

Experimental Test of a Diesel Engine using Envo-Diesel as an Alternative Fuel

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1. Introduction

Recently, the use of diesel engines has increased rapidly because of their low fuel consumption and high efficiencies. Nowadays, diesel engines are used in transportation, power plant generation equipment, construction and industrial activities. These wide fields of the usage lead to increase the demand for petroleum fuel. The world is presently confronted with crises of fossil fuel depletion and environmental degradation.

The present energy scenario has stimulated active research interest in non-petroleum, renewable, and non-polluting fuels. The world reserves of primary energy and raw materials are, obviously, limited. According to an estimate, the reserves will last for 218 years for coal, 41 years for oil, and 63 years for natural gas, under a business-as-usual scenario (Agarwal 2007).

The depletion of world petroleum reserves and increasing of demand also causes rise in fuel prices. The prices of crude oil keep rising and fluctuating on a daily basis which are at near record levels and are stabilizing at about US\$140 per barrel now at Malaysia. This necessitates developing and commercializing unconventional fuel from natural sources. This may well be the main reason behind the growing interest for unconventional bio-energy sources and fuels around the world especially developing countries, which are striving hard to offset the oil monopoly.

This study concentrates on assessing the viability of using alternative fuels in the existing internal combustion engines. In Malaysia, many researches are carried out on palm oil to produce biofuel or biodiesel as an alternative fuel. Malaysia has become the biggest palm oil producer country in the world followed by Indonesia. Recently, Malaysian Palm Oil Board (MPOB) has been produces the P5 palm oil-based biofuel called "Envo Diesel" for local use. After palm oil, coconut oil is the next potential oil that can be produced as biofuel because of its high amount of oxygen contents that enhance the combustion process. The objective of this study is to carry out an experimental investigation of the performance and the exhaust emission characteristics of a diesel engine fueled with Envo Diesel and coconut oil blends and compared them with ordinary diesel fuel.

2. Experimental setup and procedures

The schematic of the experimental setup for used engine test bed can be seen in Fig.1. A commercial diesel (2L series) was selected for this investigation. The engine is type 2L, 53.6

kW capacities, fixed speed (4000 rpm). It is water-cooled, indirect diesel injection engine. The specifications of engine are shown in Table 1.

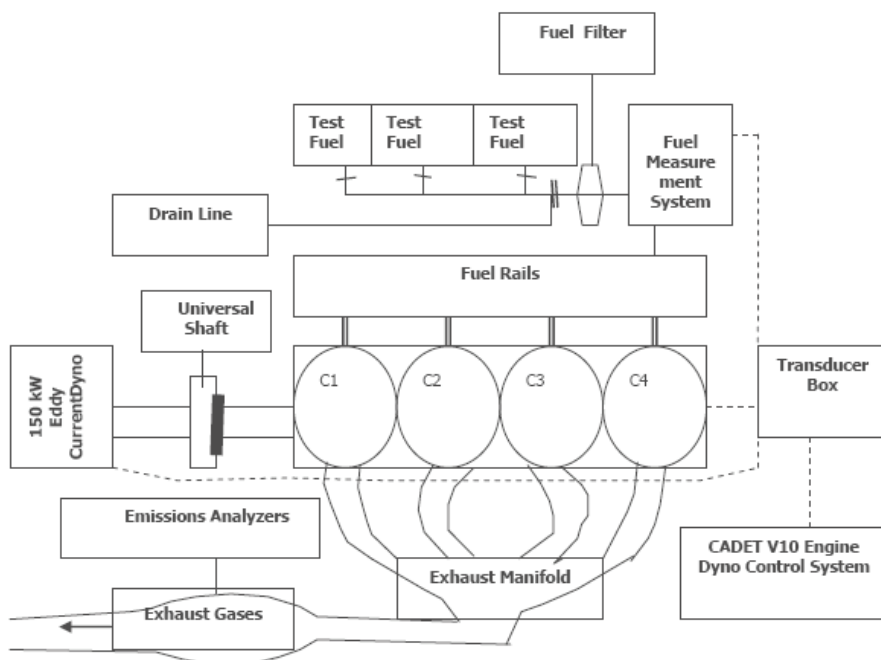


Fig. 1. Schematic Diagram of Engine Test Bed.

Engine	Diesel cycle
Model	2L
Type	Four strokes, water-cooled
Combustion	IDI, naturally aspirated
Number of cylinder	4
Bore x Stroke	92 x 92mm
Displacement	2.4 L (2446 cc)
Compression ratio	22.3 :1
Combustion chamber	Swirl chamber
Nozzle type	Throttle
Cooling system	Pressurized circulation
Continuous power output	53.6 kW at 4000 rpm
Torque	155.9 Nm at 2200 RPM

Table 1. Specification of used diesel Engine

2.1 Exhaust gas analyzer

Horiba exhaust gas analyzer was used to measure HC, CO, CO₂ and NO_x emissions. The analyzer was interfaced with engine controlled software so that all the data from emission analyzer and engine are logged at same time. The Hartridge smoke meter was used to measure smoke emission.

2.2 Test fuel

The analysis and the preparation of test fuels were conducted at the Engine Tribology Laboratory, Department of Mechanical Engineering, University of Malaya. A total of three test fuels were selected for this investigation. The test fuels chosen are (1) 100% conventional diesel fuel (B0) supplied by Malaysian petroleum company (Petronas), (2) P5 as 5% palm olein and 95% B0. It can be mentioned that fuel P5 is known as "Envo diesel" in Malaysia. (3) C5 as 5% coconut oil and 95% B0. The fuel C5 is being selected to be compared with Envo diesel. Details about Envo diesel can be seen in below-

2.3 Envo Diesel (Direct blending)

Envo Diesel consists of 5 percent processed palm oil commonly known as cooking oil and 95 percent conventional diesel fuel. The Malaysian Government has decided on the Envo Diesel for the local market because production cost of palm olein is RM1 per litre cheaper than ethyl ester. The Envo Diesel will be implemented in stages starting with vehicles of selected governmental agencies and then moving on the public use. The Malaysian palm oil board (MPOB) is using the blends of processed palm oil with petroleum diesel to produce Envo Diesel. The advantages of envo diesel are:

- a. No engine modification is required.
- b. Results in terms of engine performance, fuel consumption, exhaust emissions, repair and maintenance are acceptable.

2.4 Fuel properties test

The main properties of fuel tested such as calorific value, viscosity, specific density and flash point have been tested through standard method. The ordinary diesel fuel properties are compared with blended fuels.

Heat calorific value: Oxygen Bomb Calorimeter was used to obtain the heating value of each fuel. The sample was ignited and burned in the combustion chamber in the presence of 20 bar of oxygen, and the energy released is transferred to the surrounding water. The energy contain in the fuel was calculated on the basis of the conservation of energy principle by measuring the temperature rise of the water. $\text{Mass of fluid} \times \text{Caloric value} = (\text{Mass of water} + \text{water equivalent of bomb}) \times \text{Corrected temperature rise} \times \text{specific heat capacity of water}$.

Viscosity: Automatic viscometer was used for determining the kinematic viscosity of fuels. It provides a measure of the time required for a volume of fuels to flow under gravity through a calibrated glass capillary tube.

Specific gravity: Model DMA 4500/5000 specific gravity concentration meter was used to obtain the specific density value of tested fuels. The fuels density is measure at 15°C in g/cm³.

Flash point: Flash Point Tester HFP 380 Pensky Martens was used to measure the flash point value of each tested fuels. The flash point is determined by heating the fuel in a small

enclosed chamber until the vapors ignite when a small flame is passed over the surface of the fuel. The temperature of the fuel at this point is the flash point.

The test fuel physicochemical properties and compositions can be seen in Table 2 and Table 3 respectively.

Country			Germany	USA	Malaysia			
Properties/Fuels			Rape seed methyl ester	Soy bean methyl ester	Palm oil methyl ester	Envo diesel (P5)	C5	B0
1.	Density 15°C	g cm ⁻³	0.875-0.90	0.80-0.90	0.8783	0.827	0.827	0.82
2.	Viscosity 40°C	mm ² s ⁻¹	3.5-5.0	1.9-6.0	4.415	4.15	3.90	3.55
3.	Distillation 95%	°C	-	≤ 360	-	-		
4.	Flash point	°C	>100	>130	182	>140	>140	98
5.	High calorific value	MJ/kg	-	-	39.21	42.5	42.6	43

Table 2. Physiochemical properties of fuels

Fuel	Compositions
B0	100% diesel fuel
P5 (Envo diesel)	5% palm olein and 95% B0.
C5	5% coconut oil and 95% B0.

Table 3. Test Fuel Compositions

3. Results and discussion

From physicochemical test results, it is found that, the C5 has better heating value than P5. The higher heating value contributes more power output after burning the fuel in the engine cylinder. The heating values of both the P5 and C5 are slightly lower as compared to B0. From viscosity test result, it is found that the C5 fuel has lower viscosity than P5. Lower viscosity of a fuel contributes better atomization. However, the viscosity of both P5 and C5 are slightly higher than B0. Similar differences of all other properties along with biodiesel properties from other countries can be seen in Table 3.

Engine brake power versus speed at constant 85% throttle setting can be seen in Fig.2. It can be seen that brake power increases with increasing engine speed until 3000 rpm and then power starts to drop due to the effect of higher frictional force. The maximum brake power obtained by B0, C5 and P5 are 36.7 kW, 36.10 kW and 36.20 kW respectively at 3000 rpm. The lower brake power by C5 and P5 as compared to B0 is mainly due to their respective lower heating values. The average brake power all over the speed range is found as 28.28 kW, 28.08 kW and 27.94 kW by B0, C5 and P5 respectively.

The variation of exhaust gas temperatures of all the fuels are shown in Fig. 3. Exhaust gas temperatures of the blended fuels are lower than those of the diesel fuel due to the lower

heating value. However, their differences are small such as an average of all over the speed range 0.77% and 0.8% lower by C5 and P5 respectively.

The highest temperatures are found at 3000 rpm for all the fuels such as 735 °C, 732.5 °C and 733.6 °C by B0, C5 and P5 respectively.

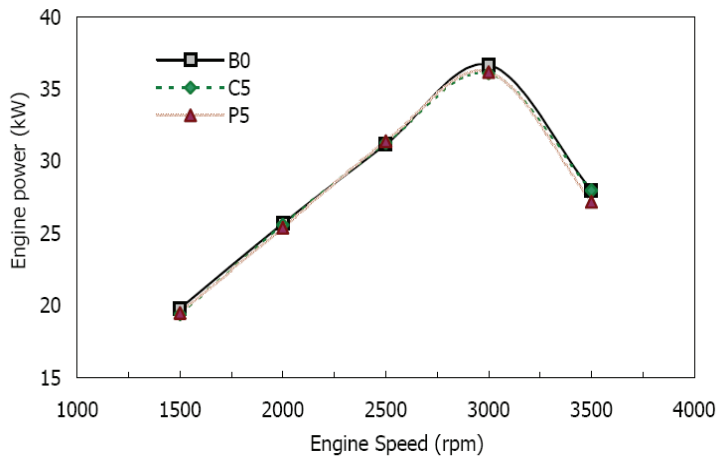


Fig. 2. Engine Brake Power Vs Speed At 85% Throttle.

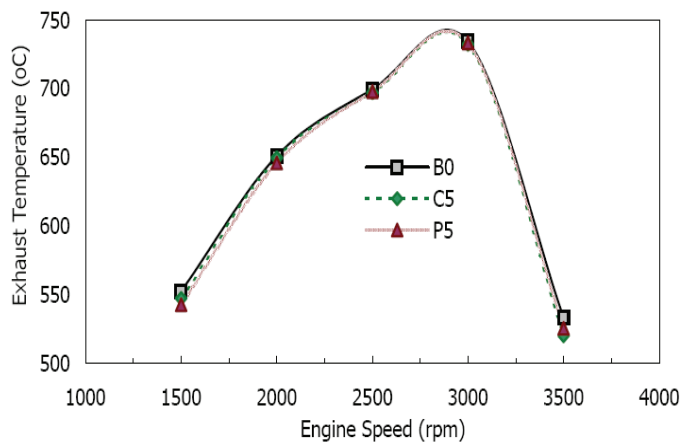


Fig. 3. Exhaust Temperature Vs Speed At 85% Throttle.

As diesel engine operates with an overall lean mixture, their CO emissions are normally lower than gasoline engines. Carbon monoxide (CO) is a toxic gas formed by the results from incomplete combustion. Emissions of CO are greatly dependent on the air-fuel ratio relative to the stoichiometric proportions. The CO emission depends on many parameters such as air-fuel ratio and fuel combustion performance into the engine cylinder. The CO emission versus engine speed is shown in Fig.4. The maximum value of CO emission is found at 3000 rpm such as 1.54%, 1.44% and 1.21% for B0, C5 and P5 respectively. The lowest CO emission is found from envo diesel P5, followed by C5 and B0. On average all over the speed range, C5 and P5 reduce CO emission by 7.3% and 21% respectively.

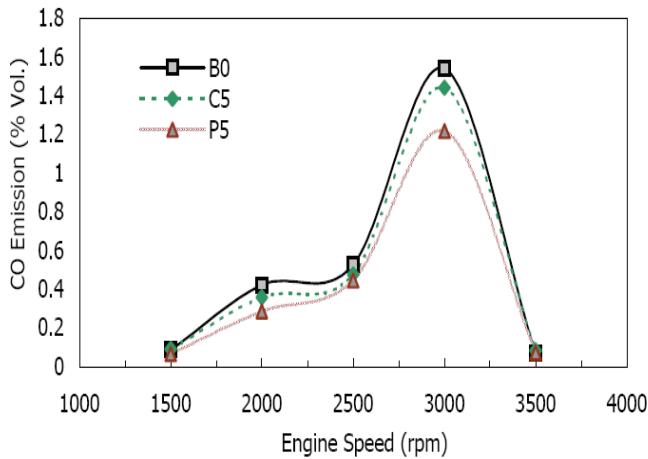


Fig. 4. CO Emissions Vs Engine Speed At 85% Throttle.

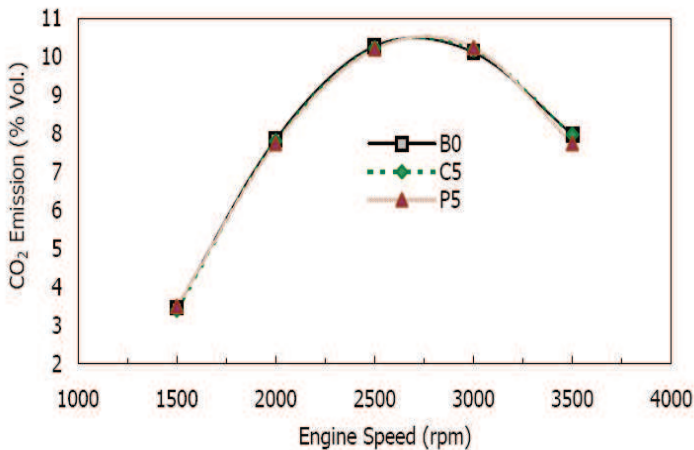


Fig. 5. CO2 Emissions Vs Engine Speed At 85% Throttle.

The CO₂ emissions of different fuels are shown in Fig.5. Increasing CO₂ emission means better combustion phenomena. The maximum CO₂ are found between 2500 rpm to 3000 rpm due to better combustion at the current throttle-speed position. The maximum CO₂ emission is found at 3000 rpm for all the fuels as shows 10.12%, 10.19% and 10.25% by B0, C5 and P5 respectively. The envo diesel produces more CO₂ than C5 and B0 fuels which means better combustion and it is proven since P5 produces lowest CO emission (Fig.4.)

Unburned hydrocarbons (HC) are the results of fuel incomplete combustion. Similar to carbon monoxide, unburned hydrocarbons result from flame quenching in crevice regions and at cylinder walls. Other causes of unburned hydrocarbons are running engine on too rich fuel air ratio with insufficient oxygen and the incomplete combustion of lube oil. Another cause is the oil film around the cylinder absorbs hydrocarbons, preventing them from burning, and then releases them into the exhaust gas. Also misfire admits hydrocarbons into the exhaust. It can be seen (in Fig. 6) that the lowest level of HC is produced by Envo diesel P5 followed by C5 and B0. The maximum difference is found at 3000 rpm such as 21.8 ppm, 19.8 ppm and 14.9 ppm by B0, C5 and P5 respectively. However, all over the test cycle, it is found that C5 and P5 reduce HC emission by 5.5% and 18% respectively as compared to B0 fuel. Now, based on CO, CO₂ and HC emissions, it can be confirmed that envo diesel P5 produce better combustion than C5 and B0 fuels.

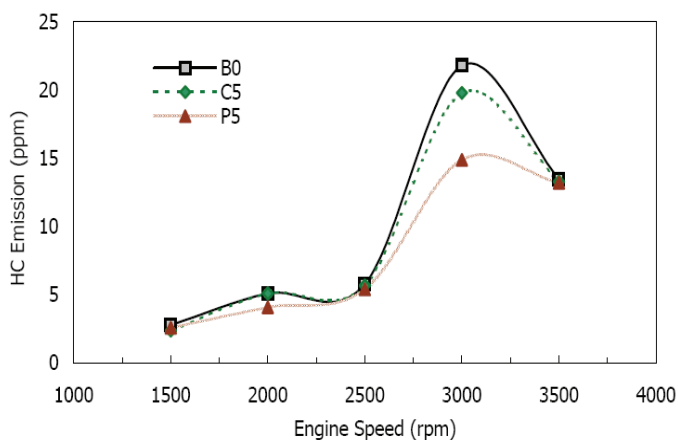


Fig. 6. HC Emission Vs Engine Speed At 85% Throttle.

Oxides of nitrogen (NO_x) emission is shown in Fig. 7. The NO_x emission is strongly related to lean fuel with high cylinder temperature or high peak combustion temperature. A fuel with high heat release rate at premix or rapid combustion phase and lower heat release rate at mixing – controlled combustion phase (Masjuki et al. 2000) will produce NO_x emission.

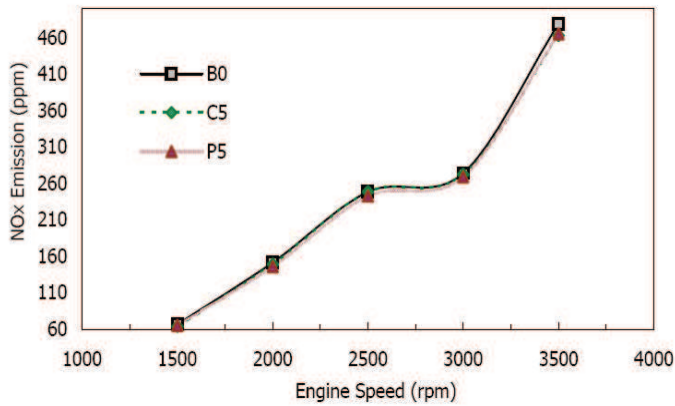


Fig. 7. Nox Emission Vs Engine Speed At 85% Throttle.

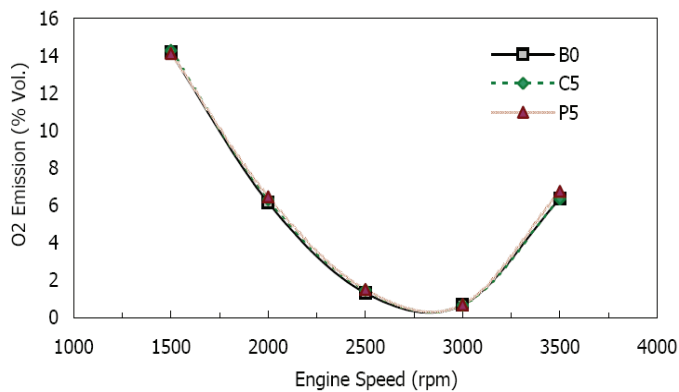


Fig. 8. O₂ Concentration Vs Engine Speed At 85% Throttle.

It can be seen that NO_x increases with increasing engine speed due to increasing combustion temperature into engine cylinder. The maximum NO_x is found at 3500 rpm such as 478.7 ppm, 462.7 ppm and 465 ppm by B0, C5 and P5 respectively. However, on average all over the speed range, C5 and P5 reduce NO_x emission by 2% and 2.50% respectively as compared to B0 fuel.

The O_2 emissions of different fuels from the engine are shown in Fig.8. Increasing engine speed decreases O_2 concentration due to better combustion. At 3000 rpm, the O_2 concentration was lower as 0.7%, 0.68% and 0.71% for B0,C5 and P5 respectively. Fuels C5 and P5 show higher O_2 due to contain O_2 in pure coconut oil and palm oil as compared to B0. On average, all over the speed range, C5 and P5 produce 1.30% and 2.90% higher O_2 as compared to B0 fuel.

Smoke is a suspension in air (aerosol) of small particles resulting from incomplete combustion of a fuel. It is commonly an unwanted by-product of fuel combustion. Smoke produces from incomplete combustion of fuel resulting from fuel cooling effect or fuel air mixing problem etc. The relative smoke emission is shown in Fig.9. It is found that the lowest smoke produces by P5 fuel followed by C5 and B0 fuels. This proves that fuel envo diesel or P5 produces complete combustion as compared to C5 and B0 fuels. On average all over the speed range, the C5 and P5 fuels show 1.75% and 3.30% lower smoke opacity than B0 fuel.

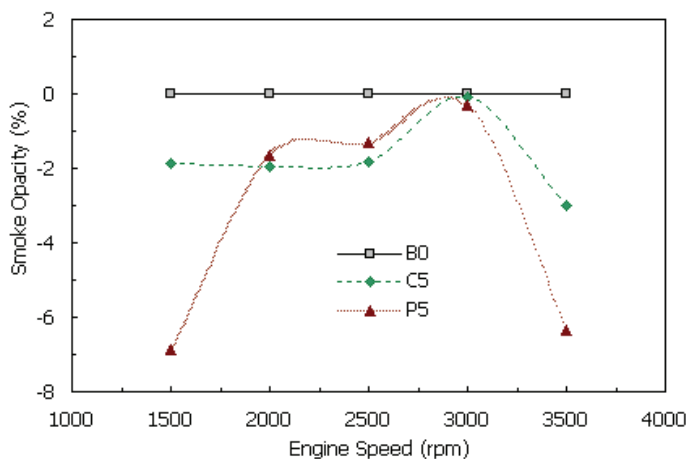


Fig. 9. Smoke Emission Vs Engine speed At 85% Throttle.

5. Conclusions

The following conclusions may be drawn from present investigation such as –

1. Envo diesel (P5) produces 1.2% lower brake power as compared to diesel fuel B0.
2. Envo diesel (P5) shows better emission results such as lower CO, HC, NO_x and smoke emissions as compared to C5 and B0 fuels.

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7. References

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In the last few years the automobile design process is required to become more responsible and responsibly related to environmental needs. Basing the automotive design not only on the appearance, the visual appearance of the vehicle needs to be thought together and deeply integrated with the "power" developed by the engine. The purpose of this book is to try to present the new technologies development scenario, and not to give any indication about the direction that should be given to the research in this complex and multi-disciplinary challenging field.

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