

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

REPORT
CD NO.

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

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THIS IS UNEVALUATED INFORMATION

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

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

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3. Ester said that he realized the difference [redacted] and what the producing plants were able to deliver. He said the factories [redacted] production, even if [redacted] had risen so [redacted] there was no 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.

4. Ester proposed that, in order to produce complete [redacted] for Diesel motor [redacted] manufactured, at [redacted]

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of time.

One of the [redacted] problems [redacted] urement of anti-knock [redacted] the octane [redacted] this purpose, benzene [redacted] thyl may be [redacted]

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- 2.9 hard asphalt content 0%
- 2.10 water content maximum 0.5% 25X1
- 2.11 ash content maximum 0.0%
- 2.12 beginning of precipitation in winter under minus 8°C
- 2.13 freezing point (Stoßpunkt) 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/20°C
- 2.15 determination of tendency to spark after the spark distortion
phenomenon (Zündverzugs-Verfahren)
in 4-cylinder 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 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/ 25X1

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 choke (2.5)
- 4.5 Neutralization number (2.6)
- 4.6 Sulphur content (2.7)
- 4.7 Corrosion (zinc strips) (2.8)

1/ The main problem of avoiding zinc is the necessity of East Germany's total of tank cars, the division of tank cars into Reichsbahn Kesselwagenle has about 1,800 tank cars at its disposal. Of these, it is presumed for 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.

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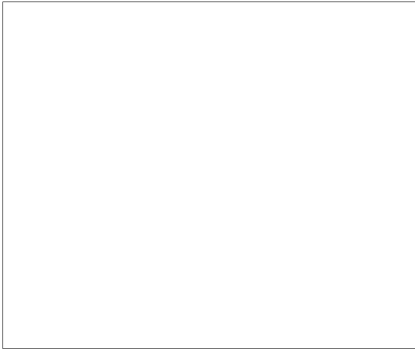
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- 4.8 Hard asphalt content (2.9)
- 4.9 Beginning of paraffin precipitation B.P.A. point (2.12)
- 4.10 Freezing point (2.13)
- 4.11 Determination of tendency to spark (2.15)



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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 [redacted] above.

2. Minimum quality:

- | | |
|--|---|
| 2.1 appearance <u>1/</u> | Light to dark, free from 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 (Abbe) | 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 <u>2/</u> | after the spark distortion process in Diesel motors, minimum 40 Ca% |

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

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

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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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4.01 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 (2.5)

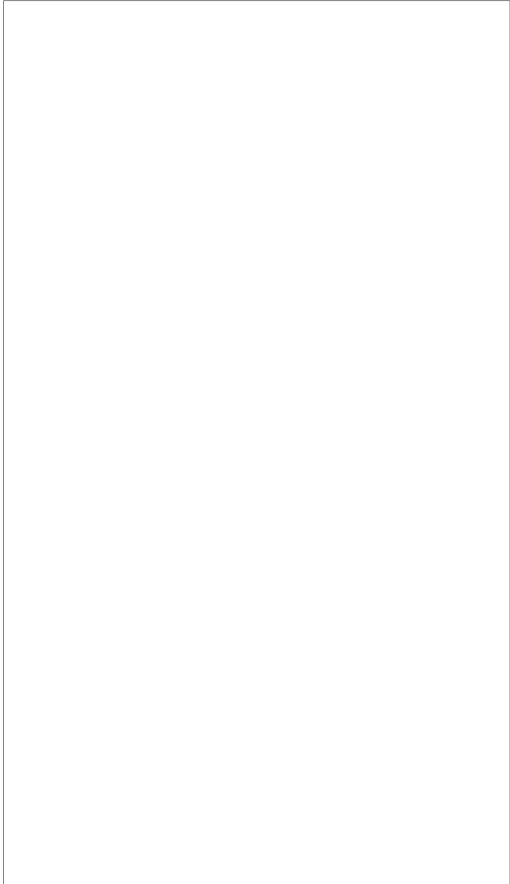
4.6 Sulphur content (2.7)

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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