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METHANOL

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## Research Article

### COMBUSTION AND EMISSION CHARACTERISTICS OF A DIRECT INJECTION COMPRESSION IGNITION ENGINE USING PONGAMIA OIL BLENDED WITH METHANOL

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#### ABSTRACT

The present fossil fuel crisis and increasing vehicle population made us to think of alternate fuels. The abundance of the fossil fuels is expected to be exhaust in another 30-40 years. The cost of the fossil fuels is day by day increasing and also the emission from these fuels increases the air pollution. With keeping in view of all the above said points, it is made us to think of alternate fuels for all CI Engines. Among alternate fuels, the Pongamia oil blended with Methanol will promise for substituting the diesel. With pure vegetable oils there is combustion problems and which leads to more emissions in the exhaust.

The present investigation evaluates Pongamia oil blended with Methanol in Diesel Engine. A Twin cylinder Diesel Engine adapted to study the Brake thermal efficiency, Brake specific energy consumption, and emissions in Low Cetane fuels. In this study, the diesel engine was tested using Diesel and Low Cetane Fuels. From this study the emissions like HC and CO has been reduced and Low Cetane Fuels are substitute to diesel fuel. To overcome the above problems we use combustion additives at the time of combustion. So here we use Pongamia oil blended with Methanol as alternative fuels in diesel Engine and perform various tests and evaluate its performance.

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#### INTRODUCTION

Rising petroleum prices, increasing threat to the environment from vehicle exhaust emissions and fastly depleting stock of fossil fuels have generated an intense international interest in developing alternative renewable fuels for IC engines. Bio fuel is an oxygenated fuel which increases the combustion and makes reduce exhaust emission. It can be produced from crops with high sugar or starch content. Some of these crops include sugarcane, sorghum, corn, barley, cassava, linseedplants, sugar beets etc. Besides being a biomass based renewable fuel, Biofuel has cleaner burning and higher octane rating than the various vegetable oils [1-5]. Jason and Marc (2002) presented the exegetic environmental assessment of lifecycle emissions from M-85, E-85 (used for the gasoline engine) and other alternative fuels [6]. Diesel exhaust is a major contributor to various types of air pollution, including particulate matter (PM), oxides of nitrogen (NO<sub>x</sub>), and carbon monoxide (CO) [7]. It has been demonstrated that the formation of these air pollutants can be significantly reduced by incorporating or blending oxygenates into the fossil fuels matrix [8]. Diesel engines are an important part of the public and private transportation sector and their use will continue and grow into

the future. But their smoke has become biggest threat to health and environment [9]. Keeping in mind the higher octane number of the ethanol, variable compression ratio engine is a good option in this direction using the ethanol diesel blend as fuel; Shaik *et al.* (2007) demonstrated VCR engine has great potential for improving part-load thermal efficiency and reducing greenhouse gas emissions [10]. There were many attempts made to use Biofuel in compression ignition (CI) engine. Huang *et al.* (2008) carried out tests to study the performance and emissions of the engine fuelled with the ethanol diesel blends [11]. They found it feasible and applicable for the blends with n-butanol to replace pure diesel as the fuel for diesel engine. Bhattacharya and Mishra (2002) evaluated the feasibility of preparing diesel-ethanol blends using 200° (anhydrous ethanol) and ethanol lower proof [12]. They found that ethanol blends indicated power producing capability of the engine similar to that of diesel. Hansen *et al.* (2001) found that the properties of ethanol-diesel blends have a significant effect on safety, engine performance, durability and emissions [13]. Wang *et al.* (2003) analyzed that the most noteworthy benefits of E-diesel use lie with petroleum fuel reductions and reductions in urban PM<sub>10</sub> and CO emissions by heavy vehicle operations [11]. Ajav and Akingbehin (2002)

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experimentally determined some fuel properties of local ethanol blended with diesel to establish their suitability for use in compression ignition engines [14]. Eckland *et al.* (1984) presented, State-of-the-Art Report on the Use of Alcohols in Diesel Engines [15]. Techniques that have been evaluated for concurrent use of diesel and alcohols in a compression-ignition engine include (1) alcohol fumigation, (2) dual injection (3) alcohol/diesel fuel emulsions, and (4) alcohol/diesel fuel solutions. Heisey and Lestz (1981) reported significant reductions in particulate generation; however, NO<sub>x</sub> generation increases [16]. Likos *et al.* (1982) reported increased NO<sub>x</sub> and hydrocarbon emissions for diesel-ethanol emulsions [17]. Khan and Gollahalli (1981) reported decreased NO<sub>x</sub> and hydrocarbon emissions with increased particulate emissions for diesel-ethanol emulsions [18]. Lawson *et al.* (1981) reported increased NO<sub>x</sub> and decreased particulate emissions with diesel methanol emulsions [19]. Performance and Emission Characteristics of Twin Cylinder CI Engine Using Cottonseed Oil Blended With Methanol [20]. Ahmed (2001) found Diesel engines are major contributors of various types of air polluting exhaust gasses such as particulate matter (PM), carbon monoxide (CO), oxides of nitrogen (NO<sub>x</sub>), sulfur, and other harmful compounds [21]. Experimental Investigation of Twin Cylinder Diesel Engine Using Linseed oil blend with Ethanol [22]. Rao *et al.* (2008) carried out experiment in order to find out optimum compression ratio, experiments were carried out on a single cylinder four stroke variable compression ratio diesel engine [23]. Experimental Investigation of Twin Cylinder Diesel Engine Using Diesel & Methanol [24] Investigation of Methanol in Twin cylinder in line 4 Stroke liquid cooled Diesel Engine [25] Investigation of Alternative fuels in Diesel Engine [26-37] Magin Lapuerta, Monserrat Villajos, John R. Agudelo, André L. Boehman (4) Hydrotreating catalysis is becoming a promising alternative to transesterification for the production of biofuels derived from vegetable oils[38] Y.-H. Percival Zhang (5) Since biofuels is a hot topic, many researchers new to this field are eager to propose different solutions while they often seem not to have full understanding of the current status of technologies and numerous (hidden) constraints[39] Alexandre G.S. Prado, Igor C. Pescara, Sheila M. Evangelista, Matheus S. Holanda, Romulo D. Andrade, Paulo A.Z. Suarez, Luiz F. Zara (6) Biodiesel and diesel-like have been obtained from soybean oil by transesterification and thermal cracking process, respectively[40]

**Experimental Setup**



**Fig 1** Test engine (Twin cylinder Diesel Engine)

**Objective**

**Objective of the present study is to**

- It is proposed to use Pongamia oil blended with Methanol in the diesel engine.
- The emissions like HC, CO<sub>2</sub>, NO<sub>x</sub> and Smoke in the exhaust gases are proposed to reduce during the combustion itself.
- To study the performance evaluation of the using Pongamia blended with Methanol in the diesel engine.
- To analyse the exhaust emissions and measurement, reduction in the exhaust gas.

Properties of Bio Fuel Blended With Alcohol **Table-1**

Sl.No	Biofuel	CV KJ/Kg
1.	Diesel	44,800
2.	Pongamia oil blended with Methanol	30,946

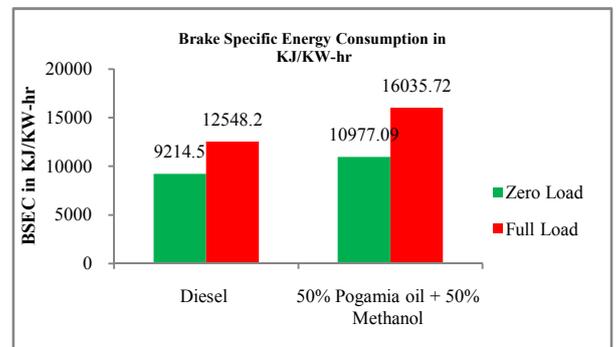
Engine Specification **Table-2**

Test Engine specification	
Injection Pressure	1800 bar
Engine type	Four stroke Twin cylinder diesel engine
No. of cylinders	02
Stroke	100 mm
Bore Diameter	87 mm
Engine Power	15KVA
Compression ratio	17.5:1
RPM	1500

**RESULTS**

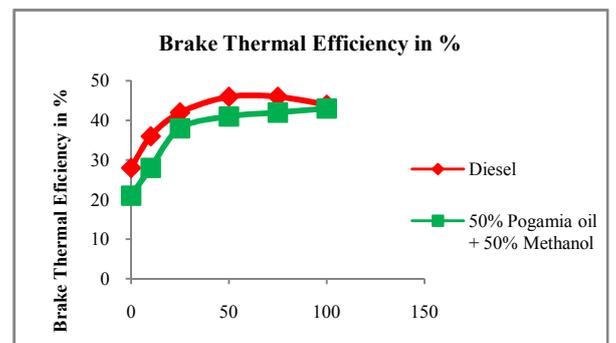
**Performance Graphs**

**Brake Specific Energy Consumption**



**Fig-2** shows the variations of Brake Specific Energy Consumption for Diesel and Pongamia oil blended with Methanol at Zero Load and Full Load

**Brake Thermal Efficiency**



**Fig-3** shows the variations of Brake Thermal Efficiency for Diesel and Pongamia oil blended with Methanol at different Loads

**Emission Graphs**

**Unburnt Hydro Carbon**

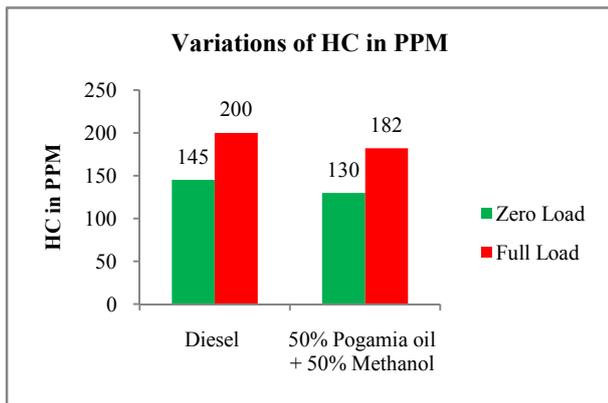


Fig-4 shows the variations of Unburnt Hydro Carbon for Diesel and Pongamia oil blended with Methanol at Zero Load and Full Load

**Nitrogen Dioxide**

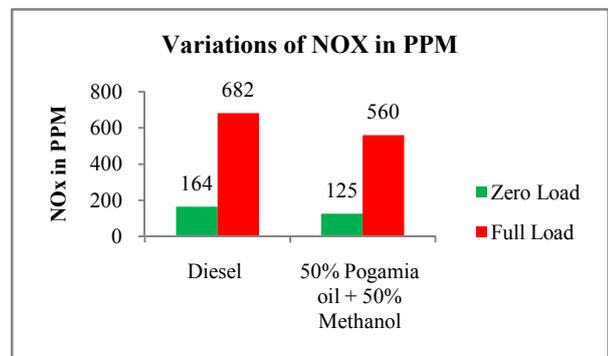


Fig-5 shows the variations of Nitrogen dioxide for Diesel and Pongamia oil blended with Methanol at Zero Load and Full Load

**Carbon Dioxide**

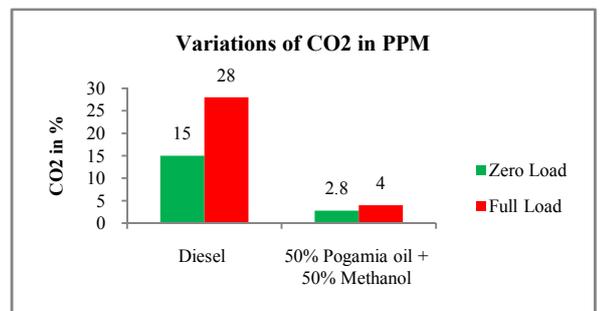


Fig-6 shows the variations of Carbon dioxide for Diesel and Pongamia oil blended with Methanol at Zero Load and Full Load

**Smoke**

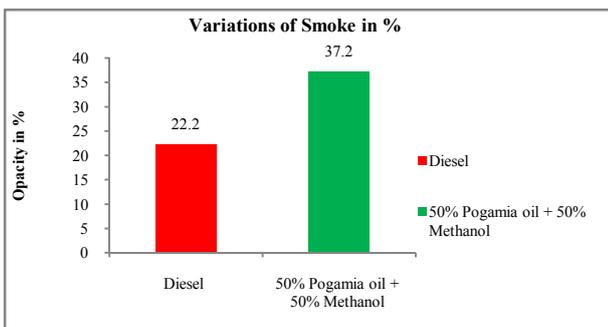


Fig-7 shows the variations of Smoke for Diesel and Pongamia oil blended with Methanol at Zero Load and Full Load

**CONCLUSION**

Based on the experimental results the performance and emissions of Pongamia oil blended with Methanol, it is Concluded that the Pongamia oil blended with Methanol represents a good alternative fuel with closer performance and better emission characteristics in Diesel Engine, From the above experimental results the Pongamia oil blended with Methanol shows better performance Diesel Engine, From the above experimental results the Pongamia oil blended with Methanol shows performance characteristics like Brake thermal efficiency, Brake specific Energy consumption and decrease in the emission parameters like HC, CO<sub>2</sub>, NO<sub>x</sub>, Smoke are lower Biofuel blended with Ethanol compared with Diesel, Hence the Pongamia oil blended with Methanol can be used as a substitute for diesel effectively in diesel engines.

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