© December 2015 | IJIRT | Volume 2 Issue 7 | ISSN: 2349-6002

EXPERIMENTAL INVSTIGATION FOR ADVANCE INJECTION TIMING, INJECTION PRESSURE AND CONSTANT SPEED OF DIESEL ENGINE FUELLED WITH SIMOROUBA AS BIO-DIESEL ON THE EFFECT OF ENGINE PARAMETERS ON COMBUSTION AND EMISSIONS

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Abstract- **in the present scenario bio-diesels have received a lot of attention as an alternate vehicular fuel. But the properties of bio-diesels are not the same as diesel fuels especially their high viscosity and low volatility. Also the bio-diesels have very poor atomization characteristics due to decreased cone angle during fuel injection. This paper relates the modification of engine combustion chamber design, for inducing turbulence to improve the combustibility of combustible mixture. A survey of literature shows that experimental studies have not been done on a modified piston for evaluating at constant speed of 1500 rpm and compression ratio of 17.5 at 250 injection pressure and advance injection timing as well. The performance parameters such as sfc, brake thermal efficiency, carbon monoxide, no_x and ubhc have been studied. The objective of this work is to study the effect of combustion chamber geometry on combustion and emissions of a bio-diesel (simorouba) fuelled modified piston diesel engine. It has been noticed that for the engine under consideration with modified piston gives optimum performance. This work is to study the effect of modified piston on combustion, performance and emissions of a bio-diesel (simorouba) fuelled modified piston diesel engine. It has been noticed that for the engine under consideration with modified piston gives optimum performance.**

NOMENCLATURE

TDC	: top dead centre
BTDC	: before top dead centre
UBHC	: unburned hydrocarbon
NO_x	: oxides of nitrogen
CO	: carbon monoxide
CI	: compression ignition
PME	: poly methyl ester
CFD	: computational fluid dynamics
SF C	: specific fuel consumption
CV	: calorific value
CR	: compression ratio
IP	: injection pressure
Bth	: brake thermal efficiency
BP	: brake power

I. INTRODUCTION

Air motion plays a significant role in fuel - air mixing, combustion and emission processes [1]. Along with air motion, spray characteristics, spray angle, injection pressure and injection timing also have a significant role in diesel engine combustion.

Swirl, squish and tumble are the important flow pattern of air motion. These patterns not only affect the fuel-air mixing and combustion process in diesel engines, but also have significant impact on combustion quality [2].

Swirl motion of the air is adequately achieved with good intake port design [3, 4, 5, 6, 7, 8, and 9]. When there is swirl in the in-cylinder air, the swirl-squish interaction produces a complex turbulent flow field at the end of compression. This interaction is severe in reentrant combustion chamber design [10]. Intensification of turbulence is due to the highly turbulent squish of the air near TDC of compression. The intensification of turbulence leads to efficient combustion which in turn causes higher NO_x emission and less HC emissions [11]. The author however has not reported the effect of tumble. Better air mixing and combustion are possible with higher injection pressure. Higher injection pressure produces smaller fuel droplets which evaporate faster and mix rapidly with air.

Bio-diesels play an important role in the on going balance between two major societal needs, viz., fuel economy and environment friendly Emissions. Bio-diesels can be produced in a way that does not cut into food supplies as Simorouba is non edible oil. Bio-diesel production reduces the dependency on imported oil and supports the agricultural sector [12]. The properties of bio-diesel are not the same as diesel fuels especially their high viscosity and low volatility. These properties strongly affect injection pressure injection timing and spray characteristics [13].

An increase in viscosity of bio-diesel will result in poor atomization characteristics due to decreased cone angle during fuel injection [14]. The pre - heating of vegetable oil gives better performance than raw vegetable oil. It has been observed that viscosity reduces exponentially with temperature. It has also been observed that when pre - heated vegetable oil is injected into the cylinder, spray pattern and atomization character has improved. The injection pressure has an effect on the spray formation of bio-diesel blends in CI engines [15]. Also studies have shown that the combustion characteristics alter with the changes in injection pressure. With the increase in pressure, the fuel penetration distance become longer and the mixture formation of the fuel-air was improved [16]. Also when the injection pressure is increased fuel particle diameter will be reduced. The mixing of fuel-air becomes better during ignition delay period. The combined effect of increased compression ratio, injection timing and injection pressure on engine performance, combustion and emission characteristics was discussed [17]. It was observed with increased brake thermal efficiency, decreased SFC and decreased emission for PME 20. The optimum combination was observed at CR=19.1, IP = 240 bar and injection timing of 27^o BTDC. Studies on the effect of injection pressure on the performance and emission characteristics of bio-diesel fuelled direct injection CI engine [19, 20]. It was observed that 250bar is the optimum injection pressure with B20 and B30 blends.

CFD work on multi chambered piston has been carried out to analyze squish and tumble flow. A maximum of 13.1 m/sec squish velocity was observed at 10^o crank angle before TDC. The increase in squish velocity was 31% compared to a standard engine.

This work relates to engine design modification to induce turbulence by enhancing squish and tumble of charge during combustion. The present work has been undertaken to study the effect of injection pressure on performance and emission characteristics of multi - chambered piston CI engine. The experiments have been carried out at constant speed of 1500 rpm and compression ratio of 17.5 at 250 injection pressure and advance injection timing. The performance parameters such as SFC, brake thermal efficiency, carbon monoxide, NO_x and UBHC have been studied.

II. SIMAROUBA GLAUCA AS BIO-DIESEL

Simarouba is a medium-sized tree that grows up to 15 to 20 m high, with a trunk 50 to 80 cm in diameter. It produces bright green leaves 20 to 50 cm in length, small white flowers, and small red fruits. Simarouba glauca belongs to family Simarubaceae, commonly known as “The Paradise Tree” or “King Oil Seed Tree”. In a hectare of land about 250 trees can be accommodated. It produces fruits similar in size, shape and colour to olives. There are two varieties: one produces greenish white fruit and the other violet to almost black fruits (Reddy et al., 2503). The tree begins to produce fruit at about four years of age, but it comes to full production at six years of age. The tree starts flowering during December and bears fruits in January and February. The average yield of fruit from a hectare of a 10 year old plantation of Simarouba will be about 6,000 to 8,000 kg. Withstanding temperatures slightly below 0°C to 50°C and a minimum annual rainfall of 500 mm, the tree grows wild on sandy and rocky soils, including oolitic limestone, but will grow in most soil types, even with its roots in salt water. In India, it is mainly observed in Andhra Pradesh, Karnataka and Tamil Nadu etc. A single tree is said to yield 10–60 kg seed per tree, indicating a yield potential of 900—9000 kg seed/ha. Simarouba seeds contain 40-45% oil. Simarouba seed oil as a bio- fuel has physical properties very similar to conventional diesel. Emission properties, however, are cleaner for Bio-fuel than for conventional diesel.

Table.2.Bio-Diesel Characteristics

SL.NO	Characteristics	Diesel	Bio-Diesel (Simorouba)
1	Calorific Value(kJ/kg)	42500	39800
2	Viscosity at 40°	2 to 5	4.8
3	Cetane number	45 to 55	51
4	Flash point(°C)	56	165
5	Specific gravity	0.820	0.867
6	Density(kg/m^3)	820	867

III. EXPERIMENTAL SET UP

The experiments were conducted on a computerized CI engine test rig shown in Fig.1.

A Kirloskar make single cylinder 4-stroke, direct injection, water cooled CI engine test rig of 5.2kW, CR=17.5, IP=250bar rated power at 1500rpm is directly coupled to the eddy current dynamometer the engine and the eddy current dynamometer are interfaced to a control unit, with built in software in a computer. This software is used for recording test parameter such as fuel flow rate, temperatures, air flow rate and speed for calculating performance parameters such as brake power (BP), brake thermal efficiency and specific fuel consumption.

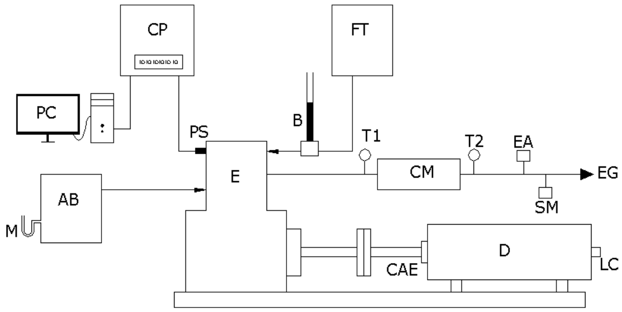

Fig.1 Experimental set up

Fig.2. Standard piston

Fig.3. Modified piston

The calorific value and the density of particular fuel are fed to the software for calculating above performance parameters. The exhaust emissions such as CO, UBHC, and NOx were measured with PEA205-5gas analyzer. The engine specification is shown in Table.2.

Table.2.Engine Specification

SL NO	ENGINE PARAMETERS	SPECIFICTION
01	Engine Type	TV1(Kirloskar)
02	Number of cylinders	Single Cylinder
03	Number of strokes	Four-Stroke
04	Rated power	5.2KW(7HP) @1500RPM
05	Bore	87.5mm
06	Stroke	110mm
07	Cubic Capacity	661cc
08	Compression ratio	17.5:1

IV. MODIFICATION MADE TO PISTON CROWN

Turbulence is very important in mixing and combustion of fuel with air in CI Engine. In the present work the turbulence was induced by modifying the base piston face to a modified-piston. During the modification care was taken to maintain compression ratio of 17.5. This was done by adding a thin layer of material on the piston crown by aluminum alloy welding and performing threading operation in the piston crown in such a way that the volume of the material removed balances the volume of material added so that the compression ratio of the engine is not altered in any way. The surfaces over the piston crown were finished to close tolerances on an engraving machine. Pictorial views of original and modified pistons are shown in Figure. 2 and Figure. 3 respectively.

At the end of compression stroke, the fuel vapor squeezes into modified piston spirally due to direct compression, which leads to the enhancement of turbulence for better mixing and combustion.

V. EXPERIMENTAL PROCEDURE

A set of experiments were conducted for standard and modified piston engine at the rated engine speed of 1500rpm at compression ratio of 17.5 and at the injection pressure of 250 bar. Tests were conducted at 20% load, 40% load, 60% load and 80% load. The test was conducted at the injection timing of 21^o before TDC. The combustion and performance characteristics were found and emission characteristics like CO, UBHC and NO_x were recorded for diesel and subsequently for blend of S20 (20% Simarouba+ 80% of Diesel).

VI. RESULTS AND DISCUSSION

The results of the engine experimentation are presented in Figs. 4-11. All comparisons have been made at constant engine speed 1500 rpm and injection timing 21^o crank angle.

Cylinder pressure

Figure 4 shows the cylinder pressure with crank angle for standard and modified pistons at CR=17.5, IP=250bar for S20 blend. It is found that the standard piston produces higher cylinder pressure compared to modified piston. This trend may be attributed due larger delay period with the standard piston in which more amount of fuel is accumulated in the combustion chamber

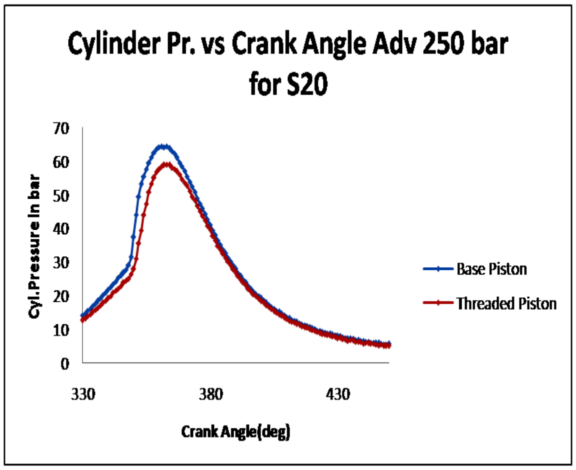

Fig.4. Cylinder pressure Vs Crank angle

Heat release rate

The net heat release rate is an important parameter for the analysis of combustion characteristics in the engine cylinder. The net heat release rate can be expressed as

$$dQ/d\theta = (\gamma/\ \gamma-1)\ dV/d\theta + (1/\ \gamma-1)\ V.\ dP/d\theta \qquad \text{(Eq. 1)}$$

Where, $dQ/d\theta$ is heat release rate (J/deg),
p is the in-cylinder pressure,
V is the in-cylinder volume and
γ is the ratio of specific heats.

In equation 1, the cylinder content is assumed to be homogenous mixture of air and combustion products. It is further assumed that $\gamma=1.3$ as an appropriate value of γ for CI engine is 1.3 to 1.35 [1].

The heat release rate varying with crank angle at 80% load condition for standard and modified pistons is shown in figure 5. It is seen that the premixed combustion region is rather lower for modified piston indicating that reduction of delay period due greater mixing of fuel with air because of swirl generation.

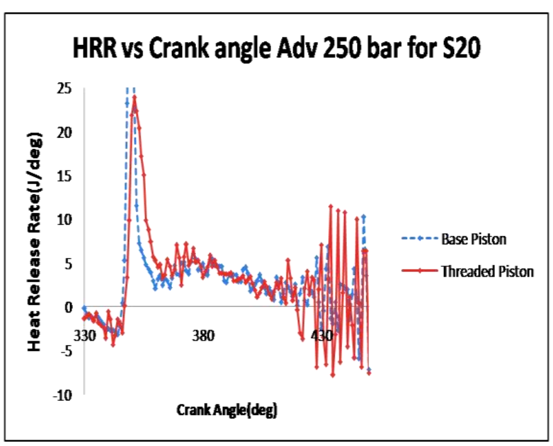

Fig.5. Heat release rate Vs Crank angle

Brake Thermal Efficiency (BTE)

Figure 6 shows the variation of brake thermal efficiency versus load for Advance I.T, IP=250 bar. It is observed that the thermal efficiency is gradually increasing and at 80% load 1 to 2% increasing thermal efficiency modified piston compare to base piston. Simarouba shows same thermal efficiency for modified piston compare to base Piston in Advance timing.

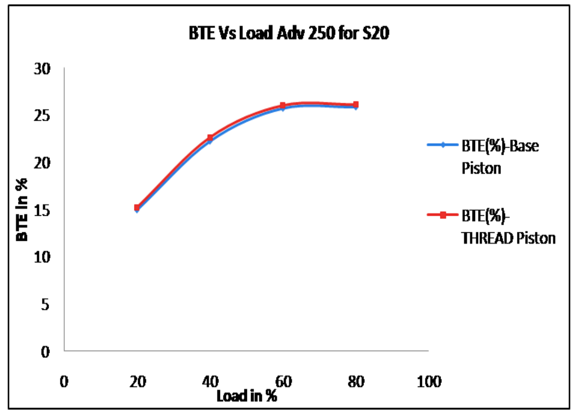

Fig 6. Brake thermal efficiency Vs Load

Brake Specific Fuel Consumption (BSFC)

Figure 7 shows the variation of brake thermal efficiency versus load for Advance I.T, IP=250 bar.

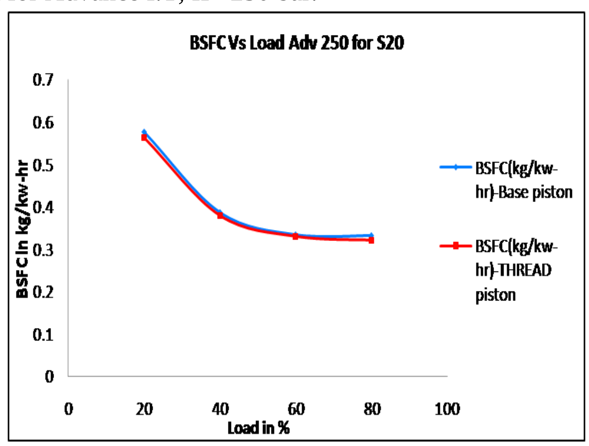

Fig 7 BSFC vs Load

It is observed that the thermal efficiency is gradually increasing and at 80% load 1 to 2% decreasing Brake Specific Fuel Consumption modified piston compare to base piston. Simarouba shows brake specific fuel consumption for modified piston compare to base Piston in Advance timing.

HC EMISSION

Fig. 8 compares the HC emissions with standard and modified pistons at CR=17.5 and IP= 250bar for S20 blend. The HC emission is the direct result of incomplete combustion. It is apparent that the HC emission is decreasing with the increase in turbulence in modified piston, which results in complete combustion of fuel.

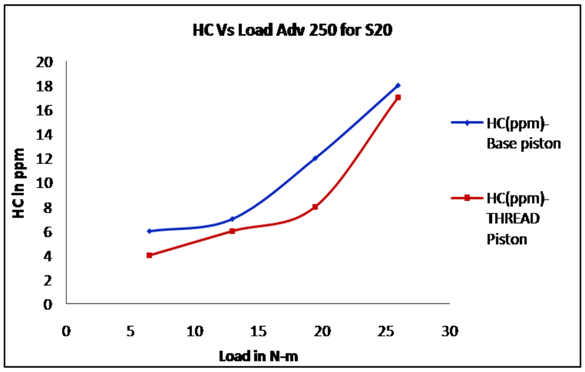

Fig.8. HC emission Vs Load

CO EMISSION

Generally CI engines operates with lean mixtures, hence the CO emission would be low. With increase in turbulence due to swirl motion in modified piston the oxidation of carbon monoxide is improved, which results in reduction of CO emissions as shown in figure 8. The CO levels with standard piston are high at full load conditions due to combustion inefficiencies.

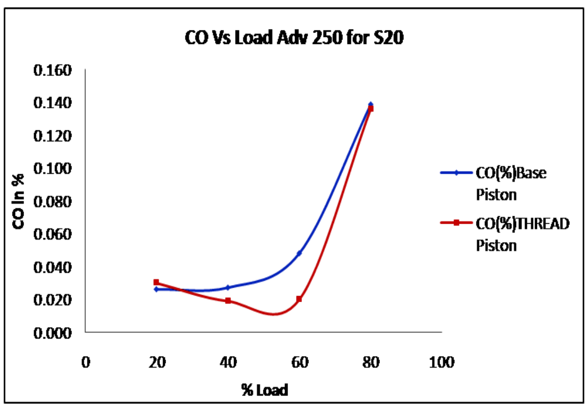

Fig.9. CO emission Vs Load

NO_x EMISSION

Figure 10 shows the comparison of NO_x emission with load for modified and standard pistons. It is observed that the NO_x emissions are decreasedd for S20 blend with modified piston in comparison with the standard piston.

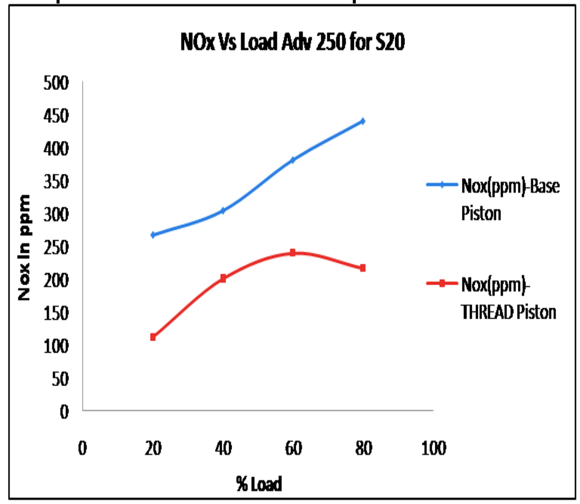

Fig.10. NO_x emission Vs Load

VII. CONCLUSIONS

The Experimental investigation on combustion in modified-piston CI engine was conducted on single cylinder, 4-stroke, direct injection, constant speed diesel engine. The test was conducted at 1500 rpm, CR=17.5, injection pressure of 250 bar and advance injection timing. The major conclusions observed from the experiments are as follows:

By using Simarouba as a biodiesel it will gave less emission characteristics compare to diesel. This is due to biodiesel contains sufficient amount of oxygen. Hence complete combustion occurs lead less emissions.

By using modified piston complete combustion occurs due to turbulence created with in the engine cylinder.. Hence complete combustion occurs lead less emissions.

Peak cylinder pressure and peak heat release were slightly lower in premixed combustion and slightly higher at diffused combustion in modified piston.

CO, HC and NO_x emissions are found to be lower with modified piston as well as using biodiesel.

Better mixing of fuel and better combustion due to swirl action with modified piston hence brake thermal efficiency increases in modified piston.

Proper mixing and proper combustion for modified piston it leads less brake specific fuel consumption.

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