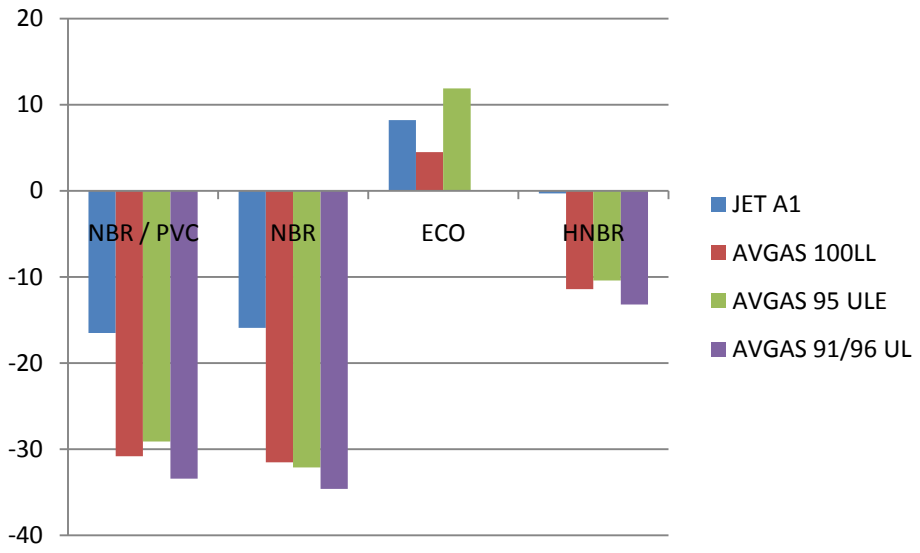
Aerazur is a supplier of fuel systems and produce flexible fuel tanks for aviation, mainly helicopters.
So we are concerned with the effect that could have new aviation fuels versus our flexible fuel tanks.
Then we decided to test the compatibility of our products with the new AVGAS fuels proposed by HJELMCO.

TEST RESULTS ON RUBBERS

Resistance at break, variations % from initial state after immersion 72h 57°C

Traction test method NF T 46002 H2 - Liquid test submission NF T 46013

	NBR / PVC	NBR	ECO	HNBR
JET A1	-16,5	-15,9	8,2	-0,3
AVGAS 100LL	-30,8	-31,5	4,5	-11,4
AVGAS 95 ULE	-29,1	-32,1	11,9	-10,4
AVGAS 91/96 UL	-33,4	-34,6	/	-13,2

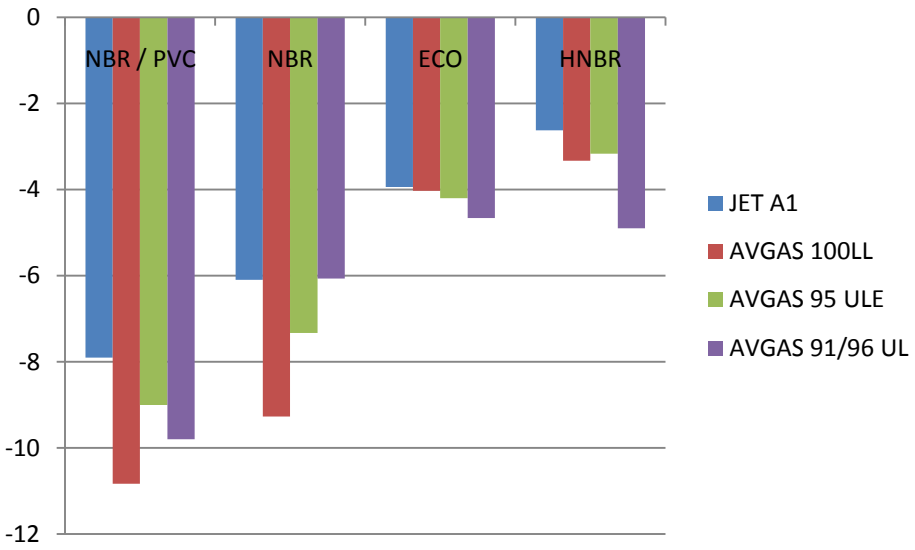


Resistance at break variation % after immersion 72h 57°C

Hardness variations delta points from initial state after immersion 72h 57°C

Hardness test method NF T 46052 (Shore A) - Liquid test submission NFT 46013

	NBR / PVC	NBR	ECO	HNBR
JET A1	-7,9	-6,1	-3,94	-2,63
AVGAS 100LL	-10,83	-9,27	-4,03	-3,33
AVGAS 95 ULE	-9	-7,33	-4,2	-3,17
AVGAS 91/96 UL	-9,8	-6,07	-4,66	-4,9

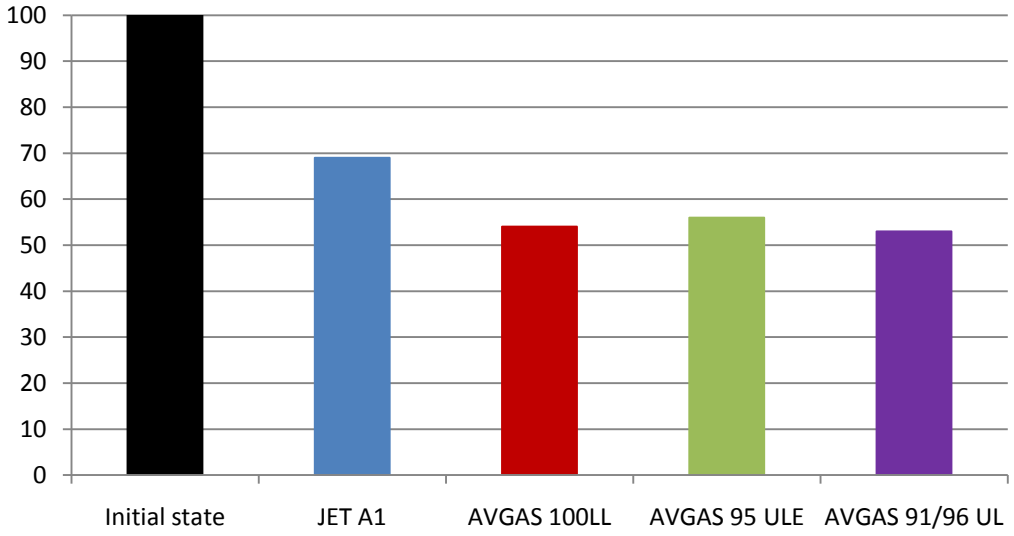


Hardness variations delta points after immersion 72h 57°C

TESTS RESULTS ON FUEL TANK WALL

Adhesion value compare to initial state after immersion 72h 57°C
The tests were conducted on a standard nitrile reinforced polyamide light weight fuel tank wall
Adhesion test method NF T 46008 - Liquid test submission NFT 46013

Initial state	100
JET A1	69
AVGAS 100LL	54
AVGAS 95 ULE	56
AVGAS 91/96 UL	53



Adhesion tests results after immersion 72h 57°C compared to initial value

CONCLUSION:

AVGAS fuels are more aggressive than JET A1.
New AVGAS unleaded fuels 91/96 UL and 95 ULE bioethanol ether types are equivalent to standard AVGAS 100LL