

Performance and Emission Test using Biobutanol on a CI Engine

M Arvind Balaji, A.Sengole Rayan, V.Kumar

Abstract— Original biofuels are delivered from sugars, starches, or vegetable oils. Despite what might be expected, the second era biofuels are delivered from cellulosic materials, agrarian squanders, switch grasses and green growth instead of sugar and starch. By not utilizing nourishment crops, second era biofuel creation is significantly more reasonable and has a lower effect on sustenance generation. Otherwise called progressed biofuels, the second-age biofuels are still in the advancement arrangement. Joining higher vitality yields, bring down necessities for manure and arrive, and the nonappearance of rivalry with sustenance, second era biofuels, when accessible at costs comparable to oil determined items, offer a really economical option for transportation energizes.

There are principle four issues identified with alternative energizes: creation, transportation, stockpiling, taking care of and use. This section exhibits a survey of late writing identified with the elective energizes utilization and the effect of these powers on fuel infusion frameworks, and fuel atomization and splashes for both start and pressure start motors. Impact of these inexhaustible energizes on both interior stream and outside stream attributes of the fuel injector will be introduced. Right now ethanol is the most generally utilized sustainable fuel in the Assembled States with up to 10% by volume mixed into gas for customary start motors or up to 85% for use in Flex-Fuel vehicles intended to keep running with higher centralizations of ethanol. Biodiesel is likewise utilized with 5-20% by volume mixed into oil based diesel for pressure start motors. Biodiesel fuel is methyl or ethyl esters got from a wide assortment of sustainable sources, for example, vegetable oils, creature fats and cooking oil.

I. INTRODUCTION

While new penetrating innovations and oil saves are taking the weight off gas costs and pinnacle creation issues, interest for alternative fuel vehicles keeps on developing. Natural concerns and government directions have made discovering substitutes for the regular fuel controlled inward ignition motor a need for the both producers and customers.

They are:

1. Gas-electric hybrids
2. Plug-in hybrids
3. Ethanol & Flex fuels
4. Biodiesel
5. Propane
6. Butanol
7. LPG

Using alternate sources of fuels helps us reduce the percentage of harmful emissions to a great extent. It also helps in reducing ozone relate emissions.

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As indicated by an ordinarily acknowledged logical hypothesis, consuming non-renewable energy sources was making temperatures ascend in the world's air (a dangerous atmospheric deviation). In spite of the fact that a dangerous atmospheric deviation keeps on being only a hypothesis, many individuals over the globe are of the conviction that finding wellsprings of cleaner consuming fuel is a basic advance towards improving the nature of our condition. BioButanol is not just a promising alternative fuel for gasoline, but it is a conceivable substitution for bioethanol as a fuel for the main internal combustion engine of motors for transportation. Butanol is very cost effective when compared to various other biofuels. This gives it a major advantage over its other alternatives. Solubility of butanol with pure diesel is good.

II. EXTRACTION OF BUTANOL

Extraction can be done for in-situ alcohol recuperation in butanol fermentations to expand the substrate transformation. Leverage of extraction over other recuperation strategies might be the high limit of the dissolvable and the high selectivity of the liquor/water detachment. Extraction, nonetheless, is a complete activity, and the outline of an extraction device can be intricate. The point of this examination is to survey the reasonable relevance of fluid extraction and layer dissolvable extraction in butanol maturations.

The extraction forms were coupled to clump, sustained bunch and ceaseless butanol maturations to assert the relevance of the recuperation methods in the real procedure. In the clump and sustained group maturations a three-overlay increment in the substrate utilization could be accomplished, in the persistent aging around 30% expansion.

Liquid-Liquid extraction (LLE) of blends of butanol, 1,3-propanediol (PDO), and ethanol was performed utilizing soybean-inferred biodiesel as the extractant. The creation of the blends mimicked the result of the anaerobic maturation of biodiesel-determined unrefined glycerol, which has as of late been accounted for out of the blue by the creators. Utilizing a biodiesel: with a fluid stage volume proportion of 1:1, butanol recuperation extended from 45 to 51% at beginning butanol convergences of 150 and 225 Mm, individually. Under 10% of the ethanol was extricated, and basically no PDO was separated. The segment coefficient for butanol in biodiesel was resolved to be 0.91 ± 0.097 . This parcel coefficient is not as much as that of oleyl liquor, which is viewed as the standard for LLE.

Nonetheless, butanol is reasonable for mixing with biodiesel, which would wipe out the requirement for isolating the butanol after extraction. Also, biodiesel is substantially less exorbitant than oleyl liquor. On the off chance that biodiesel inferred glycerol is utilized as the feedstock for butanol generation, and biodiesel is utilized as the extractant to recuperate butanol from the aging stock, creation of a biodiesel/butanol fuel mix could be a completely incorporated process inside a biodiesel office. This procedure could eventually help diminish the cost of butanol partition and at last help enhance the general financial matters of butanol maturation utilizing inexhaustible feedstocks.

III. EXPERIMENTAL SETUP

3.1 Engine Setup:

Experiments were conducted on Kirloskar make, 4 no. of strokes, single cylinder, water-cooled diesel engine. Both a dynamometer and rotameter are connected to the engine to record power figures. It consists of a Monoblock type pump. This particular engine has a Variable Compression Ratio(VCR). The compression ratio of the reciprocating IC engine is characterized by the connection between the barrel volume and the burning chamber volume. In regular engines, this pressure proportion is settled and the consequence of a bargain. VCR (Variable Compression Ratio) can take out this trade off.



Figure 1 Engine Setup

3.2 Smoke Meter

The impurities from the catalyst were removed by dipping the entire catalyst into kerosene. This process continued for more than 24 hours so that the impurities can be easily removed.



Figure 2 Smoke Meter

The Smoke Meter utilizes the channel paper technique to decide the Filter Smoke Number and the sediment focus in mg/m³. The variable testing volume and the fumes moulding guarantee an amazingly high reproducibility and an extensive variety of utilization. The instrument can be utilized on vast motors as well as on light obligation motors free of their age. The meter helps us to find out the different emission gases that come out of the exhaust of the engine. After removing impurities, excess kerosene and impurities were removed using compressor. The air was blown inside the catalyst so that kerosene is completely removed.

IV. RESULTS

The main principle of this project is to reduce the harmful gases that are emitted from many applications of engines. This chapter focuses mainly on the results that are obtained from the tests conducted using our BioButanol.

4.1 Mechanical Efficiency%

4.1.1 Mechanical Efficiency vs BMEP

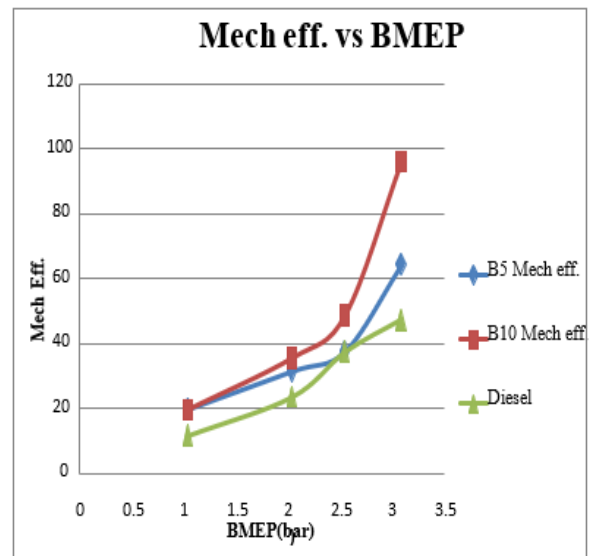


Figure 3 Mechanical Efficiency vs BMEP

BMEP (bar)	B5 Mech. eff.	B10 Mech. eff.	Diesel
1.04	19.67	19.51	11.66
2.04	31.43	35.43	23.49
2.55	37.58	48.73	37.3
3.09	64.24	96.01	47.19

Table 1: Mechanical efficiency of B5/B10/Diesel

4.1.2 Inference

The mechanical efficiency of the butanol & diesel blend is more.

4.2 Brake Thermal Efficiency%

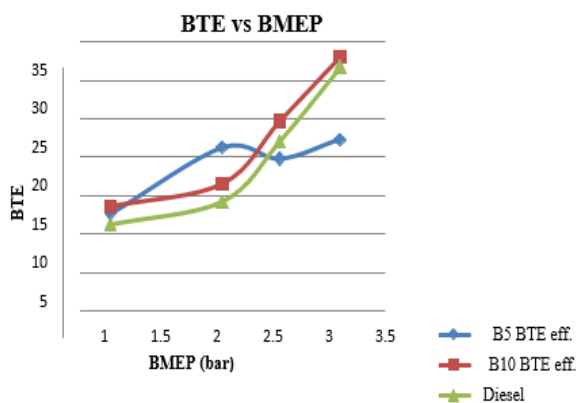


Figure 4 BTE vs BMEP

BMEP (bar)	B5 BTE eff.	B10 BTE eff.	Diesel
1.04	12.72	13.61	11.19
2.04	16.58	21.21	14.21
2.55	19.77	24.69	22.06
3.09	22.31	33.05	31.72

Table 2: BTE of B5/B10/Diesel

Inference

This result demonstrates the variety of BTE at distinctive burdens for various mixes of butanol. BTE increments with an increment in stack for all mixes. Higher the level of butanol in the blend, change in the brake warm effectiveness can be watched contrast with flawless diesel fuel. This is because of better ignition in light of the nearness of oxygen, which includes higher ignition proficiency. Butanol limits the interfacial pressure between at least two collaborating immiscible fluids helped the better atomization of fuel, which enhances the ignition of diesel. With butanol-diesel fuel mix activity, the high inert warmth of dissipation of butanol which create all the more cooling impact that outcomes in low fumes gas temperature which keeps an eye on lesser the warmth misfortune through fumes and subsequently higher brake warm effectiveness can be acquired. Moreover, butanol has a lower fire temperature than perfect diesel powers along these lines constraining the warmth misfortunes in the chamber, which additionally upgrade the BTE. Likewise, the more extended start delay because of lower cetane number of butanol includes a quick rate of discharged vitality which diminishes the warmth misfortune from the motor on the grounds that there isn't sufficient time for this warmth to leave the barrel through warmth exchange to the coolant.

4.3 Indicated Thermal Efficiency:4

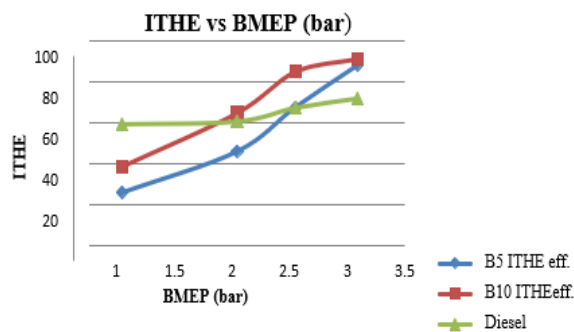


Figure 5 ITHE vs BMEP

BMEP (bar)	B5 ITHE eff.	B10 ITHE eff.	Diesel
1.04	25.71	38.43	71.76
2.04	45.78	64.66	60.47
2.55	67.50	84.99	59.13
3.09	87.96	91.21	67.21

Table 3: ITHE of B5/B10/Diesel

Inference

We see a good increase in ITHE as we increase the loads.

4.4 Volumetric Efficiency:

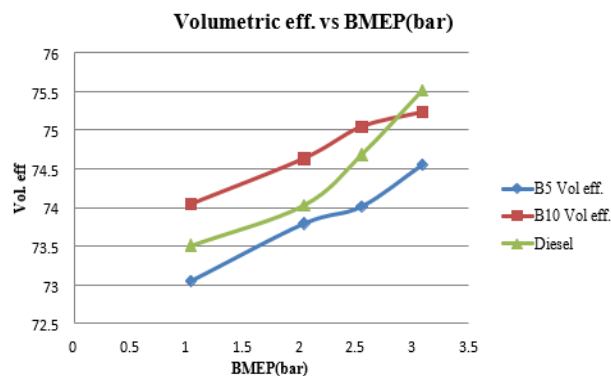


Figure 6 Volumetric Efficiency vs BMEP

BMEP (bar)	B5 Vol. eff.	B10 Vol. eff.	Diesel
1.04	73.05	74.04	73.51
2.04	73.79	74.63	74.03
2.55	74.01	75.04	74.68
3.09	74.55	75.23	75.51

Table 4: Volumetric Efficiency of B5/B10/Diesel

Inference

We can observe a good increase in volumetric efficiency as the blend percentage increases also as the loads increase.

4.5 Specific Fuel Consumption

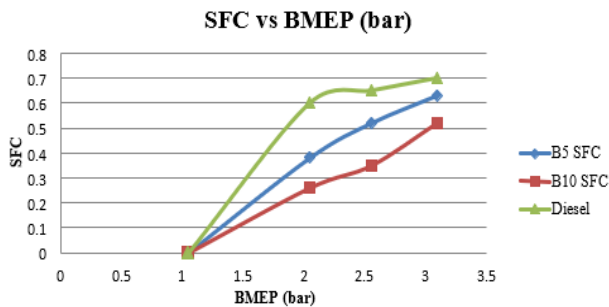


Figure 7 SFC vs BMEP

BMEP (bar)	B5 SFC	B10 SFC	Diesel
1.04	0	0	0
2.04	0.38	0.26	0.60
2.55	0.52	0.35	0.65
3.09	0.63	0.52	0.70

Table 5: SFC of B5/B10/Diesel

Inference

The SFC of diesel is more than the butanol blends for all loads. This implies the blends have greater efficiency than diesel.

5.6 Brake Power:

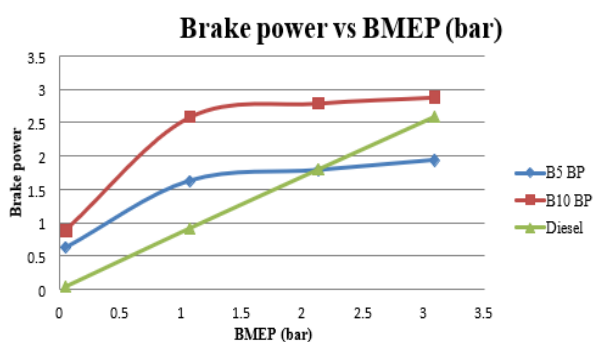


Figure 8 Brake Power vs BMEP

BMEP (bar)	B5 BP	B10 BP	Diesel
0.05	0.62	0.88	0.04
1.07	1.62	2.58	0.91
2.13	1.78	2.79	1.79
3.09	1.93	2.88	2.58

Table 6: Brake Power of B5/B10/Diesel

Inference

Brake Power is having high values for all loads when comparing with B5 & B10. This means that when we increase the loads, the brake power significantly increases along with increase in the blend ratio.

4.7 Friction Power

Oxides of nitrogen (NOx) are formed as the by-product of combustion and also regarded as the most harmful gas than carbon monoxide and hydrocarbons. Nitrogen oxides are formed due to the conversion of nitrogen and oxygen that is present during combustion to their respective oxides and the combination or reaction between these two gasses.

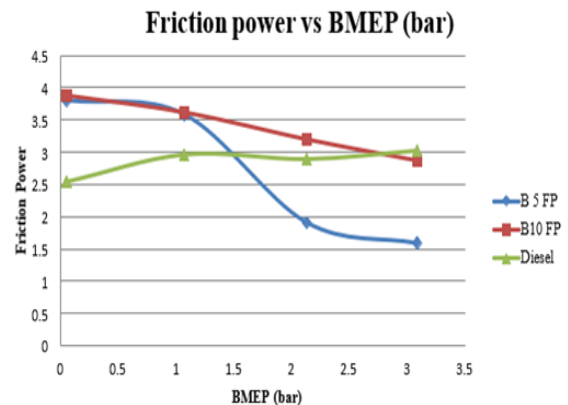


Figure 9 Friction Power vs BMEP

BMEP (bar)	B5 FP	B10 FP	Diesel
0.05	3.80	3.88	2.54
1.07	3.58	3.62	2.96
2.13	1.91	3.20	2.89
3.09	1.59	2.87	3.02

Table 7: Friction Power of B5/B10/Diesel

Inference

Friction Power is slightly less for diesel

4.8 Exhaust Temperature

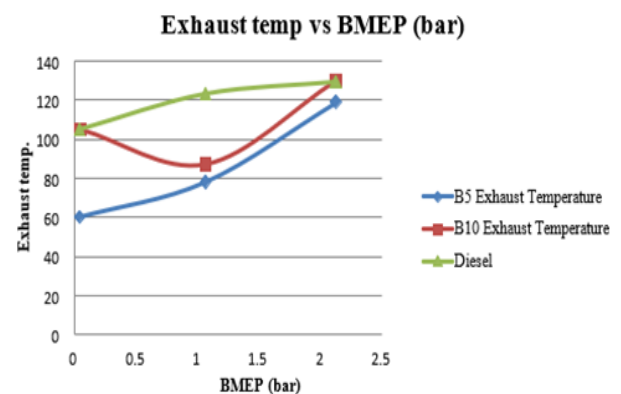


Figure 10 Exhaust Temperature vs BMEP

BMEP (bar)	B5 IP	B10 IP	Diesel
0.05	2.56	2.69	2.5
1.07	3.76	3.79	3.86
2.13	4.60	4.80	4.81
3.09	5.49	5.52	5.47

Table 8: Exhaust Temperature of B5/B10/Diesel

Inference

We see that the temperature at the exhaust is less for less blend ratio and remains about the same for pure diesel.

5.9 Indicated Power

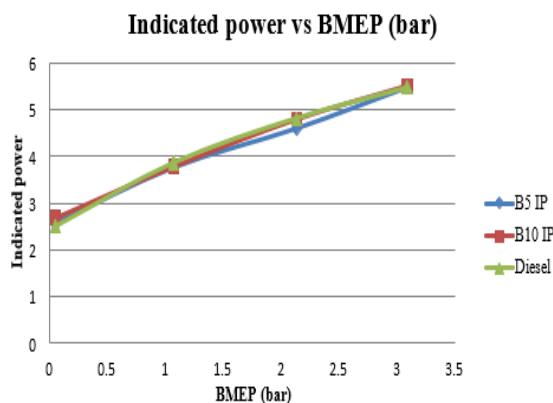


Figure 11 IP vs BMEP

BMEP (bar)	B5 IP	B10 IP	Diesel
0.05	2.56	2.69	2.5
1.07	3.76	3.79	3.86
2.13	4.60	4.80	4.81
3.09	5.49	5.52	5.47

Table 9: IP of B5/B10/Diesel

Inference

Indicated power for B10 is more between BMEP 0.05 to 3.09 as compared with B5 as you increase the loads. There is no major power increase but there is almost equal amount of power generated with the blends as seen with pure diesel.

V. EMISSION TEST RESULTS

5.1 CO%:

BMEP (bar)	B5	B10	Diesel
0.05	0.01	0.01	0.02
1.07	0.01	0.01	0.03
2.13	0.01	0.01	0.04
3.09	0.02	0.01	0.04

Table 10: CO% of B5/B10/Diesel

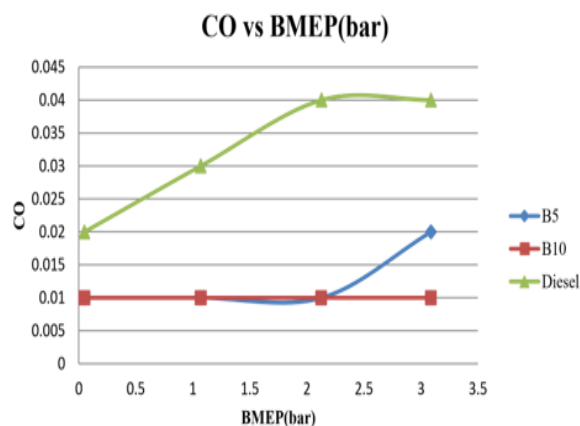


Figure 12 - BMEP VS CO OF B5, B10 and diesel

Inference

Emission of Carbon Monoxide for B5 and B10 are considerably less as compared to Diesel.

5.2 HC (ppm)

BMEP (bar)	B5	B10	Diesel
0.05	2	1	5
1.07	1	1	6
2.13	2	1	6
3.09	6	1	7

Table 11: HC of B5/B10/Diesel

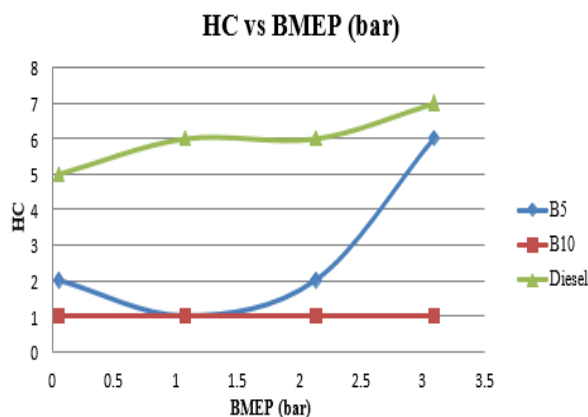


Figure 13 – BMEP VS HC OF B5, B10 and diesel

Inference

Hydrocarbons are the partially unburned and burned emission of fuel. The graph shows the variation of total Hydrocarbons with load for different percentage of butanol blends. The variation of carbon monoxide with speed is depicted in figure. Emission of Hydro Carbon is less for B10 at all loads of BMEP. Higher fuel intake and high latent heat of vaporization which brings down cylinder temperatures which causes the outflow of unburned hydrocarbons

5.3 CO₂

BMEP (bar)	B5	B10	Diesel
0.05	0.2	0.3	1.2
1.07	0.4	0.4	1.8
2.13	0.6	0.5	2.4
3.09	0.6	0.6	3.3

Table 12: CO₂% of B5/B10/Diesel

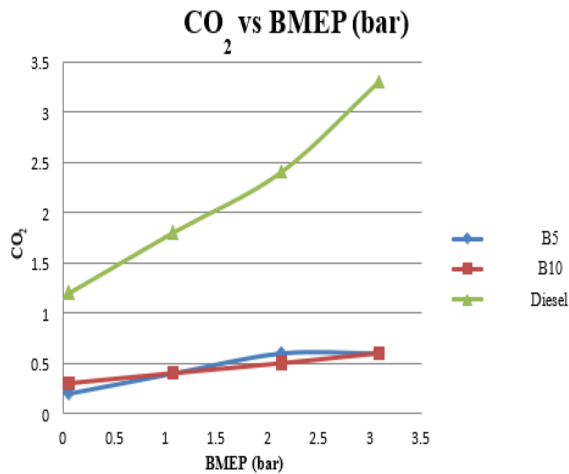


Figure 14 - BMEP VS CO₂ OF B5, B10 and diesel

Inference

Carbon Dioxide is way more in Diesel as compared with our blends.

6.4 O₂

BMEP (bar)	B5	B10	Diesel
0.05	20.60	20.47	19.24
1.07	20.58	20.18	18.53
2.13	20.16	20.19	17.56
3.09	20.17	20.16	16.21

Table 13: O₂% of B5/B10/Diesel

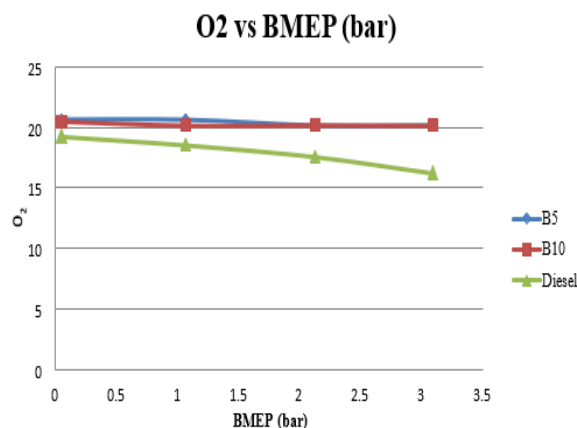


Figure 15 - BMEP VS O₂ OF B5, B10 and diesel

Inference

Diesel is less compared with other two Blends but with the use of a catalytic convertor, the level of O₂ is significantly lesser than that of diesel.

5.5 NO_x

BMEP (bar)	B5	B10	Diesel
0.05	82	66	61
1.07	206	157	89
2.13	514	446	157
3.09	888	550	479

Table 14: NO_x% of B5/B10/Diesel

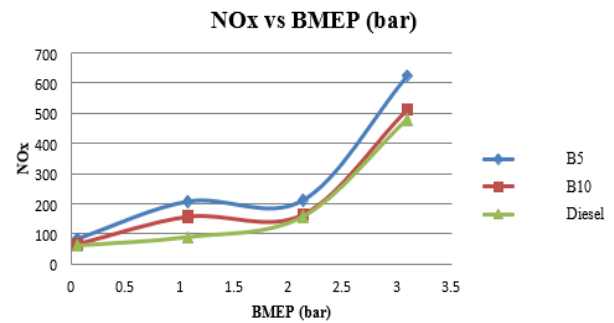


Figure 16 - BMEP VS NO_x OF B5, B10 and diesel

Inference

The above graph shows the different variations of NO_x emissions with various engine loads and different butanol and diesel blend ratios. The rate of formation of the NO_x is fundamentally an element of fire temperature, the time of residence of the nitrogen at that temperature, and the accessibility of oxygen in the burning chamber. It is seen from the figure that NO_x emanations with diesel – butanol mixes were observed to be practically identical with flawless diesel at low loads because of lower calorific esteem and high idle warmth of vaporization of butanol brings about decreased fire temperature. At higher loads, because of increased amount of fuel injection, the temperature of combustion and availability of oxygen is more; slightly higher NO_x with expanded butanol rate in the blend is compared with clean diesel.

5.6 Smoke Density

BMEP (bar)	B5	B10	Diesel
0.05	14.6	4.7	24.3
1.07	20.2	7.4	34.8
2.13	30.2	14.2	55.5
3.09	39.01	15.9	72.5

Table 15: Smoke Density% of B5/B10/Diesel

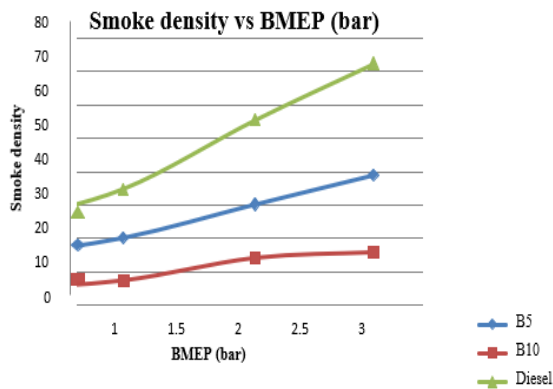


Figure 17: BMEP vs Smoke Density of B5/B10/Diesel

Inference

Smoke is the solid soot particles that come from the exhaust gas. The above graph shows the variation of the density of smoke to the applied load and speed. Smoke Density is very low in our test blends when compared to pure diesel.

The explanation behind lower smoke might be better and completion of burning of fuel because of the oxygen content present in our test blends. As a lot of the different authors reported, the density of smoke values becomes less with addition of butanol to diesel or another biodiesel fuel.

VI CONCLUSION

From the experiment done we can conclude saying that the impact of mix proportions on the execution of diesel motor worked with diesel and butyl alcohol, the accompanying conclusions were drawn for various conditions:

For diesel and fuels of alcohol blends in diesel motor, the BTE indicated expanding pattern with expanded blended proportion of alcohol in diesel up to 20%.

However, mixes past 20% were not considered due to diminished motor power and expanded brake particular fuel utilization on account of lower calorific estimation of the butanol. Contrasted with clean diesel, butanol diesel mixed fuels demonstrated enhanced execution in terms of expanded BTE.

HC, CO and smoke emanations diminished with expanded alcohol fixation in diesel fuel while they expanded with expanded stacking conditions. However NOx emissions expanded with expanded butanol content in the diesel fuel.

Ignition delay, duration of combustion, peak pressure and release of heat rates expanded with expanded alcohol content in the diesel fuel.

When we compare with clean diesel, the blends increased BTE, the temperature of exhaust gas, CO discharges, and HC emissions and NOx discharges while decreasing the BSFC. Lower quantity of butanol in the blends as contrasted with higher concentration of butanol, increased the BSFC, CO discharge, HC outflow,

NOx emissions and smoke density while decreasing the BTE. At the point when contrasted with clean diesel fuel, the lower and higher concentrations of butanol in the blends have no noteworthy changes in exhaust gas temperature.

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