

FLAMMABILITY DATA

fuel	LEL	UEL	flash point (°C)	Ignition temp (°C)	Vapour dens (air =1)	Vapour pressure (kPa)	LEL response factor (CH ₄ =100)
gasoline (unleaded)	1.2-1.3	7.6	-45	>250 (440, 470)	3-4	60 at 20°C	40-60
JET A1	0.6/0.7	6.5/5.0	>40	220			
JP4	1.3 0.6	8 7.5	-18 -23	240		<21 at 15°C 18	
diesel	0.6	6.5	40-55	225	7		
Avtur	1.3	7.9	>38	225	4		
Avgas	1.6/1.2	9.2/7.0	-44	443		46 at 38°C	

NOTE:

1. There are a lot of gaps in the data and where I've met variability, I've included all the figures!
2. Diesel and gasoline are variable terms as there are many different types.
3. Values for Avtur and Avgas are theoretical.
4. The LEL response factor is the response you would get from a catalytic sensor if calibrated to read 100%LEL methane. I expect the response factor for Jet A1 and JP4 to be similar to gasoline. Those for diesel to be less than for gasoline
5. Hexane is sometimes used as a calibration gas for gasoline although I reckon propane or higher would also be OK. They may suffice for aviation fuels.