



Designation: D 1122 – 97a

Standard Test Method for Density or Relative Density of Engine Coolant Concentrates and Engine Coolants By The Hydrometer¹

This standard is issued under the fixed designation D 1122; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

This standard has been approved for use by agencies of the Department of Defense.

1. Scope

1.1 This test method covers the determination of the relative density of engine coolant concentrates and engine coolants.

1.2 The values stated in SI units are to be regarded as standard. The values given in parentheses are for information only.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

2. Referenced Documents

2.1 ASTM Standards:

D 1176 Test Method for Sampling and Preparing Aqueous Solutions of Engine Coolants or Antirusts for Testing Purposes²

E 1 Specification for ASTM Thermometers³

E 100 Specification for ASTM Hydrometers³

3. Terminology

3.1 Definition:

3.1.1 *relative density, n*—the ratio of the density of a material at a stated temperature to the density of water at the same stated temperature.

4. Significance and Use

4.1 The relative density of an engine coolant may be used to determine the approximate percent glycol, freezing point, and boiling point, provided the glycol type is known.

4.2 The relative density of an engine coolant concentrate can be used as a production control test.

5. Apparatus

5.1 *Hydrometers*— Hydrometers shall be of glass, gradu-

ated in specific gravity range as listed in Table 1, and shall conform to Specification E 100.

5.2 *Hydrometer Cylinder*—The hydrometer cylinder in which the sample for the relative density test is confined shall be made of clear glass and shall be cylindrical in shape. For convenience in pouring, it may have a lip on the rim. The inside diameter of the cylinder shall be at least 25.4 mm (1.0 in.) greater than the outside diameter of the hydrometer. The height of the cylinder shall be such that the length of the column of sample it contains is greater by at least 25.4 mm (1.0 in.) than the portion of the hydrometer which is immersed beneath the surface of the sample after a state of equilibrium has been reached.

5.3 *Thermometer*— An ASTM Gravity Thermometer 12C, having a range from -20 to $+120^{\circ}\text{C}$ (or 12F having a range from -5 to $+215^{\circ}\text{F}$) and conforming to Specification E 1.

5.4 *Water Bath*—A water bath capable of maintaining a sample temperature of $15.5 \pm 0.3^{\circ}\text{C}$ ($60 \pm 0.5^{\circ}\text{F}$) during the test.

6. Sampling

6.1 Sample the coolant in accordance with Test Method D 1176, except as specified in this test method.

7. Procedure

7.1 If the coolant has a small amount of separated upper layer, remove it before determining the relative density of the lower layer. To separate, pour the sample into a 500-mL separatory funnel, allow to stand for 3 h at room temperature but not below 20°C (68°F), and then draw off the lower layer.

7.2 If the original coolant is homogeneous, no separation will be required.

7.3 Cool the homogeneous sample or the separated lower layer sample to about 14°C (57°F). Pour the sample into the clean, dry hydrometer cylinder without splashing, so as to reduce to a minimum the formation of air bubbles (see Note 1). Place the cylinder vertically in the water bath and let the temperature of the sample reach $15.0 \pm 0.3^{\circ}\text{C}$ ($59 \pm 0.5^{\circ}\text{F}$). Slowly and carefully lower the hydrometer into the sample to a level two smallest scale divisions below that at which it will float and then release the hydrometer. When the hydrometer has come to rest and floats freely away from the walls of the

¹ This test method is under the jurisdiction of ASTM Committee D-15 on Engine Coolants and is the direct responsibility of Subcommittee D15.03 on Physical Properties.

Current edition approved Oct 10, 1997. Published June 1998. Originally published as D 1122 – 50. Last previous edition D 1122 – 97.

² *Annual Book of ASTM Standards*, Vol 15.05.

³ *Annual Book of ASTM Standards*, Vol 14.03.



TABLE 1 Available Hydrometer Sets

ASTM Hydrometer No.	Type	Range	
		Total	Each Hydrometer
111H to 117H	for general use in heavy liquids	1.000 to 1.350	0.050

cylinder and the temperature has reached $15.5 \pm 0.3^{\circ}\text{C}$ ($60 \pm 0.5^{\circ}\text{F}$), read the hydrometer.

NOTE 1—When handling the sample (that is, mixing, transferring, or stirring) be careful to avoid formation of air bubbles. Remove any air bubbles by touching them with a clean, dry glass rod.

7.4 The hydrometer is read in the following ways: If the sample is sufficiently transparent, place the eye slightly below the level of the liquid and slowly raise it until the surface of the sample changes from a distorted ellipse to a straight line cutting the hydrometer scale. If the sample is opaque, read the point on the hydrometer scale to which the sample rises above the main surface of the liquid with the eye placed slightly above the plane of the surface of the sample. Correct this reading by an amount equal to the height to which the sample rises on the hydrometer stem above the main liquid surface. This height will vary for different coolants and different hydrometers, and the correction will depend upon the width of the hydrometer scale graduations. Determine the correction factor for the hydrometer used by observing the height above the main surface of the liquid to which the coolant rises on the hydrometer scale when the hydrometer is immersed in a transparent liquid, such as an ethylene or propylene glycol

solution, having a surface tension similar to that of the sample under test.

8. Precision and Bias

8.1 Precision:

8.1.1 *Repeatability*— For different operators their results should vary not more than 0.0012 from the average value when the relative density of the engine coolant concentrate sample is between 1.0000 and 1.1300.

8.1.2 *Reproducibility*— For different apparatus the results should vary not more than 0.0012 from the average value when the density or relative density of the engine coolants concentrate is between 1.0000 and 1.1300.

8.2 *Bias*—Bias of the procedure in this test method for measuring density or relative density has not been determined because an accepted reference material has not been determined.

9. Keywords

9.1 engine coolant; engine coolant concentrate; hydrometer; relative density

ASTM International takes no position respecting the validity of any patent rights asserted in connection with any item mentioned in this standard. Users of this standard are expressly advised that determination of the validity of any such patent rights, and the risk of infringement of such rights, are entirely their own responsibility.

This standard is subject to revision at any time by the responsible technical committee and must be reviewed every five years and if not revised, either reapproved or withdrawn. Your comments are invited either for revision of this standard or for additional standards and should be addressed to ASTM International Headquarters. Your comments will receive careful consideration at a meeting of the responsible technical committee, which you may attend. If you feel that your comments have not received a fair hearing you should make your views known to the ASTM Committee on Standards, at the address shown below.

This standard is copyrighted by ASTM International, 100 Barr Harbor Drive, PO Box C700, West Conshohocken, PA 19428-2959, United States. Individual reprints (single or multiple copies) of this standard may be obtained by contacting ASTM at the above address or at 610-832-9585 (phone), 610-832-9555 (fax), or service@astm.org (e-mail); or through the ASTM website (www.astm.org).