Meeting of the working committee [redacted] 50X1-HUM

[redacted] 50X1-HUM

met by the 50X1-HUM

Chairman announced that Committee's draft specifications for carburetor and diesel fuels have been accepted. The specified sulfur content of not more than 1% in the case of carburetor fuel cannot be adhered to with respect to tar distillation plants. Since it would not be economical for these plants to lower the S content, since the necessary sulfuric acid cannot be obtained, and since the quality would be lowered by too sharp refining what with the boiling characteristics and octane rating (68, CFR, motor method), the spec was changed to S content not over 2% for gasolines from tar distillation. Cetane no for diesel fuel is 40, minimum .

[redacted] the Institute for Motor Transport, Dresden, is now using cylinder wall temperature measurements in motor fuel knock study since spring bar method is unsatisfactory. Notes ASTM spec for electromagnetic indicator using much equipment, and states that simple apparatus (thermo-plug, millivoltmeter, and voltage distributor for compensation)can be used.

[redacted]

Ig Gg Motor (no further details) should be standard along with CFR motor for automotive fuel tests. In the matter of reference fuels, substandard reference fuels are defined: High-knock substandard reference fuel-hydrogenated gasoline from Schwarzheide, 25 octane, 110-180° boiling range; monthly requirement for the seven testing stations is ca 300 liters. Antiknock substandard reference fuel-first fraction from iso-octane distillation, 99 octane; monthly requirement, ca 300 liters. Standard reference fuel, n-heptane, Schwarzheide, is readily available. Iso-octane is hard to obtain. Procurement possibilities are to be taken up with the Main Administration for Soviet Property in German. Meanwhile, however, a release has been obtained for the amount of iso-octane needed and the first fraction from iso-octane distillation. As soon as these (standard and substandard) reference fuels become available, comparison tests should be run, data recorded, and reported to the "Fuels" working committee.

diesels 50X1-HUM
Test ~~diesels~~ for cetane no testing available in the GDR all work on ignition lag principle. There are six of them: one Humboldt-Deutz in Schwarzheide; four IG-diesels, one each in Boehlen, Zeitz, Leuna, and Dresden; one HWA diesel in Luetzkendorf. Cetane is readily available, but the methyl naphthaline situation will have to be cleared up with the Erkner Tar Factory with respect to both quality and delivery.

It is stated that standardization has progressed considerably in the West since 1949 while it has lagged in the GDR. Sovzone representatives have worked with West representatives, but close participation was possible only when the meetings were held in Berlin Dahlem. DIN's which have been formulated via Dr. Schlosser's liaison are appended (list only). "Erdoel und Kohle" which carries the West's standard announcements on fuels and lubricants is not readily available to interested persons in the GDR. It is therefore necessary that the western business office of the Kammer der Technik supply final drafts (of standards) and that the DIN's for the GDR be published, for example, in "Chemische Technik". This policy is already being implemented. 50X1-HUM

In discussions of fuel qualities, it is noted that several firms using diesel fuel have complained about filter stoppages and corrosion. Fault apparently lies in mixing synthetic with tar-distillation product. Not clear whether coking or corrosion caused stoppages. Complaints on diesel fuel knock stability. Constant 68 octane is required but can't be maintained since anti-knock compounds as benzol, alcohol, tetraethyl lead not available. [redacted] of the 400 t of tetraethyl lead applied for for this year, 200 t have been approved for import. 50X1-HUM

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