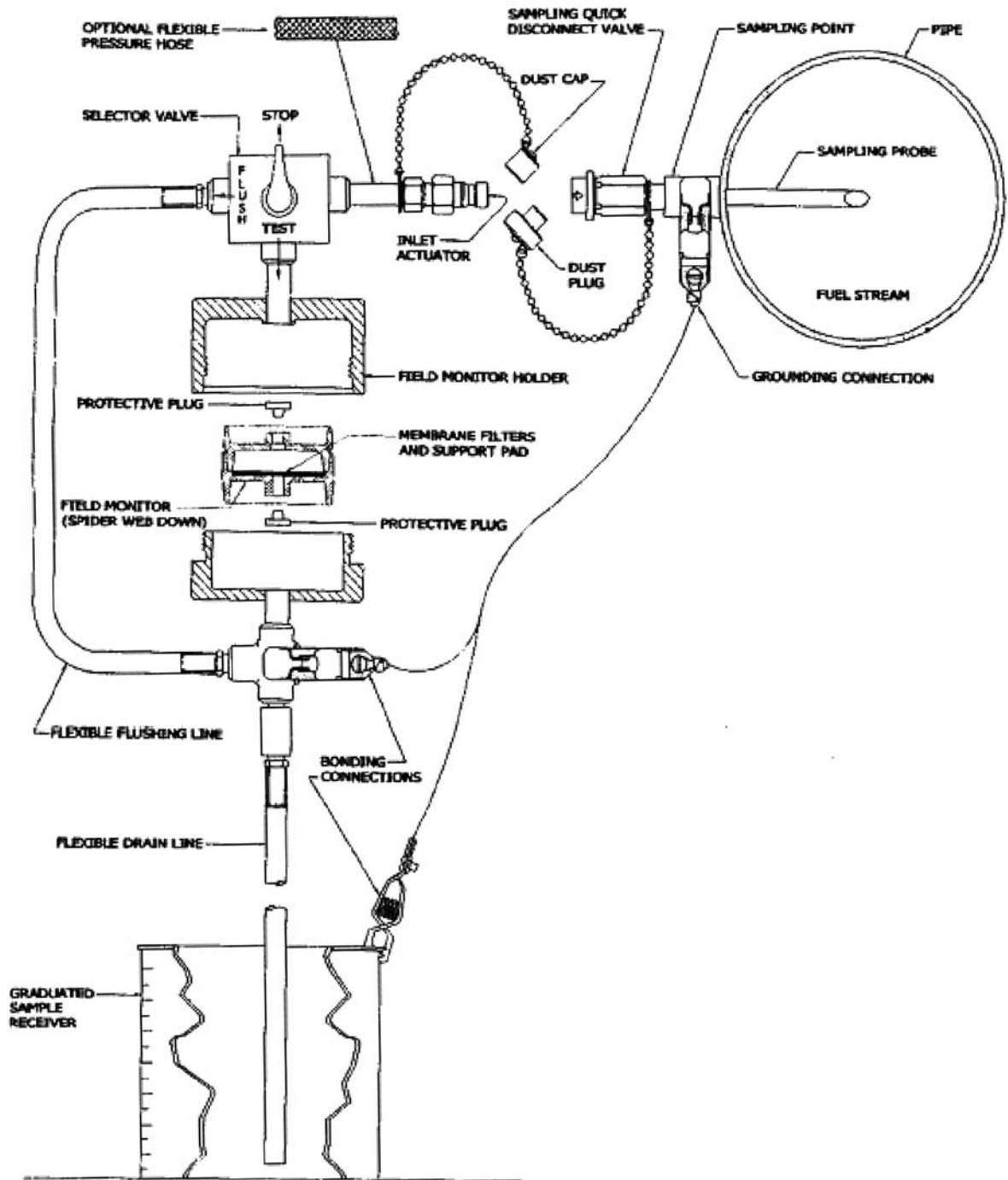
trapping or generating contaminant. A sampling probe projecting into the fuel stream aids in guarding against this situation. If a shut-off valve is desired, a stainless steel ball or plug-type valve should be used.

A2.3.2 *Field Sampling Apparatus*, as illustrated in **Fig. A2.1** and consisting of the following components:

A2.3.2.1 *Sampling Valve Connection*, designed to meet the following requirements: (1) It shall be mounted in the sampling point and must incorporate a self-sealing quick disconnect valve to mate with a suitable connection leading to the selector valve of the assembly. (2) It must be completely resistant to fuel and be leak proof up to the maximum working pressures to be encountered. (3) It must have a minimum of internal recesses which could cause the holdup of contaminant. (4) It must be provided with a dust plug.

A2.3.2.2 *Flexible Pressure Hose*, if used, designed to meet the following requirements: (1) It must be completely resistant to fuel. (2) It should be less than 18 in. (457 mm) long.

A2.3.2.3 *Selector Valve*, designed to meet the following requirements: (1) It must have one inlet port and two alternative outlet ports. (2) It may also have an OFF position but this is not mandatory. (3) It must be so designed that it is free from internal pockets in which contaminant may be stored and



NOTE 1—All metal parts and the receiver are to be electrically bonded together.

FIG. A2.1 Field Sampling Apparatus

subsequently released. (4) It may incorporate a point to which a syringe can be fixed.

A2.3.2.4 *Field Monitor Holder*, so constructed that a perfect seal is made between its upper part and the top of the field monitor, and also between its lower part and the bottom of the field monitor. No fuel bypassing can be permitted.

A2.3.2.5 *Field Monitors*, complete with protective plugs and each containing two 37-mm preweighed 0.8- μ m membrane filters backed by a 34-mm support pad, prepared as described in Section 8.

A2.3.2.6 *Graduated Sample-Receiver*, capable of receiving at least a 5-L fuel sample. The receiver shall be suitably electrically bonded (see Note A2.2).

NOTE A2.2—A metal receiver is preferable to one made of plastic. If a plastic receiver is employed, all metal components shall be grounded and a grounded wire or other conductor shall be inserted in the receiver to pick up electrostatic charges in the fuel.

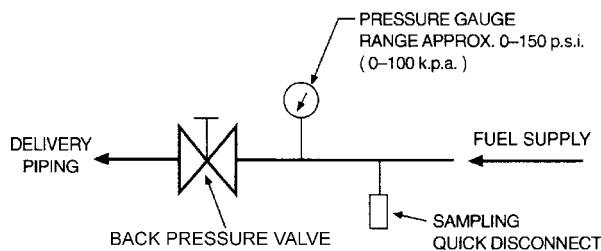


FIG. A2.2 Back Pressure Connection

A2.3.3 *Back Pressure Connection*, for sampling from pipes or lines in which the pressure is too low to obtain a proper fuel sample in a reasonable time. A suitable connection is illustrated in Fig. A2.2. By partly closing the valve, pressure at the sampling connection will be increased.

A2.4 General Precautions

A2.4.1 Always handle the sampling equipment with care and ensure that it is maintained in a scrupulously clean condition.

A2.4.2 To avoid extraneous contaminant, field monitor protective plugs must be removed only for sampling and replaced immediately. The monitor must be opened only in a laboratory.

A2.4.3 Under no circumstances should thread-sealing compounds be used. TFE-fluorocarbon pipe thread sealant must be used, but if the apparatus still leaks, abandon the test.

A2.4.4 All metal parts of the sampling apparatus must be electrically bonded together and grounded.

A2.5 Procedure

A2.5.1 Unscrew the two halves of the field monitor holder and wipe the internal surfaces clean.

A2.5.2 Remove the two protective plugs from the field monitor and put them in a clean safe place for reuse after the test.

A2.5.3 Place the field monitor in the holder with its lower half having the spider web pattern on the downstream side of the field monitor.

A2.5.4 Reassemble the two halves of field monitor holder. Avoid excess tightening.

A2.5.5 Ensure that the flexible flushing line is connected to the selector valve and that its outlet end is connected downstream of the field monitor so that flushing flow will pass to the graduated sample receiver.

A2.5.6 Turn the selector valve to the off position.

NOTE A2.3—For apparatus equipped with a selector valve without an OFF position, do not connect until ready to flush. Refer to Appendix X2 for safety procedures.

A2.5.7 Remove the dust cap from the inlet actuator and the dust plug from the sampling quick disconnect valve and then insert the inlet actuator to complete the connection.

A2.5.8 When the desired fuel flow and pressure conditions are established in the line or hose to be sampled, operate the selector valve to the “flush” position.

NOTE A2.4—It is extremely important to flush the sampling quick disconnect valves and the sampling probe, as well as the inlet actuator and the optional flexible pressure hose, to remove contaminants that may have collected over a period of time since the last was performed.

A2.5.9 When at least 2 L of fuel are collected, operate the selector valve to the “test” position. During normal operations a line pressure of 35 psi (0.24 MPa) minimum is suitable to obtain a reasonable sampling rate. Constant line pressure should be maintained during sampling.

NOTE A2.5—Under some conditions of sampling, insufficient line pressure may exist to obtain a reasonable sampling rate. In such cases line pressure may be increased by using a connection such as illustrated in Fig. A2.2. This gate valve should be adjusted to obtain constant pressure and flow before sampling is started. The line flow rate should not be below 50 % of the rated capacity of the equipment being checked. If this flow cannot be achieved, different contamination levels may be obtained. The pressure and flow conditions should be noted on the report form.

A2.5.10 Take a 3.785 (1-gal) to 5-L fuel sample if conditions permit. (Results obtained by taking other sample volumes may have different precision.) When the required amount of fuel is collected, operate the selector valve to the OFF position. If no OFF position is provided, disconnect the sampling apparatus from the sampling quick disconnect.

A2.5.11 On certain occasions it may be necessary to shut down fueling during sampling. In this case, halt sampling, if possible before flow ceases. When flow is reestablished and conditions stabilized, recommence sampling. Flushing is not necessary.

A2.5.12 After sampling is completed, allow 1 min to pass; then disconnect the sampling unit from the sampling connection and replace dust caps. (**Warning**—The 1-min waiting period is required as a precaution against electrostatic discharges.)

A2.5.13 Remove the field monitor from its holder and attach the vacuum syringe supplied with the field sampling apparatus to the lower opening (spiderweb side) of the monitor. Pull outward on the handle to draw residual fuel from the field monitor. If fuel remains in the monitor, disconnect the syringe and expel the collected fuel. Repeat the procedure as necessary.

A2.5.14 Replace the protective plugs. Handle carefully. Do not open the field monitors under any circumstances before returning them to the laboratory. If they are opened, discard the monitor and membrane filters. The filters cannot be used for gravimetric analysis.

A2.5.15 Place the field monitor in a suitable container and record the following conditions on a report form:

- A2.5.15.1 Date,
- A2.5.15.2 Monitor serial number,
- A2.5.15.3 Sample location and volume of sample, and
- A2.5.15.4 Line pressure and flow rate.

A2.5.16 Drain and dismantle the sampling apparatus and return it to the case provided.

A2.5.17 Forward the field monitor to the appropriate laboratory for analysis as soon as possible.

TABLE X1.1 ASTM Color Standards Munsell and CIELAB Notations

Rating Number	Scale A			Scale G			Scale B					
	Munsell	CIELAB		Munsell	CIELAB		Munsell	CIELAB				
		L*	a*	b*	L*	a*	b*	L*	a*	b*		
0	N 9.6	98.99	0.00	−0.01	N 9.6/	98.99	0.00	−0.01	N 9.6/	96.99	0.00	−0.01
1	2.5 YR 9.3/0.5	94.03	1.41	2.01	N 9.3/	94.03	0.00	−0.01	5 Y 9.3/0.5	94.03	−0.60	4.21
2	2.5 YR 9/1	91.08	2.69	3.79	N 9/	91.08	0.00	−0.01	3.4 Y 9/1	91.08	−0.70	8.05
3	2.5 YR 8.5/2	86.21	5.27	7.43	N 8.5/	86.21	0.00	−0.01	1.7 Y 8.5/2	86.21	0.13	14.89
4	2.5 YR 8/3	81.35	8.90	12.37	N 8/	81.35	0.00	−0.01	10 YR 8/3	81.35	2.78	19.60
5	2.5 YR 7/4	71.60	12.41	16.88	N 7/	71.60	0.00	−0.01	10 YR 7/4	71.60	4.50	25.82
6	2.5 YR 6/3.4	61.70	11.07	14.37	N 6/	61.70	0.00	−0.01	10 YR 6/3.4	61.70	4.28	21.57
7	2.5 YR 5/2.8	51.57	9.60	11.66	N 5/	51.57	0.00	0.00	10 YR 5/2.8	51.57	4.09	17.64
8	2.5 YR 4/2.2	41.22	8.50	9.60	N 4/	41.22	0.00	0.00	10 YR 4/2.2	41.22	3.60	14.46
9	2.5 YR 3/1.6	30.77	6.85	6.84	N 3/	30.77	0.00	0.00	10 YR 3/1.6	30.77	2.88	9.68
10	2.5 YR 2.5/1	25.61	4.48	3.83	N 2.5/	25.61	0.00	0.00	10 YR 2.5/1	25.61	1.96	5.76

APPENDIXES

(Nonmandatory Information)

X1. FILTER MEMBRANE COLOR RATINGS OF AVIATION TURBINE FUELS

X1.1 Scope

X1.1.1 This practice provides a standard language for the purpose of communicating filter membrane colors when sampling aviation turbine fuels in the field through field monitors. Membrane color may be used for qualitative assessment of contaminant level in fuels or of changes in other visual characteristics.

X1.1.1.1 The color rating can be made in the field and does not require stringent laboratory procedures. No quantitative relationship exists between the gravimetric results obtained by Test Method D2276 and color ratings obtained by this practice.

NOTE X1.1—If a field monitor is opened for color rating in the field, it cannot also be used for gravimetric results by Test Method D2276.

X1.1.1.2 This practice is not a substitute for gravimetric procedures to determine particulate contaminant.

X1.2 Summary of Practice

X1.2.1 A sample of fuel is taken from a flowing line or pipe and passed under line pressure through a field monitor containing a 0.8- μ m test filter membrane. The color on the filter membrane is compared with the ASTM color standards and assigned a rating letter and number.

X1.3 Significance and Use

X1.3.1 The filter membrane color rating provides a simple means of detecting changes in the fuel. Changes in membrane color may be indicative of changes in fuel contaminant level, contaminant type, the fuel handling system, or refinery process conditions. Membranes may be rated in a dry or wet condition. However, the advantage of rating in the dry condition is that the membrane will not change color in the dry state. Differences between dry and wet may be as great as five numbers; therefore, comparison based on mixed wet and dry ratings should not be made. Only dry color ratings should be reported when color ratings are employed as a communications tool.

X1.3.2 The sample size must be reported with the color rating because smaller samples reduce the sensitivity and the color developed is not necessarily proportional to sample volume.

NOTE X1.2—Wet color ratings or smaller than recommended sample size, or both, may be of value to a trained observer familiar with local conditions.

X1.4 Apparatus

X1.4.1 The apparatus required to filter a sample of fuel through a field monitor is described in Annex A2, except that the monitor requires only a single, white, plain, unweighed 0.8- μ m membrane.

X1.5 Color Standards^{7,8}

X1.5.1 The ASTM color standards consist of three stepwise-graded scales intended to bracket in hue the color ordinarily encountered on jet fuel filter membranes. There are two color strips and one gray strip, each divided into eleven steps and assigned rating numbers from 0 to 10. The Munsell system notations for the individual colors are listed in Table X1.1. The Munsell system notation values are those used historically for preparation of these color standards and are the referee values; however, this notation system is obsolete. The color standards shall meet the requirements of D02-1145.⁸

NOTE X1.3—Test Method D2244 and Practice D1535 describe this test method of color designation.

X1.5.1.1 Charts in use should be checked periodically against a reference set of color standards to eliminate the possibility that sunlight or soiling due to handling may have

⁷ Booklets conforming to this specification are available from Gammon Technical Products, Inc., 2300 Highway 34., Manasquan, NJ 08736.

⁸ Supporting data (including an approved “Specification for Color Rating Booklet” incorporating the ASTM Color Standards) have been filed at ASTM International Headquarters and may be obtained by requesting Research Report D02-1145.

appreciably changed the colors. The reference set is a set of color standards obtained new, stored in dry dark conditions, and is only used for the purpose of checking the standards in day-to-day use.

X1.5.2 A production batch of color rating books shall be considered acceptable for continued use until any color chip in the 0 to 5 range of scales A, B, or G has changed in lightness (value) as much as one rating number as indicated by the value (lightness) of the next lighter or darker color. For example, B1 has a Munsell value notation of 9.3. If it becomes as dark as the value notation of B2, which is 9, that production lot of rating books would be invalid because a specimen that is as dark as B2 could be rated B1.

X1.5.2.1 If the colors are measured using an instrument having a CIELAB data readout, the CIELAB L* data are related to the Munsell value notation in [Table X1.1](#). Thus in the example above, B1 has an L* of 98.99 and B2 has an L* of 94.03. If the color designated B1 measures to an L* of 94.03, or less, that lot of books would be invalid.

X1.5.2.2 The series of complete color specifications in [Table X1.1](#) and represented visually by the three color scales represents a sampling of the color space of all specimens that can result from this test method, as determined by the original research. Thus, as the colors of membranes become darker, they also become more saturated, due to increased deposit of contaminant on the filter membranes. The path of color change due to aging of the color scales is necessarily different.

X1.5.3 It shall be the responsibility of the supplier of color rating books to notify ASTM when any production lot has reached an invalid status based on the above parameters. Color rating books dated 1981 and earlier exceed these limits and are invalid.

X1.6 Sampling Procedure

X1.6.1 Observe the general precautions and follow the sampling procedure given in [Annex A2](#), except that a larger sample size (preferably 10 L) may be designated to increase sensitivity. See D02-1437⁹ for further information about the effect of sample size.

⁹ Supporting data have been filed at ASTM International Headquarters and may be obtained by requesting Research Report D02-1437.

X2. SAFETY PRECAUTIONS TO AVOID STATIC DISCHARGE

X2.1 In Guide [D4865](#) it is noted that micro-filters are prolific generators of electrostatic charge. This is particularly true in the case of membrane filters used in particulate contaminant testing.

X2.1.1 The flow of fuel through the membrane in performing this type of test causes charges to separate due to the presence of ionic impurities or additives in fuel. Charges of one polarity are carried with moving fuel while the opposite

X1.7 Color Rating Procedure

X1.7.1 To rate the membrane dry, proceed as follows: Remove the membrane from the monitor with forceps. Dry the membrane by placing it carefully on an absorbent paper on a low-level heat source free of ignition sources for flammable vapors, or air dry (typically, 3 h) in a dust-free location. Dryness can be estimated by comparing the white color of the outer edge of the test membrane with a new membrane.

X1.7.2 An alternative drying procedure is as follows. Using forceps, place the membrane in a clean petri dish. To facilitate handling, the membrane filters should rest on clean glass rods in the petri dish. Place the petri dish with its lid slightly ajar in an oven at $90 \pm 5^\circ\text{C}$, and leave it for 30 min. (**Warning**—Exercise caution in locating the drying membrane away from ignition sources of the evaporating fuel.)

X1.7.3 To rate the membrane wet, proceed as follows: Open the monitor and remove the membrane, preferably with forceps, and then immediately compare the membrane with the ASTM color standards.

X1.7.4 In a location shielded from direct sunlight, compare the surface of the membrane with the ASTM Color Standards. Select the color or gray chip that most closely matches the sample.

X1.7.5 In matching, be careful that the viewing angle is nearly perpendicular, and that shadows are not cast unevenly on the surfaces being compared.

X1.8 Report

X1.8.1 Report the nearest match number by scale letter and rating number. If the sample is distinctly between two rating numbers, report the lower number.

X1.8.2 If the membrane color does not conform to any of the standard color scales, establish the color density to the nearest rating number and report the color.

X1.8.3 Report the sample volume used.

X1.8.4 If the sample was not taken under rated flow conditions, report this fact and the sampling pressure.

X1.8.5 Report only dry ratings when employing color ratings as a communication tool.

charges accumulate within the membrane and apparatus holding the filter. These surface charges seek a path to ground.

X2.2 Charges in flowing fuel result in a rise in voltage. The rate at which these charges recombine depends upon the conductivity of the fuel. Relaxation time could be of the order of 10 to 100 s with low conductivity fuel. In membrane filtration, very little time is available for charge recombination

due to high velocities through the membrane. As a consequence even high conductivity fuels may cause charges to accumulate in the membrane holder and receiver and develop significant voltage difference between fuel and apparatus. Using a metal receiver and placing a grounding wire in the receiver will minimize the development of voltage in the fuel.

X2.3 Although grounding the apparatus will not prevent charge separation or accumulation of charges in fuel, it is necessary to bond all parts of the filtration apparatus together and provide a grounding wire. It is essential that no unbonded metal components are present during filtration since they concentrate charge and develop voltage sufficient to cause static discharge within the apparatus.

X2.4 To verify that bonding of all parts of the filtration apparatus is complete, it is recommended that an electrical continuity test be conducted using a multimeter.

X2.5 Although the field sampling apparatus described in **Annex A2** requires that all metal parts be electrically bonded

and grounded to the metal sampling pipe, the use of a plastic monitor or a plastic receiver creates difficulties in dissipating fuel charges.

X2.5.1 If a plastic graduated receiver is used, a grounded wire should be inserted into the bottom of the container. Metal handles must be grounded.

X2.5.2 **Annex A2** requires that a 1 min waiting period be employed to dissipate charges created in the plastic monitor before opening the sampling apparatus.

X2.5.3 **Fig. A2.1** specifies that all metal parts and the receiver must be electrically bonded together. If the brand of field sampling apparatus being used has a drain line with a grounding wire inside, be sure to attach one end of the wire with an alligator clip to the fuel pipe or a known ground. The other end of the wire should be attached to the fuel sample receiver. If no bonding or grounding means are provided, as a minimum, attach a separate bonding cable to the field monitor holder and the fuel pipe being sampled; also lay a loop of the same wire in the bottom of the receiver.

SUMMARY OF CHANGES

Subcommittee D02.J0 has identified the location of selected changes to this standard since the last issue (D2276–05) that may impact the use of this standard. (Approved Dec. 1, 2006.)

(1) Revised **6.8, 9.1, 10.1, and 11.1.**

Subcommittee D02.J0 has identified the location of selected changes to this standard since the last issue, D2276–00, that may impact the use of this standard. (Approved Dec. 1, 2005.)

(1) Revised Sections **2, 4, 6, 9, 11, Annex A1, Annex A2, and X1.7.**

(2) Revised **Fig. 1, Fig. 2, Fig. A2.1, and Fig. A2.2.**

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