



**CAN/CGSB-3.517–Automotive Low Sulphur Diesel Fuel
Standard**

| Property | ASTM Method | Type A-LS Limits | Type B-LS Limits | Units |
|----------------------------------|----------------------------------|-------------------------|-------------------------|-----------------------|
| Flash Point | D93 | 40 min. | 40 min. | °C |
| Kinematic Viscosity, 40°C | D445 | 1.30 – 3.60 | 1.70 – 4.10 | mm ² /sec. |
| Distillation Temp. 90% Recovered | D86 | 290.0 max | 360.0 max | °C |
| Water and Sediment | D2709 (or D1796) | 0.05 max | 0.05 max | % volume |
| Acid Number | D974 | 0.10 max | 0.10 max | mg KOH/g |
| Sulphur | D5453 (or CAN /CGSB-3.0 No.16.0) | 0.05 max | 0.05 max | % mass |
| Copper Strip | D130 | No. 1 max | No. 1 max | |
| Carbon Residue | D4530 D524 | 0.10 max 0.15 max | 0.16 max 0.20 max | |
| Ash | D482 | 0.010 max | 0.010 max | % mass |
| Cetane Number | D613 | 40.0 min | 40.0 min | |
| Conductivity | D2624 | 25 | 25 | pS/m |

Type A-LS is intended for use in urban transit buses and passenger automobiles or when ambient temperatures require better low temperature properties than Type B-LS.

Type B-LS is intended for use in engines in service involving relatively high loads as those found in industrial and heavy mobile equipment, such as intercity trucks and construction equipment, and when ambient temperatures and storage conditions allow for the use of such fuel.

Low Temperature Flow Properties

Low temperature flow properties of the fuel shall be designed to give satisfactory performance at the temperatures indicated by the 2.5% low-end design temperature data for the month and location of intended use. The following shall be reported: the 2.5% low-end temperature for which the fuel is designed, Cloud Point (ASTM D2500 or D5773).