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Effect of Antioxidant and Cetane Improver on Performance and Emissions using Waste Plastic Oil-Diesel Blends as Fuel

N Prabhu Kishore, M. Venkateswar Reddy, Alekhya N

***Abstract**: Among various alternative fuels, waste plastic oil produced from plastic wastes has gained a lot of attention. Diesel along with antioxidant and cetane improver has been analyzed in this study. This trial work dissects the utilization of 100%, 50% of Waste Plastic Oil (WPO) and 48% of Waste Plastic Oil with1% L-ascorbic acid + 1% di-tert-butyl peroxide in diesel engine. For this reason, WPO was created in an exploration office scale arrangement by pyrolysis strategy. Diesel engine tried with WPO with diesel and additives blends and the results were contrasted and diesel. A result verifies the goal of this investigation and indicates improvement in execution and decrease in explicit fuel usage. The decrease in outflow was seen in additives influences on diesel engine than that of wpo diesel blended fuelled diesel engine.*

Keywords **: Antioxidant, Cetane improver, Diesel engine**

I. INTRODUCTION

Vegetable oil from harvests, for example, soya bean, shelled nut, assault, have been attempted in numerous pieces in world, however satisfies current need Concentrates the disintegration of Biodiesel and fricasseeing fuel at various capacity have revealed expansion of thickness, oxygen, corrosiveness. Prabhu et al. revealed various impacts of cell reinforcements of different biofuels upgrades the oxygen diminished NOx. The principle impediment of the biofuels, diesel mixes is low oxygen strength. From the test it demonstrates conceivable for balance out biofuel diesel mixes regardless of whether the greasy segment is matured for a time of three months. They have revealed that the cell reinforcement added substances builds the oxidation strength and used as an incomplete substitute of mineral diesel. Cell reinforcements are confident added substances for improving oxidation strength and diminishing NOx outflows while utilizing biodiesel. It is accounted for that the utilization of cell reinforcements expands carbon monoxide (CO) emissions. This paper demonstrates that the cancer prevention agent added substance is a viable strategy control the emission of cottonseed oil.

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* Correspondence Author
N Prabhu Kishore*, Associate Professor, Department of Mechanical Engineering, MLR Institute of Technology, Hyderabad, India.
M. Venkateswar Reddy, HOD and Associate Professor, Department of Mechanical Engineering, MLR Institute of Technology, Hyderabad, , India.
Alekhya N, Assistant Professor, Department of Aeronautical Engineering, MLR Institute of Technology, Hyderabad, , India.

This study announced TBHQ cancer prevention agent was ideal as NOx were decreased considerably.Many analysts have detailed that the expansion of cancer prevention agent to diesel and biofuel mixes prompts expansion in emissions development also, an abatement in CO2 and HC emissions. Siddharth et.al detailed ,measure of cancer prevention agent need settling the biofuel managed assessment of oxygen security for metal-polluted biofuel diesel mixes.

This discovered biofuel mixture which improves oxygen content. Thus, 20% biodiesel mixes included with cancer prevention agent can be utilized in diesel motors with no modifications.

Fattah et al. states impact on cancer prevention agent of oxygen dependability of biofuel. Hence discovered that the expansion of cell reinforcement increase the oxygen soundness, a few impacts emanation on engine.This paper revealed that the two sorts of cancer prevention agent demonstrated advantageous impacts in repressing the oxygen of refined palm oil.

Besides, manufactured cancer prevention agents were seen as more powerful than the normal cancer prevention agents at lower dosage. In the present days, alternative fuels have become a very potential source of energy [1].

The main disadvantage of using WPO with diesel is the production of NOx. Research established on WPO [3,4,5] revealed that oxygen content is more in WPO which in turn produced NOx emission.

Target of this research is to analyze WPO with antioxidant, L-ascorbic acid and cetane improver, di-tert-butyl peroxide. The test fuels used are 100% WPO (WPO), 50% diesel with addition of 50% WPO (WPO50) and 50% Diesel + 48% WPO + 1% L-ascorbic acid + 1% di-tert-butyl peroxide (WPOA50). % shown is in vol basis.

II. EXPERIMENTAL SETUP

The experiment has been performed on a single cylinder diesel engine with power of 5kW and 1500 rpm. Setup is shown in Fig. 1.

The fuels used are 100% WPO (WPO), 50% Diesel with addition of 50% WPO (WPO50) and 50% Diesel + 48% WPO + 1% L-ascorbic acid + 1% di-tert-butyl peroxide (WPOA50). Tests were carried out at 20%, 40%, 60%, 80% ,100% load .

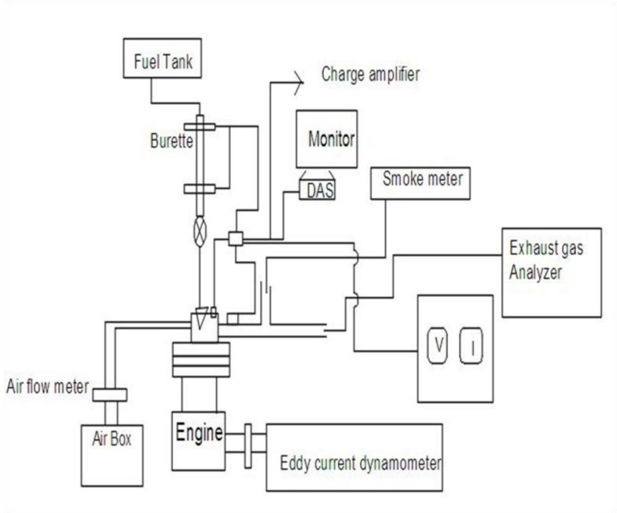

Fig. 1. Experimental setup

Table 1. Properties of blending stocks

Property	Diesel	WPO	WPO50	WPOA50	ASTM method
Density @15 °C (kg m^{-3})	0.835	0.782	0.807	0.810	D4052
Calorific value (MJ kg^{-1})	45.4	39.2	40.8	41.2	D240
Kinematic viscosity (cSt)	2.15	3.62	3.37	3.35	D445

III. RESULTS AND DISCUSSION

Brake specific fuel consumption (BSFC)

Fig 2 indicates variations of BSFC with load of test fuels. BSFC increases by increasing load. It has been found that BSFC with WPOA50 is 1.63% lower than WPO50 which shows that L-ascorbic acid has the tendency to reduce fuel consumption. While with, BSFC for WPOA50 is almost similar to diesel. When compared with WPO, BSFC for WPOA50 is lower by 7.45%.

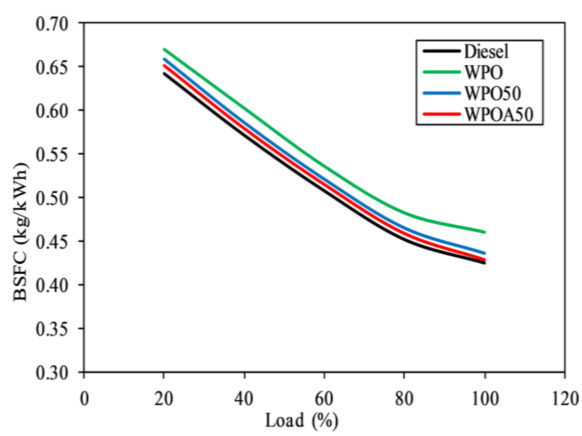

Fig. 2. Brake specific fuel consumption variation with load

Brake thermal efficiency (BTE)

Fig 3 shows the variations of BTE with varying load. BTE rise with hike in load. Under full load BTE for diesel, WPO, WPO50 ,WPOA50 are 29.68%, 27.1%, 28.12% and 29.12% respectively. It is observed that BTE for WPOA50 is 3.55% higher the WPO50. While with WPO, BTE for WPOA50 is higher by 6.93%. This might be the reason of atomization of fuel. BTE for WPOA50 is lower by 1.88% than diesel.

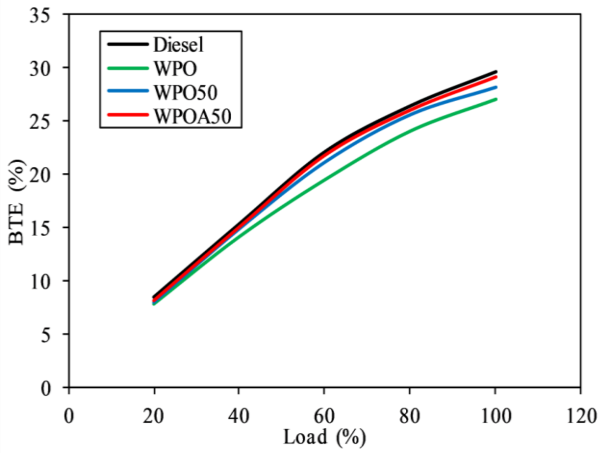

Fig.3. Brake thermal efficiency variations with load

Nitrogen Oxide(NO_x)

NO_x emission variations with load. It is observed that Fig 4 that NO_x emission increases with increase in load. NO_x emission under full load for Diesel, WPO, WPO50 and WPOA50 are 1.2848, 1.4808, 1.3234 and 1.1394 g/kWh respectively. With WPOA50, NO_x emission is lower by 16.14% than WPO50 and with diesel, NOx emission reduced by 11.3%. It might be due to the effect of antioxidant which reduced the formation of NO_x emission.

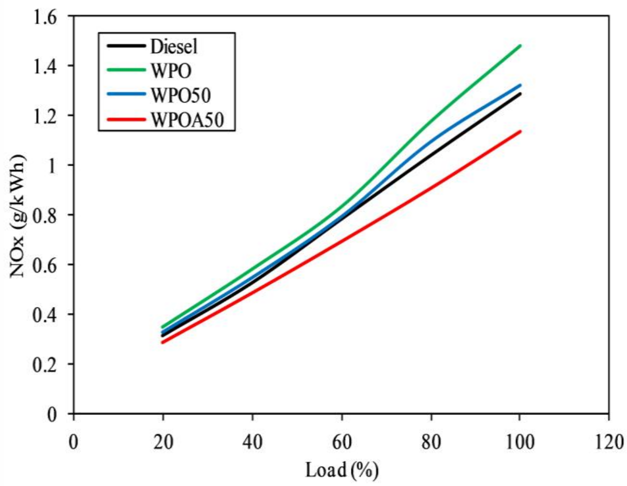

Fig.4. NOx emission variations with load

Hydrocarbon

Fig 5 shows the HC emission with load. It is observed HC emission decreases with increase in the load. The average HC emission for diesel, WPO, WPO50 and WPOA50 are 0.05174, 0.05912, 0.05598 and 0.04944 g/kWh respectively.

It is observed that under full load conditions, HC emission for WPOA50 is lower by 36.6% than WPO50 whereas, with diesel it is lower by 12.5%.

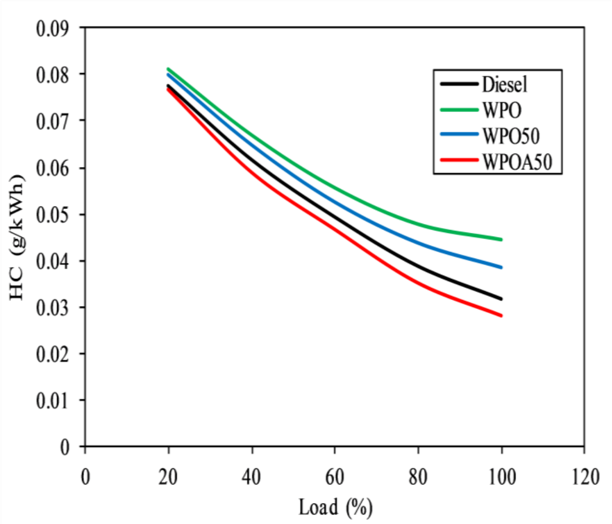

Fig.5. HC emission variations with load

Carbon monoxide (CO)

Fig 6 shows the CO emission variations with load for all test fuels. it can be seen for the Fig that, CO emission increases with increase in the load for all test fuels. Average CO emission for diesel, WPO, WPO50 and WPOA50 are 0.572%, 0.52%, 0.483% and 0.45% respectively. Under full load conditions, CO emission with WPOA50 is lower by 12.5% than WPO50 and 37.5% than diesel.

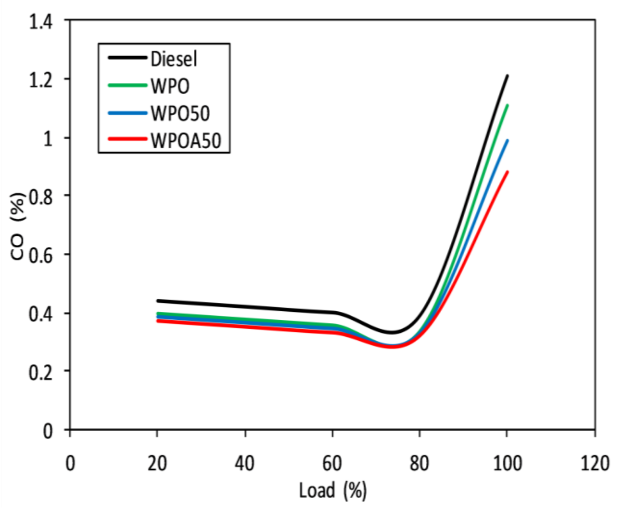

Fig.6. CO emission variations with load

Smoke emission

Fig 7 shows the smoke emission variations with load for all test fuels. it is seen from the Fig that smoke emission increases with increase in load for all test fuels. the average smoke emission for diesel, WPO, WPO50 and WPOA50 are recorded as 2.525, 2.97, 2.70 and 2.59 FSN respectively. Under full load conditions, smoke emission with WPOA50 is lower by 3.8% than WPO50 while with, it is higher by 2.8% than diesel.

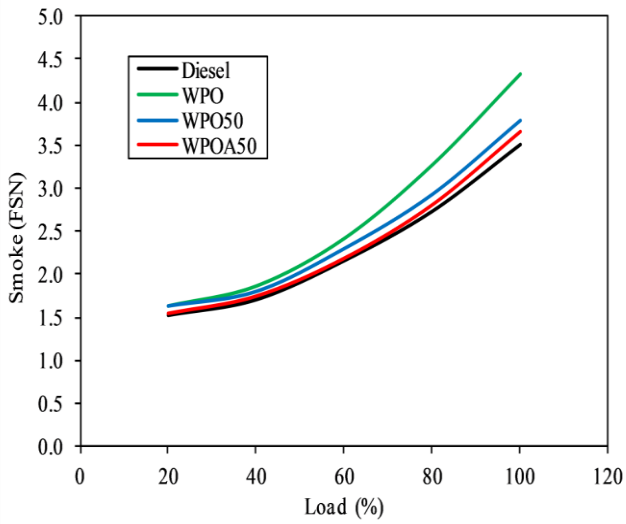

Fig.7. Smoke emission variations with load

IV. CONCLUSION

The antioxidant , cetane improver on diesel engine with WPO and blends of WPO have been studied in current work. L-ascorbic acid is found to be a good anti oxidant, the NOx emission reduced by 16.14% with WPOA50 than diesel.Di-tert-butyl peroxide is found to be good cetane improver. Where in, BTE with WPOA50 is less than diesel by 1.88% only.The mixture of antioxidant and cetane improver has positive impact on BSFC of fuel. WPOA50 has almost similar BSFC with diesel.

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AUTHORS PROFILE

N. Prabhu Kishore, is currently working as a Associate Professor in the Department of Mechanical Engineering at the MLR Institute of Technology, Hyderabad, India. He has 8 years of teaching experience and 5 years of Industry Experience in SAP-BI-IP. His current research interests include Internal Combustion Engines, Heat Transfer, and Non-Conventional Energy Sources. He has published research papers in reputed international journals which includes Scopus Journals, Elsevier.

He is a Life Member of the Indian Society for Technical Education (ISTE) and a member in SAE International. Published Textbooks of Titles "An Introduction to Active Learning Strategies" and "Aircraft Computer Aided Drafting". Certified BYST Mentor, Trained by ISB in Entrepreneurship program.

M.Venkateswar Reddy, Presently working as HOD and Associate Professor of the Department of Mechanical Engineering at MLR Institute of Technology, Hyderabad since December 2018.Worked as HOD and Associate Professor of the Department of Mechanical Engineering at Narsimha Reddy Engineering College Hyderabad for 3 years (December 2015 to November 2018).Previously worked in MLR Institute of Technology, Hyderabad for 5 years and CMR College of Engineering and Technology, Hyderabad for 2 Years as a Assistant Professor.Treasurer & MC member of SAEISS Hyderabad Division.SAE INDIA Engineering Education Board (EEB) Member.

N. Alekhya, is currently working as a Assistant Professor in the Department of Aeronautical Engineering at the MLR Institute of Technology, Hyderabad, India. Completed M.Tech in 2012 from JNTU Hyderabad. She has 7 years of teaching experience.She as worked Organizing Secretary for an International Conference(ICAAMM). She has published research papers in reputed international journals which includes Scopus Journals, Elsevier. She is a Life Member of the Indian Society for Technical Education (ISTE) and a member in SAE International. Published Textbooks of Titles "An Introduction to Active Learning Strategies" and "Aircraft Computer Aided Drafting". Her area of interest is in Composites related to Aerospace materials like CFRP .

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