

GERMAN DIESEL FUELS

1. German Diesel Fuel Specifications.

Slow speed stationary diesel engines were operated on such liquid fuels as were available. These fuels included petroleum residues, petroleum crude, coal and lignite tars and crude shale oil. No specifications could be maintained as the fuels for these types of engines were inadequate at all times and became increasingly scarcer as the war progressed. So much so that attempts, only partly successful, were made to use these local supplies, alone or mixed with other diesel fuels, in automotive engines. The results are reported in the 1944 quarterly reports of the "Reichs Minister für Rüstung und Kriegs-produktion" (Department of Planning and War Production), Fuels and Lubricants Section, under direction of Dr. Bokemüller of the Daimler Benz Company in Gaggenau (Baden).

Diesel fuel specifications were prepared for the various armed forces. A comparison of the requirements of the "Wehrmacht", the "Luftwaffe" and the "Kriegsmarine" are tabulated on Table I. Small differences are apparent in this tabulation between the requirements of the various branches.

The German Navy (Kriegsmarine) in particular was definitely opposed to the use of any additive in diesel fuels for fear of corrosion, and never did use specification KI of the Luftwaffe for fear of vaporlock.

In addition to these diesel fuels most generally used and recognized there came out, from time to time, certain fuels known as "Sonder Diesel Kraftstoff", "Leicht Diesel Kraftstoff", "Speziell Diesel Kraftstoff" prepared to order for a definite purpose or for certain experiments. Some were blends of various types of diesel fuels, others were blends of diesel fuels and gasolines. The latter could be classified in the United States as "tractor fuels".