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Natural gas — Calculation of methane number of gaseous fuels for reciprocating internal combustion engines —

Part 1: MNc method

Gaz naturel — Calcul de l'indice de méthane des combustibles gazeux pour les moteurs alternatifs à combustion interne —

Partie 1: Méthode IMc

Reference number
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Contents

Page

Foreword ... **iv**

Introduction ... **v**

1 Scope ... **1**

2 Normative references ... **1**

3 Terms and definitions ... **1**

4 Abbreviated terms ... **2**

5 MN_C method ... **2**
5.1 Introduction ... 2
5.2 Applicability ... 2
5.2.1 Standard gaseous fuel composition range ... 2
5.2.2 Handling of other gaseous fuel components ... 3
5.3 Methodology to calculate the MN_C ... 4
5.4 Expression of results ... 4
5.5 Uncertainty error and bias ... 4

6 Example calculations ... **5**
6.1 Example 1 ... 5
6.1.1 Simplification of the composition of the gaseous fuel ... 5
6.1.2 Selection of the ternary systems ... 5
6.1.3 Sub-division of the inert-free mixture into the selected partial mixtures ... 8
6.1.4 Calculation of the methane number of the partial mixtures ... 8
6.1.5 Criteria for not using ternary systems for final calculation of the MN_C ... 9
6.1.6 Adjustment of the composition and fraction of the partial mixtures ... 9
6.1.7 Calculation of the methane number of the simplified mixture ... 10
6.1.8 Calculation of the methane number of the gaseous fuel ... 10
6.2 Example 2 ... 10
6.2.1 Simplification of the composition of the gaseous fuel ... 10
6.2.2 Calculation of fitness of the ternary systems ... 11
6.2.3 Selection of ternary mixtures ... 11
6.2.4 Calculation of the methane number ... 11
6.3 Example 3 ... 11
6.3.1 Simplification of the composition of the gaseous fuel ... 11
6.3.2 Calculation of fitness of the ternary systems ... 11
6.3.3 Selection of ternary mixtures ... 12
6.3.4 Calculation of the methane number ... 12
6.3.5 Additional numerical examples ... 13

Annex A (normative) **Numerical results of calculations for a variety of compositions for software validation purposes** ... **14**

Annex B (informative) **Tools for users of the MN_C Method** ... **27**

Annex C (normative) **Uncertainty error and bias** ... **28**

Annex D (informative) **Natural gas-based fuels for reciprocating internal combustion engines** ... **30**

Annex E (informative) **Basis of the MN_C method** ... **31**

Bibliography ... **36**

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Foreword

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Introduction

The globalization of the natural gas market and the drive towards sustainability are increasing the diversity of the supply of gases to the natural gas infrastructure. For example, the introduction of regasified liquefied natural gas (LNG) can result in higher fractions of non-methane hydrocarbons in the natural gas grid than the traditionally distributed pipeline gases for which these hydrocarbons have been removed during processing. Also, the drive towards sustainable gaseous fuels, such as hydrogen and gases derived from biomass, results in the introduction of "new" gas compositions that contain components that do not occur in the traditional natural gas supply. Consequently, the increasing variations in gas composition affect the knock resistance of the gas when used as a fuel. This can affect the operational integrity of reciprocating internal combustion engines.

For the efficient and safe operation of gas engines, it is of great importance to characterize the knock resistance of gaseous fuels accurately. Engine knock is caused by the autoignition of unburned fuel mixture ahead of this mixture being consumed by the propagating flame. Mild engine knock increases pollutant emissions accompanied by gradual build-up of component damage and complete engine failure if not counteracted. Severe knock causes structural damage to critical engine parts, which can quickly lead to catastrophic engine failure. To ensure that gas engines are matched with the expected variations in fuel composition, the knock resistance of the fuel is to be characterized, and subsequently specified, unambiguously.

Traditional methods for characterizing the knock resistance of gaseous fuels, such as the methane number method developed by Anstalt für Verbrennungskraftmaschinen List (AVL) in the 1960s, relate the knock propensity of a given fuel with that of an equivalent methane/hydrogen mixture using a standardized test engine (see References [1], [2] and [3]). Several other methane number methods have since been developed, sometimes based on either the approach or data, or both from the original experimental work performed by AVL.

In recognition of the need to standardize a method for characterizing the knock resistance of gaseous fuels, several existing methods for calculating a methane number have been considered, including the MN_C method outlined in this document. ISO 17507-2 describes the PKI method.

Methods to calculate a methane number are based on the input of the gas composition under investigation. While methods can be fundamentally different in their development approach, ideally the methods produce similar methane numbers for the range of gas compositions they are valid for. Yet, differences in outcome can be observed. Engine manufacturers typically determine the calculation method to be used when specifying a methane number value for their engines as part of their application and warranty statements. In all cases, when specifying a methane number based on either method, or any other method, the method used should be noted.

The MN_C method is based on the original data of the research programme performed by AVL Deutschland (AVL is based in Graz, Austria) GmbH[1] for FVV (the Research Association for Combustion Engines). The methodology first proposed by Deutz ("Klöckner-Humboldt-Deutz AG")[2],[3] was later amended in 2005 and 2011 by MWM ("Motoren-Werke Mannheim AG"). A more detailed history of the MN_C method can be found in Annex E.

The MN_C method takes the components of the gaseous fuel mixture and groups them together into several ternary and binary groups whose methane number has been experimentally determined. It then determines the overall methane number by applying optimization algorithms to the individual component groupings.

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Natural gas — Calculation of methane number of gaseous fuels for reciprocating internal combustion engines —

Part 1:
MNc method

1 Scope

This document specifies the MN_C method for the calculation of the methane number of a gaseous fuel, using the composition of the gas as sole input for the calculation.

This document applies to natural gas (and biomethane) and their admixtures with hydrogen.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 14532, *Natural gas — Vocabulary*

ISO 14912, *Gas analysis — Conversion of gas mixture composition data*

ISO/IEC Guide 98-3, *Uncertainty of measurement — Part 3: Guide to the expression of uncertainty in measurement (GUM:1995)*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 14532 and the following apply.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at https://www.iso.org/obp

— IEC Electropedia: available at https://www.electropedia.org/

3.1
methane number
MN
numerical rating indicating the knock resistance of a gaseous fuel

Note 1 to entry: It is analogous to the octane number for petrol. The methane number is the volume fraction expressed as the percentage of methane in a methane-hydrogen mixture, that in a test engine under standard conditions has the same knock resistance as the gaseous fuel to be examined.

3.2
calculated methane number
MN_C
numerical rating index obtained by calculation, indicating the knock resistance of a gaseous fuel according to this document

Note 1 to entry: This analytical estimate of a methane number is based on using volume fraction gaseous fuel composition as input.

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