CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO. [redacted]

25X1

COUNTRY **East Germany**

DATE DISTR. 14 April 1954

SUBJECT **Revised Standards for the Manufacture of Gasoline and Diesel Fuel in East Germany**

NO. OF PAGES 6

PLACE ACQUIRED [redacted]

NO. OF ENCLS. (LISTED BELOW)

DATE OF INFO. [redacted]

SUPPLEMENT TO REPORT NO.

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[redacted]

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THIS IS UNEVALUATED INFORMATION

[redacted]

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1. Representatives of all plants in East Germany producing gasoline and Diesel fuel took part in a [redacted] at the Leuna Werke on 27 August 1953 under the chairmanship of Dr. [redacted], technical director of Leuna. The purpose of the meeting was [redacted] common standards for the manufacture of gasoline (Vergaserkraftstoff) and Diesel fuel (Dieselkraftstoff), to be effective in all plants after 1 January 1954.

2. Ester told the meeting that the proposals for a standard from ea[redacted] producing plants had been studied. (This fell under East German [redacted] State Planning Commission Plan Task [redacted]. He emphasized that the purpose of standardization was to make East German gasoline and Diesel [redacted] ds for good [redacted] ter added [redacted] on a continuing basis.

3. [redacted] ized the difference [redacted] and what the producing plants were able to deliver. He s[redacted] the factories [redacted] tion, even i[redacted] had risen so [redacted] production longer any reason to produce, at a loss, distilled gasoline (Schwelbenzin). Using the new process, gasoline could be produced by hydrogenation in the necessary quantity with the necessary odor (Geruch) and storage properties. The new proposals for gasoline contained higher requirements than the specifications in the Halle Protocol; these requirements had been accepted by the consumer representatives and the offices concerned with the development of engines. The factories which were to consider the new formula were requested not to view it from the point of view of current production, but rather with the thought in mind of future potential ability.

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4. Ester proposed that [redacted] to produce com[redacted] for Diesel motor[redacted] manufactured, a[redacted] proposal, [redacted]

STATE	x NAVY	x NSRB	DISTRIBUTION							
ARMY	x AIR	x FBI						ORR Ev	x OSI Ev	x

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[redacted] of time.

3/ One of the [redacted] nt problem [redacted] urement of anti-kno[redacted] the octane [redacted] this purpose, benzer[redacted] thyl may b[redacted]

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25 YEAR RE-REVIEW

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3. Transportation and Storage:

Transportation and storage barrels must be clean to hold

[redacted] 25X1

4.0 test discharge [redacted] according to [redacted] Industrie-Normen):

4.1 density (2.2)

4.2 boiling curve (2.3)

4.3 solid residue (2.4)

[redacted] (2.5)

4.5 acid content (2.6)

4.6 active sulphur (2.7)

4.7 storage qualities (2.8)

4.8 octane rating (2.9)

B. Standard specifications for fuel for quick-running Diesel motors, according to State Planning Commission Project [redacted] 25X1

1. Product concerned: all fuels produced in East Germany for quick-running Diesel motors.

2. Minimum quality:

2.1 [redacted] 1/	[redacted]ely translucent, free [redacted]chanical impurities.
2.2 density at 20°C.	between 0.800 and 0.900 g/m
2.3 boiling curve up to 250°C.	under 65%
up to 350°C.	minimum 80%
2.4 flash point (Abel-Pensky)	minimum 55°C.
2.5 tendency to coke 2/ (Conradson test)	maximum 0.1%
2.6 neutralization number	maximum 0.2 mgr/gr
2.7 sulphur content	under 0.5%
2.8 corrosion (zinc strips)	weight loss under 4 mgr/m^2 per day
2.9 hard asphalt content	

2.9	hard asphalt content	0%
2.10	water content	maximum 0.5%
2.11	ash content	maximum 0.0%
2.12	beginning of precipitation in winter	under minus 8°C
2.13	freezing point (Stockpunkt) in summer	not over 0°C
	in winter	not over -15°C
2.14	viscosity Engler degrees at 20 C	1.2 to 2.0 $E^{8}/_{20}{}^{6}$C.
2.15	determination of tendency to spark	after the spark distortion pr[redacted]uendverzugs-Verfahren) i[redacted]motors-minimum 40 Ca-Z.

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1/ Values are in effect from the time the product [redacted]s the plant until final delivery.

2/ For preparation of the standa[redacted] extremely important.

3. Transportation and Storage: Containers must be clean. Zinc-plated containers should be avoided. Products procured from tar distillation must be so labeled and cannot be mixed with Diesel fuels made from other materials; they must be stored separately. 1/

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4. Laboratory Test Standards:

4.0 Test discharge

4.1 Density (2.2)

4.2 Boiling curve (2.3)

4.3 Flash point (2.4)

4.4 Tendency to coke (2.5)

4.5 Neutralization number (2.6)

4.6 Sulphur content (2.7)

4.7 Corrosion (zinc strips) (2.8)

1/ The main proble[redacted] the necessity of avoiding zi[redacted] East Germany's total of tank cars[redacted] the division of tank car[redacted] Reichsbahn Kesselwagenle[redacted] has about 1,800 tank cars at its disposal. Of these, it is presumed[redacted] r 1 January about 60 percent will be set aside for gasoline only; the remainder will be used solely for Diesel. The problem will probably arise that in a given month, production of gasoline will drop while that of Diesel fuel rises; given such a case, what will the East German transportation system do in order to keep the liquid fuels moving? A tank car can be cleaned once, but it cannot be continually switched back and forth from carrying gasoline to Diesel fuel and vice-versa.

4.8 Hard asphalt content (2.9)

4.9 Beginning of paraffin precipitation B.P.A. point (2.12)

4.10 Freezing point (2.13)

4.11 Determination of tendency to spark (2.15)

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C. Standard specifications for fuel for all other Diesel motors:

1. Product concerned: all fuels produced in Germany for Diesel motors other than those concerned under above.

2. Minimum quality:

2.1 appearance 1/	Light to dark, free mechanical impurities
2.2 density at 20°C	Between 0.800 and 0.900 g/ml
2.3 Boiling curve up to 350°C	Minimum 80%
2.4 flash point (Abel)	Minimum 55°C
2.5 tendency to coke (maximum) Conradson test	0.2%
2.6 Neutralization number	Maximum 0.2 mgr/gr
2.7 Sulphur content	under 2%
2.8 Hard asphalt content	Maximum 0.03%
2.9 Water content	Maximum 0.5%
2.10 Ash content	Maximum 0.05%
2.11 Beginning of paraffin precipitation (BPA point) in winter	not over -5°C
2.12 Freezing point in summer	not over 0°C
in winter	not over -10°C
2.13 Viscosity in Engler degrees	1.2 to 2.0 E°/20°C
2.14 Determination of tendency to spark 2/	after the spark distortion process in Diesel motors, minimum 40 Ca-Z

1/ Values are in effect from the time the product leaves the plant until final delivery.

2/ For preparation of the standard fue[redacted] extremely important.

3. Transportation and storage: Transportation and storage containers must be clean. The use of zinc-plated containers is to be avoided.

4. Laboratory Test Standards:

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4.0 [redacted] discharge

4.1 [redacted] (2.2)

4.2 Boiling curve (2.3)

4.3 Flash point (2.4)

4.4 Tendency to coke (2.5)

4.5 Neutralization number (2.6)

4.6 Sulphur content (2.7)

4.7 Hard asphalt content (2.8)

4.8 Beginning of paraffin precipitation (2.11)

4.9 Freezing point (2.12)

4.10 Determination of tendency to spark (2.14)

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