



iJRASET

International Journal For Research in
Applied Science and Engineering Technology



INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Volume: 5 Issue: IX Month of publication: September 2017

DOI: <http://doi.org/10.22214/ijraset.2017.9114>

www.ijraset.com

Call:  08813907089

E-mail ID: ijraset@gmail.com

Performance Analysis of Four Stroke Compression Ignition Engine using Water Diesel Emulsion

Shree Dewangan¹, Saurabh Kumar²

¹(MTech, Thermal engineering scholar, Mechanical engineering department, Raipur institute of technology, Raipur, India)

²(Assistant Professor, Mechanical engineering department, Raipur institute of technology, Raipur, India)

Abstract: Increase in air pollution level causes too many health problems which increase concern of many researchers and scientists to find alternative fuel which reduce pollutant level and also give better thermal efficiency. In this regard a research has been carried out using water diesel emulsion which gives a better thermal efficiency with respect to diesel and also from heat balance sheet it has been found that less amount of heat is liberated from exhaust

Keywords: Diesel, Emulsion, Brake thermal efficiency, fuel consumption, brake power

I. INTRODUCTION

Emulsion is colloid of two or more immiscible liquids where one is in dispersed phase and another is in dispersion phase. Emulsified fuels are example of fuels which contain water mixed with combustible liquid for example water mixed with diesel or vice versa. Emulsified fuels can be further classified into two category micro emulsion and microemulsion. The property which differentiate both emulsion are their colloidal size and stability of emulsion.

Stabilizing agent of an emulsion is called emulsifier. Generally surfactant are used to provide stability to emulsion. Surfactants are basically surface active agents. There are three kind surfactant anionics cationics, nonionics and amphoteric.

Objective of this research is to find out comparison of diesel with that of water diesel emulsion according to their performance like brake thermal efficiency, specific fuel consumption and brake specific fuel consumption apart from this heat losses by engine have been also discussed when using diesel and emulsion.

II. EXPERIMENTAL SETUP

Table 1 Apparatus specifications

Cylinder	Four stroke
No. of stroke	4
Speed	1500RPM
Bore	85mm
Stroke	110mm
Cooling system	Water cooling system

Table 2 Fuel specification

S.No.	Fuel	Notation	C.V.	Density
1.	Diesel	K1	42360	742.100
2.	85% Diesel + 10% water + 5% (TWEEN 80 + SPAN 80)	K2	36281	788.226
3.	88% Diesel + 10% water + 0.7% TWEEN 80 + 1.3% SPAN 80	K3	36942	785
4.	78% Diesel + 20% water + 0.7% TWEEN 80 + 1.3% SPAN 80	K4	32481	752.166
5.	93% Diesel + 5% water + 0.7% TWEEN 80 + 1.3% SPAN 80	K5	37460	727.833

Where C.V. is calorific value of fuel in kJ/kg and density in kg/m³.

III. METHODOLOGY

Preparation of emulsion requires mixing of water in diesel with calculated amount of surfactants. Firstly 90% of diesel with 9.5% of water and 0.5 % of surfactant tween 80 is mixed with the help of magnetic stirrer with about 1000rpm and then after it is kept for one hour to check the stability of emulsion but after one hour water settles down due to its high density. So first attempt was failed then after surfactant with 1% of total tween 80 and span 80 was taken with mixture of 90 % diesel and 9% water and again to test its stability it is kept for one hour and after one hour it was found that the emulsion was stable. Now for performance evaluation purpose surfactant ratio were taken as 2% and 5% and quantity of water and diesel was altered. Variation in water content as 5% 10% and 20%. In above process water that was used was demineralized water. Figure 1 below shows water diesel emulsion of different combination. K2 contains 85% diesel with 10% water and 5% emulsion. K3 contains 88% diesel with 10% water and 2% surfactant. K4 contains 78% diesel with 20% water and 2% surfactant. K5 contains 93% diesel with 5% water and 2% surfactant.



Fig. 1 showing emulsions made by mixing different ratio of water, diesel and surfactant K3 K2

IV. RESULTS AND DISCUSSION

A. Result In Tables

TABLE 3 PERFORMANCE VALUES OF K1

Load (W)	BP (kW)	m_f (kg/hr)	BSFC (kg/kW-h)	BTE (%)
0	0	0.61891	-	0
1	0.5084	0.62158	1.222446	6.9521
2	1.0169	0.62336	0.612975	13.864
3	1.5254	0.62959	0.412736	20.590
4	2.0338	0.64295	0.31612	26.884

Table 4 Performance values of K2

Load (kg)	BP (kW)	m_f (kg/hr)	BSFC (kg/kW-h)	Brake thermal efficiency (%)
0	0	0.43699	-	0
1	0.5139	0.44267	0.86139	11.5192
2	1.02712	0.45023	0.43835	22.6363
3	1.53966	0.46064	0.29918	33.1656
4	2.05017	0.47199	0.23022	43.1003

Table 5 Performance values of K3

Load (kg)	BP (kW)	m_f (kg/hr)	BSFC (kg/kW-h)	Brake thermal efficiency (%)
0	0	0.40318	-	0
1	0.5139	0.406	0.79004	12.3348
2	1.02712	0.42013	0.40904	23.8241
3	1.53966	0.42673	0.27716	35.1607
4	2.05017	0.45122	0.22009	44.2777

Table 6 Performance values of K4

Load (kg)	BP (kW)	m_f (kg/hr)	BSFC (kg/kW-h)	Brake thermal efficiency (%)
0	0	0.47296	-	0
1	0.5139	0.4856	0.94493	11.7293
2	1.02712	0.49733	0.4842	22.8901
3	1.53966	0.50907	0.33064	33.5216
4	2.05017	0.51719	0.25227	43.9353

Table 7 Performance values of K5

Load (kg)	BP (kW)	m_f (kg/hr)	BSFC (kg/kW-h)	Brake thermal efficiency (%)
0	0	0.44893	-	0
1	0.5139	0.45242	0.88037	10.9161
2	1.02712	0.45941	0.44728	21.4861
3	1.53966	0.46378	0.31022	31.9045
4	2.05017	0.46389	0.2292	41.9304

Table 8 Heat balance sheet for fuel K1

Load	T1	T2	T3	T4	T5	t_1	t_2	Heat loss by radiation and uncounted loss (kJ/kg)
0	33.5	35.0	38.4	168.4	40.4	301	3.2	3197.96
1	33.6	36.5	37.6	174.5	4.7	280.2	2.9	3670.34
2	33.4	36.4	37.0	185.3	44.8	273	2.8	3305.35
3	33.5	36.5	36.8	191.4	47.7	366.8	2.8	3337.02
4	33.5	36.1	36.9	195.3	50.8	259.2	2.8	1554.03

Table 9 Heat balance sheet for fuel K2

Load	T1	T2	T3	T4	T5	t_1	t_2	Heat loss by radiation and uncounted loss (kJ/kg)
0	34	35.1	36.2	121.2	51	25.2	2.2	64.8068
1	34	35.6	35.9	122.2	50.6	25.3	2.2	110.778
2	34	34.4	35.8	133.6	52.3	25.3	2.2	90.9014
3	34	35.9	35.4	108.2	55.2	25.2	2.2	62.9746
4	34	34.7	35.3	113.8	54.3	25.2	2.2	335.656

Table 10 Heat balance sheet for fuel K3

Load	T1	T2	T3	T4	T5	t_1	t_2	Heat loss by radiation and uncounted loss (kJ/kg)
0	39.5	41.2	41.5	121.2	52.3	25.2	2.2	82.3838
1	39.5	42.7	41.1	122.2	52.3	25.3	2.2	22.8785
2	39.5	43.8	40.8	133.6	51.2	25.3	2.2	77.9224
3	39.5	42.3	40.7	108.2	50.2	25.2	2.2	88.4007
4	39.5	45.8	40.2	113.8	51.0	25.2	2.2	114.0700

Table 11 Heat balance sheet for fuel K4

Load	T1	T2	T3	T4	T5	t ₁	t ₂	Heat loss by radiation and uncounted loss (kJ/kg)
0	36.1	53.4	36.3	135.7	58.3	25.2	2.2	836.971
1	36.1	47.3	37.0	136.5	47.2	25.3	2.2	377.573
2	36.1	47.8	36.5	127.7	47.6	25.3	2.2	1852.19
3	36.1	42.1	36.9	127.6	57.4	25.2	2.2	920.07
4	36.1	44.1	36.5	122.9	45.2	25.2	2.2	1409.93

Table 12 Heat balance sheet for fuel K5

Load	T1	T2	T3	T4	T5	t ₁	t ₂	Heat loss by radiation and uncounted loss (kJ/kg)
0	34	35.1	36.2	121.2	51	25.2	2.2	1027.1
1	34	35.6	35.9	122.2	50.6	25.3	2.2	998.041
2	34	35.2	35.8	133.6	52.3	25.3	2.2	388.149
3	34	36.3	35.4	108.2	55.2	25.2	2.2	392.417
4	34	36.8	34.9	113.8	54.3	25.2	2.2	1872.05

Note: From table 8 to 12 unit of load and temperature is in kilogram and degree Celsius respectively.

B. Graphical Analysis

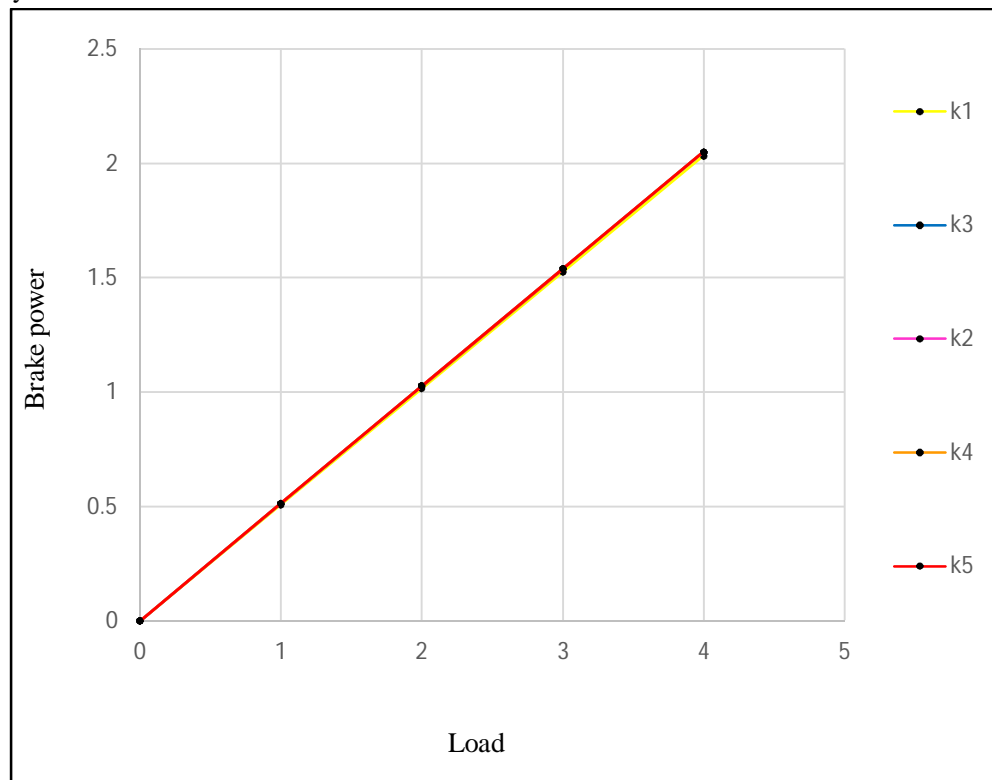


Fig.2 Variation between brake power and load

Figure 2 shows variation between brake power and load for diesel and different emulsions. As according to the graph above it is clearly visible that brake power is directly proportional to applied load. As the value of load increases brake power also increases.

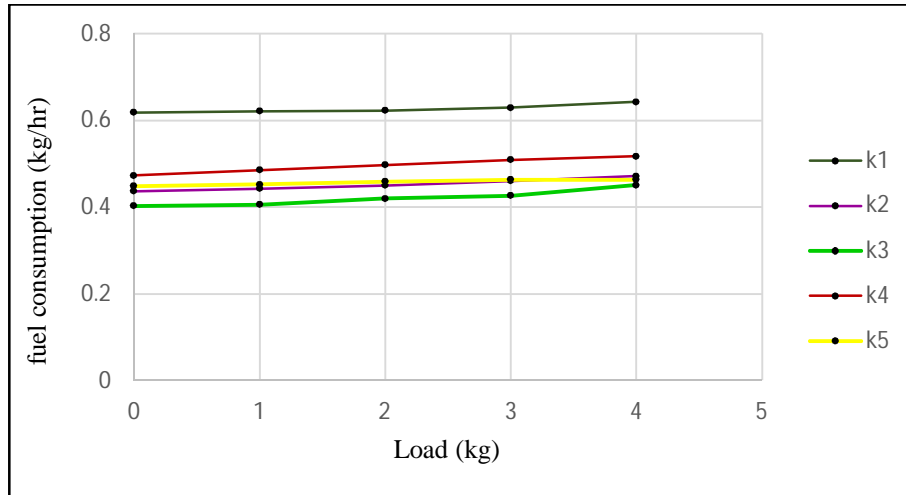


Fig. 3 Variation between fuel consumption and load

Figure 3 shows variation between fuel consumption and load for diesel (K1) and emulsions (K2 to K5). Diesel require more fuel as compare to emulsion which can be seen from above graph. Fuel K3 requires less fuel as compare to all other fuels. Apart from this as the load increases fuel consumption also increases as at higher load throttling power of engine increases.

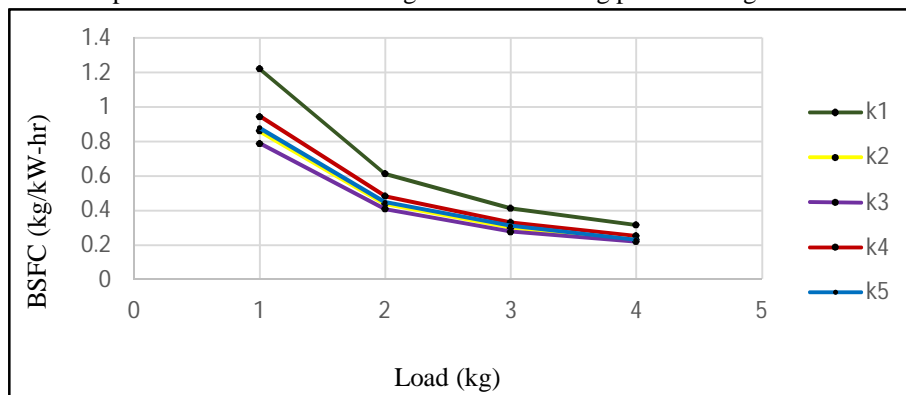


Fig. 4 Variation between Brake specific fuel consumption and load

As throttling of engine increases with respect to load brake specific fuel consumption decreases which can be seen from figure 4.

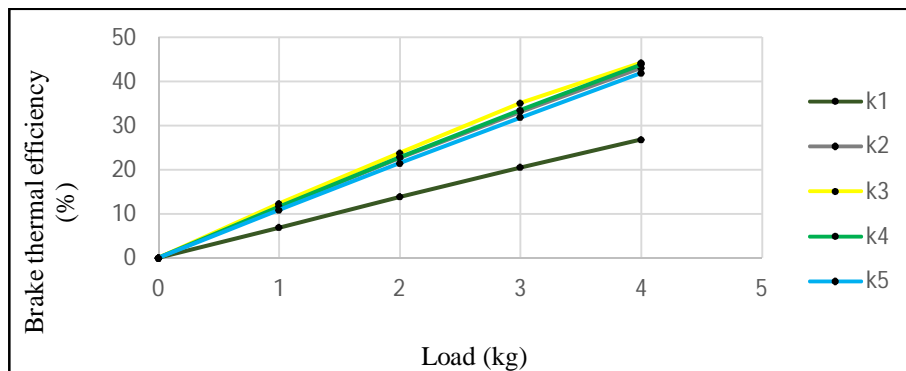


Fig. 5 Variation between Brake thermal efficiency and load

Brake thermal efficiency is more for fuel K3. So better performance will obtain from this fuel. Diesel have very low brake thermal efficiency. It means that 10% water with 2% surfactant will give best performance and as we increase water concentration brake thermal efficiency will fall accordingly.

V. CONCLUSION

Following conclusions can be drawn from above experiments

- A. Comparing table 8 to table 12 for maximum load condition it can be concluded that minimum heat loss is obtained from fuel K3 (88% diesel with 10% water and 2% surfactant).
- B. Maximum brake thermal efficiency has been obtained for fuel K3.
- C. Minimum fuel consumption has been obtained for fuel K3.

VI. FUTURE SCOPE

Further possibilities in this research will be use of different type of surfactants with different combination of water. Exhaust gas analysis for different type of pollutants.

REFERENCE

- [1] C.Y Lin, K.H Wang, Fuel 82, 1367–1375 (2003).
- [2] E. A. Fahd ,Y. Wenming, P.S. Lee, S.K. Chou ,C.R. Yap, Appl Energy 102, 1042-1049 (2013).
- [3] T. Xuan-Thien, G. Jamil, 5th Asia Pacific Conference on Combustion, (2005).
- [4] O. Armas, R. Ballesteros, F.J. Martos, J.R. Agudelo, Fuel 84, 1011–1018 (2005).
- [5] A. Alahmer, Energy Conversion and Management 73, 361-369 (2013).
- [6] M. Yahaya Khan, Z. A. Abdul Karim, F.Y. Hagos, A. R. A. Aziz, I. M. Tan, TSWJ (2014).
- [7] M.J. Rosen, Surfactants and interfacial phenomenon. Wiley; (2004).
- [8] I. Jeong, K.H Lee, J. Kim, J Mech Sci and Tech 22, 148–156, 2008.
- [9] A. Subramanian, Energy Conversion and Management 52, 849-857 (2011).
- [10] Y. Zeng and C.F. Lee, Proc. of the Combustion Institute. 31, 2185-2193 (2007).
- [11] K.C. Tsao, X. Yong, SAE, 891883 (1989).
- [12] T.Kadota, H.Yamasaki, Prog. Energy Combust. Sci. 28, 385–404 (2002).
- [13] Y.Morozumi, Y. Saito, Energy Fuels 24, 1854–1859 (2010).



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)