



IJRASET

International Journal For Research in
Applied Science and Engineering Technology



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 11 **Issue:** XI **Month of publication:** November 2023

DOI: <https://doi.org/10.22214/ijraset.2023.57054>

www.ijraset.com

Call:  08813907089

E-mail ID: ijraset@gmail.com

Revolutionizing Transportation: A Comprehensive Review of Hydrogen-Powered Engines

Pranali Kemshetti¹, Kanshik Wali², Hritik Kamble³, Abhishek khairnar⁴, Yogesh Jadhav⁵, Krishna Amonkar⁶
^{1, 2, 3, 4, 5, 6} Vishwakarma Institute of Technology, Pune, Maharashtra, India

Abstract: *Hydrogen as an alternative fuel source has gained significant attention due to its potential to mitigate greenhouse gas emissions and address energy sustainability concerns. This paper presents a comprehensive analysis of hydrogen engines, exploring their advancements, challenges, and prospects. The study encompasses a thorough review of the current state of hydrogen engine technology, including various combustion mechanisms, fuel delivery systems, and emissions characteristics. The paper delves into the key advancements achieved in hydrogen engine design, addressing efficiency improvements, power output optimization, and enhanced durability. It highlights the importance of advanced ignition and combustion strategies, such as lean burn and stratified charge combustion, in maximizing engine performance while minimizing emissions. Additionally, the integration of hydrogen engines with hybrid and electric systems is discussed as a means of further enhancing their efficiency and overall environmental impact.*

Keywords: *IC engines; hydrogen; emissions; backfire, power output.*

I. INTRODUCTION

Today, internal combustion engines using fossil fuels generate about 25% of the world's power and they are responsible for about 17% of the world's greenhouse gas emissions, while producing other main pollutant emissions such as carbon monoxide, nitrogen oxides and particulate matter that cause adverse effects on air quality. In recent years IC engines have been under a lot of scrutiny due to their environmental effect. Due to drastic changes in the climate and air quality caused by the emissions from the use of Petrol and Diesel engines, Manufacturers are being pressured to discontinue producing vehicles that use Petrol and Diesel and adopt engines that use alternative fuels like Hydrogen and electricity.

Efforts are being made all over the world to reduce carbon emissions, many countries have set a target to fully electrify their transport systems in the coming years. Many countries also provide incentives on products like solar panels and electric vehicles. By providing such incentives they are encouraging customers to purchase Hybrid and Electric vehicles and reduce their carbon footprint. Public charging stations are constructed to enable charging on the go, this makes the owners less worried about running out of battery while commuting. As electric vehicles are new technology, they are less reliable, and the upfront cost of an EV is greater than a petrol vehicle but due the savings made by using electricity instead of petrol the EV pays off the additional cost in a few years in fuel savings.

Hydrogen is another alternative to fossil fuels. Usage of hydrogen fuel is more beneficial as it is a renewable source of energy and potentially CO₂ free, this is where both EVs and conventional fuel IC engines fall back as EVs have batteries that cost a lot to be manufactured and their battery capacity reduces over the year and conventional fuel engines produce harmful emissions. The production of Hydrogen is very easy, it can be produced by steam reforming methane or electrolysis of water. Hydrogen also has a greater calorific value thus producing more energy for the same amount of fuel.

II. OVERVIEW

The speed of hydrogen-air mixes allowing various load lack of harmful emissions, the sustainability control sustainability control techniques (for example, power regulation by varying (potentially CO₂ free), and the energy security are the motivations for a hydrogen economy. The equivalent ratio (which prevents throttling losses) The current study examines internal combustion hydrogen engines. For the following reasons, internal combustion engines (ICEs) are permitted due to the high auto-ignition temperature. a higher compression ratio. A higher compression ratio. For mixes close to ICEs, which are well-proven, straightforward, and stoichiometric, combustion is a nearly constant-known process, and because of the high burning operation and low velocity of these mixtures, conversion of an engine for hydrogen volume combustion is possible. Cost of lean hydrogen flames. Utilising ICEs enables bi-fuel operation (e.g., the engines can run on petrol and on hydrogen and burn quickly enough to create almost no turbulence). However, improving techniques are required.

the prevention of aberrant hydrogen combustion prior to pre-ignition in the following cycle. This advanced engine has proven to be difficult, and efforts are being made to prevent aberrant combustion that happens during the intake stroke and produces backfire have significant effects on the way engines are designed, [1, 7, 13, 18]. The mechanism is known as load control and runaway mixture generation. Pre-ignition and knocking are additional causes of pre-ignition in SI engines. There are three anomalous combustion regimes: knock cycle, raising the temperature in the chamber, and (auto-ignition of the end gas area), as well as pre-ignition producing a hot spot [7]. Backfire (also known as uncontrolled ignition caused by a hot spot, prior to the SI), and any of the aforementioned factors might backfire. Flashbacks Have significant effects on the way engines are designed, [1, 7, 13, 18]. The mechanism is known as load control and runaway mixture generation. Pre-ignition and knocking are additional causes of pre-ignition in SI engines. There are three anomalous combustion regimes: knock cycle, raising the temperature in the chamber, and (auto-ignition of the end gas area), as well as pre-ignition producing a hot spot [7]. Backfire (also known as uncontrolled ignition caused by a hot spot, prior to the SI), and Any of the aforementioned factors might backfire. Flashbacks, backflashes, and induction ignition.

III. LITERATURE REVIEW

- 1) *Paper 1*: “Development of Hydrogen Fuelled Internal Combustion Engine” (2016). This paper focuses on the development of an internal combustion engine fuelled by hydrogen. The authors, Arslan Haider, Wan Aznar Wan Yusuf, and Imran Rashid, explore the technical aspects of adapting hydrogen as a fuel for internal combustion engines. They likely discuss the modifications required for the engine to run on hydrogen, including adjustments to the fuel delivery system, combustion characteristics, and emissions control. The paper likely examines performance metrics, emissions characteristics, and potential challenges associated with hydrogen combustion in the internal combustion engine context.
- 2) *Paper 2*: “Performance Analysis of a Hydrogen Internal Combustion Engine with Exhaust Gas Recirculation” (2017). Benjamin Götz, Stefan Pischinger, and Ludger Kell investigate the performance of a hydrogen internal combustion engine (ICE) equipped with exhaust gas recirculation (EGR). The paper likely examines how EGR affects combustion efficiency, emissions, and overall engine performance in the context of hydrogen fuel. The authors likely present experimental results and numerical simulations to analyse the effects of EGR on combustion stability and emissions reduction in hydrogen ICES.
- 3) *Paper 3*: “Hydrogen Combustion in Internal Combustion Engines: Experimental Studies and Numerical Simulations” (2018). Qing Feng Li, Fushun Liu, and Qing Shu delve into the combustion characteristics of hydrogen in internal combustion engines. They likely conduct both experimental studies and numerical simulations to explore hydrogen combustion behaviour, ignition characteristics, and combustion efficiency. The paper likely examines factors influencing combustion stability and emissions in hydrogen-powered internal combustion engines. This research could contribute to better understanding the fundamental combustion processes of hydrogen within an engine context.
- 4) *Paper 4*: “Hydrogen Internal Combustion Engines: An Alternative for the Automotive Sector” (2018). Vinícius Bueno Rodrigues, Victor Gabriel Alves Ribeiro, and Evaristo Chalbaud Biscaia Jr. likely provide a comprehensive review of hydrogen internal combustion engines (HICEs) as an alternative for the automotive sector. This paper probably covers the potential of HICEs to address energy and environmental challenges in the transportation industry. The authors likely analyse the benefits, challenges, and prospects of HICEs in terms of efficiency, emissions reduction, and integration with existing infrastructure. They may also discuss the role of policies and regulations in promoting the adoption of hydrogen-powered vehicles.

IV. MAIN DISCUSSION

In our study we have studied that how the hydrogen engine is going to be a revolutionary product by replacing the all the current options in market like petrol, diesel engine as well as it is expected to take over battery operated engines in the market, as it's a kind of cleaner fuel it will also not cause any harm to the environment. Before using hydrogen fuel directly into the engines, the main challenge is to store hydrogen as per the requirements of the fuel, also it can increase the efficiency of the engine and would increase the life and also require less maintenance other than current options currently Toyota motors Ltd. And Cummins Is working over hydrogen engines.

Hydrogen is a cleaner fuel and can be produced from the water using renewable electricity, and this fuel burns with zero greenhouse gas emissions making it a cleaner fuel for the environment. In current trials it was found that the hydrogen engine is the same as reliable as the current gas or diesel engine, producing almost the same amount of the power.

Here we can power a hydrogen engine in two ways:

- 1) Using fuel cells which will convert the hydrogen into electricity, which will power the engine just like an EV battery.
- 2) Another way is using the hydrogen in the IC engines as fuel with the same efficiency and power.

Hydrogen fuel is currently experiencing a resurgence in interest due to its potential to offer long-term answers to energy and environmental issues. There is currently a hydrogen engine that has been the subject of various investigations throughout the world. Currently it is assumed that it will destroy the EV market due to its excellent performance during testing as currently during testing of Cummins motors it was found that it was producing almost same output as produced in the current fuel options *i.e. (Petrol or Diesel)*. Currently the main work which is going on is to store hydrogen in the tanks as it's highly flammable and if not handled properly will cause severe accidents.

V. RESULT

Currently man company, in which they were developing a hybrid kind of engine that will work on 25% of the hydrogen as fuel and 75% on the natural gas, also they are currently working on the engine that can work with 100% hydrogen as fuel like other companies *i.e., Toyota, Cummins etc.*

In India currently Reliance industry and its vehicle partner Ashok Leyland are working on the hydrogen engine for heavy duty vehicles, as the engine had successful trials in 2022 which will reduce the carbon emissions to zero and provide a much affordable and sustainable fuel.

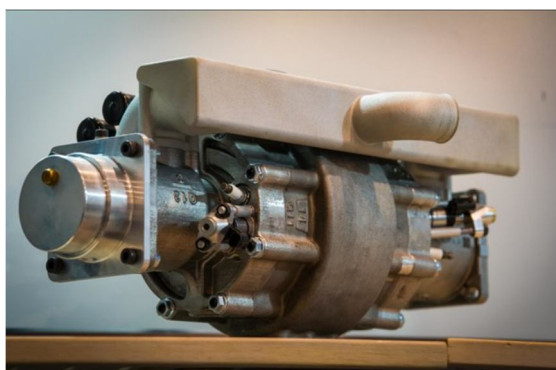


Fig.1 Reliance Hydrogen Engine

VI. CONCLUSION

In conclusion, hydrogen engines represent a promising pathway towards achieving sustainable and environmentally responsible transportation and energy systems. As the world increasingly embraces clean energy solutions, hydrogen engines have the potential to play a pivotal role in the global efforts to combat climate change, reduce emissions, and create a more resilient and sustainable future. Continued research, development, and investments in hydrogen technologies are essential to accelerate the deployment of hydrogen engines on a larger scale and pave the way for a cleaner and greener world.

REFERENCES

- [1] Aceves S.M. and Smith J.R.: Hybrid and conventional hydrogen engine vehicles that meet EZEVE emissions. SAE, paper nr 970290, (1997).
- [2] Bardon M.F. and Haycock R.G.: The hydrogen research of R.O. King, Proceedings, 14th World Hydrogen Energy Conference, invited paper, Montreal, Canada, (2002).
- [3] Berckmüller M. et al.: Potentials of a charged SI-hydrogen engine. SAE, paper nr 2003-01-3210, (2003).
- [4] Binder K. and Withalm G.: Mixture formation and combustion in hydrogen engine using hydrogen storage technology, International Journal of Hydrogen Energy, 7, 651–659, (1982).
- [5] Das L.M.: Hydrogen-oxygen reaction mechanism and its implication to hydrogen engine combustion, International Journal of Hydrogen Energy, 21, 703–715, (1996).
- [6] Das L.M.: Near-term introduction of hydrogen engines for automotive and agricultural application. International Journal of Hydrogen Energy, 27, 479–487, (2002).
- [7] Davidson D., Fairlie M., and Stuart A.E.: Development of a hydrogen-fuelled farm tractor, International Journal of Hydrogen Energy, 11, 39–42, (1986).
- [8] Furuhashi S.: Problems of forecasting the future of advanced engines and engine characteristics of the hydrogen injection with LH2 tank and pump, Journal of Engineering for Gas Turbines and Power, 119, 227–242, (1997).
- [9] Gerbig F. et al.: Potentials of the hydrogen combustion engine with innovative hydrogen-specific combustion process, Proceedings, Fisita World Automotive Congress, paper nr F2004V113, Barcelona, Spain, (2004).
- [10] Guo L.S., Lu H.B., and Li J.D.: A hydrogen injection system with solenoid valves for a four-cylinder hydrogenfuelled engine, Int. J. of Hydrogen Energy, 24, 377–382, (1999).
- [11] Heffel J.W., McClanahan M.N., and Norbeck J.M.: Electronic fuel injection for hydrogen fueled internal combustion engines. SAE, paper nr 981924, (1998).
- [12] Heffel J.W., Johnson D.C., and Shelby C.: Hydrogen powered Shelby Cobra: vehicle conversion. SAE, paper nr 2001-01-2530, (2001).

- [13] Jing-Ding L., Ying-Qing L., and Tian-Shen D.: Improvement of the combustion of a hydrogen fueled engine, *International Journal of Hydrogen Energy*, 11, 661–668, (1986).
- [14] Kim J.M., Kim Y.T., Lee J.T., and Lee S.Y.: Performance characteristics of hydrogen fueled engine with the direct injection and spark ignition system. SAE, paper nr 952498, (1995).
- [15] Kondo T., Iio S., and Hiruma M.: A study on the mechanism of backfire in external mixture formation hydrogen engines –about backfire occurred by the cause of the spark plug– SAE, paper nr 971704, (1997).
- [16] Koyanagi K., Hiruma M., and Furuhashi S.: Study on mechanism of backfire in hydrogen engines. SAE, paper nr 942035, (1994).
- [17] Lee J.T., Kim Y.Y., Lee C.W., and Caton J.A.: An investigation of a cause of backfire and its control due to crevice volumes in a hydrogen fueled engine, *Proceedings, ASME Spring Technical Conference*, paper nr 2000-ICE284, San Antonio, USA, (2000).
- [18] Lee S.J., Yi H.S., and Kim E.S.: Combustion characteristics of intake port injection type hydrogen fueled engine, *International Journal of Hydrogen Energy*, 20, 317–322, (1995).
- [19] Lucas G.G. and Morris L.E.: The backfire problem of the hydrogen engine. Symposium organized by the university's internal combustion engine group, King's College, London, UK, (1980).
- [20] MacCarley C.A.: A study of factors influencing thermally induced backfiring in hydrogen fuelled engines, and methods for backfire control, *Proceedings, 16th IECEC conference*, Atlanta, USA, (1981).
- [21] Meier F. et al.: Cycle-resolved hydrogen flame speed measurement with high-speed Schlieren technique in a hydrogen direct injection SI engine. SAE, paper nr 942036, (1994).
- [22] Natkin R.J. et al.: Hydrogen IC engine boosting performance and NOx study. SAE, paper nr 2003-01-0631, (2003).
- [23] Olavson L.G., Baker N.R., Lynch F.E., and Meija L.C.: Hydrogen fuel for underground mining machinery. SAE, paper nr 840233, (1984).
- [24] Rosseel E. and Sierens R.: Knock detection in a hydrogen engine. SAE, paper nr 970039, (1997).
- [25] Rottengruber H. et al.: A high-efficient combustion concept for direct injection hydrogen internal combustion engine, *Proceedings, 15th World Hydrogen Energy Conference*, paper nr 28J-01, Yokohama, Japan, (2004).
- [26] Sierens R.: Installation and first experimental results of a hydrogen fuelled engine, *Proceedings, 9 th World Hydrogen Energy Conference*, pages 31–40 (Addendum), (1992).
- [27] Sierens R.: Comparative tests on a S.I. engine fuelled with natural gas or hydrogen, *Proceedings, ASME Wintermeeting Houston '93 - ASME/ICE Engine Symposium at the Energy-Sources Technology Conference*, paper n° 93-ICE-15, (1993).
- [28] Sierens R.: The development of a hydrogen fuelled V-8 engine, *Proceedings, EAEC European Automotive Congress*, Barcelona, paper n° STA 99 C435, (1999).
- [29] Sierens R. and Rosseel E.: Sequential injection of gaseous fuels, *Proceedings, 5th Int. EAEC Congress*, Strasbourg, paper n° SIA 9506A03, (1995).
- [30] Sierens R. and Rosseel E.: The computation of the apparent heat release for a hydrogen fuelled engine, *Proceedings, ASME Fall Technical Conference*, ICE 27-3:99–108, (1996).
- [31] Sierens R. and Rosseel E.: Backfire mechanism in a carburetted hydrogen fuelled engine, *Proceedings, 12th World Hydrogen Energy Conference*, pp1537–1546, Buenos Aires, (1998).
- [32] Sierens R. and Rosseel E.: Variable composition hydrogen/natural gas mixtures for increased engine efficiency and decreased emissions, *Journal of Engineering for Gas Turbines and Power*, 122, 135–140, (2000).
- [33] Sierens R. and Verhelst S.: A hydrogen fuelled V-8 engine for city-bus application, *Proceedings, FISITA World Automotive Congress*, Seoul, Korea, paper F2000A084, (2000).
- [34] Sierens R. and Verhelst S.: Comparison between a carburetted and a port injected hydrogen fuelled single cylinder engine, *Proceedings, EAEC European Automotive Congress*, Bratislava, paper SAITS 01009, (2001).
- [35] Sierens R. and Verhelst S.: Influence of the injection parameters on the efficiency and power output of a hydrogen fueled engine, *Journal of Engineering for Gas Turbines and Power*, 125, 444–449, (2003).
- [36] Sierens R., Verhelst S., Verstraeten S.: EGR and lean combustion strategies for a single cylinder hydrogen fuelled IC engine, *Proceedings, EAEC European Automotive Congress*, Belgrado, (2005).
- [37] Smith J.R., Aceves S., and Van Blarigan P.: Series hybrid vehicle and optimized hydrogen engine design. SAE, paper nr 951955, (1995).
- [38] Stockhausen W.F. et al. Ford P2000 hydrogen engine design and vehicle development program. SAE, paper nr 2002-01-0240, (2002).
- [39] Strebic K.C. and Waytulonis R.W.: The bureau of mines' hydrogen powered my vehicle. SAE, paper nr 871678, (1987).
- [40] Swain M.R., Schade G.J., and Swain M.N.: Design and testing of a dedicated hydrogen fueled engine. SAE, paper nr 961077, (1996).
- [41] Swain M.R., Swain M.N., and Adt R.R. Consideration in the design of an inexpensive hydrogen-fueled engine. SAE, paper nr 881630, (1988).
- [42] Tang X. et al.: Ford P2000 hydrogen engine dynamometer development. SAE, paper nr 2002-01-0242, (2002).
- [43] TÜV Rheinland e.V. for the Federal Ministry for Research and Technology. Alternative energy sources for road transport - hydrogen drive test, technical report, (1990).
- [44] Van Blarigan P.: Development of a hydrogen fueled internal combustion engine designed for single speed/power operation. SAE, paper nr 961690, (1996).
- [45] Verhelst S.: A study of the combustion in hydrogen-fuelled internal combustion engines, PhD Thesis, Ghent University, (2005)
- [46] Verstraeten S., Sierens R., Verhelst S.: A high speed single cylinder hydrogen fuelled internal combustion engine, *Proceedings, Fisita World Automotive Student Congress*, Barcelona, (2004).
- [47] Yi H.S., Min K., and Kim E.S.: The optimised mixture formation for hydrogen fuelled engines, *International Journal of Hydrogen Energy*, 25:685–690, (2000).



10.22214/IJRASET



45.98



IMPACT FACTOR:
7.129



IMPACT FACTOR:
7.429



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089  (24*7 Support on Whatsapp)