

Methods for Reducing the Effect of Barometric Pressure in Measurement of Octane Number

By Bruno R. Siegel

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COMMITTEE D-2 ON PETROLEUM PRODUCTS AND LUBRICANTS



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FOREWORD

The information contained in this paper on Methods for Reducing the Effect of Barometric Pressure in Measurement of Octane Number was presented by Mr. Siegel before the Research Division on Combustion Characteristics of ASTM Committee D-2 on Petroleum Products and Lubricants.

The data presented in this publication were obtained from two altitude-chamber tests conducted at the National Bureau of Standards with the support of the Committee on Petroleum Products of the American Petroleum Institute Division of Refining.

The information in this paper is of particular interest to those concerned with the combustion of fuels in knock-test engines. These data contributed largely to recent improvements in the ASTM methods for engine rating of fuels. The Administrative Committee on Papers and Publications accordingly felt that the paper should be printed as a Special Technical Publication, and Committee D-2 is pleased to sponsor its publication.

NOTE.—The Society is not responsible, as a body, for the statements
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