

## Investigation On Performance and Emission Characteristics Of C.I. Engine Fuelled With Honne Oil Methyl Ester

C. Srinidhi<sup>1</sup>, S. V. Channapattana<sup>2</sup>, J.A. hole<sup>3</sup>, A.A.Pawar<sup>4</sup>, P.G.Kamble<sup>5</sup>

<sup>1</sup>P.G.Student, <sup>2</sup>Assistant Professor,

<sup>3,4</sup> Professor, Rajarshi Shahu College of Engineering, Pune, INDIA

<sup>5</sup> Professor, PDA College of Engineering, Gulbarga, India

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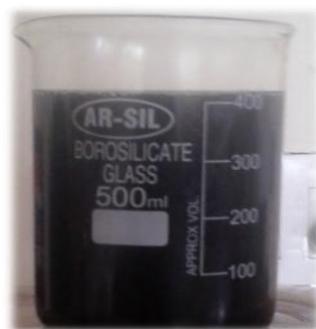
**ABSTRACT:** The major means of transportation is through CI engine which is run by fossil diesel. In recent years Bio diesel is been extensively researched using various oils for obtaining desired performance and emissions similar to that of diesel. Basically Bio diesel being Biodegradable, environment friendly in nature is best suitable alternative types of source, to meet the future fossil energy crises. The biodiesel derived from Honne oil is considered as one of the promising alternative fuel derived from non-edible sources. The aim of this paper is to evaluate the utilization of this fuel in diesel engine in maximum possible effective way. To find this, an experiment analysis of performance parameter (such as brake power, break specific fuel consumption, brake thermal efficiency and Exhaust Gas temperature) and emission characteristics (NOx, HC, CO. etc.) is obtained for various bio diesel and diesel blends and compared with ordinary diesel at various loads on a modified variable compression ratio CI engine. The results of the investigation shows that the performance and emission characteristics of the engine fuelled with Honne oil methyl ester – diesel blends is comparable to the ordinary diesel.

**KEYWORDS:** Bio diesel, hoone oil, Hoone oil methyl ester, performance, emissions.

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### I. INTRODUCTION

The concept using vegetable oil as a fuel was introduced by Dr. Rudolf Diesel who developed the first diesel engine to run on peanut oil. But later due to problems like high viscosity, injection problems and atomization factor the use of vegetable reached to near extinct. Current crises for search for possible alternative to diesel is on due and to the spot light bio diesel come in picture. Biodiesel is a natural and biodegradable fuel defined as mixture of fatty acid alcohol esters derived from usually edible or non-edible oils which is used in diesel engines. This fuel could be considered as mineral diesel substitute that is having a positive point like reduction of greenhouse gases because it is renewable resource<sup>1</sup>. In India, biodiesel is prepared from oils from non-edible sources like Jatropha etc. [14]. In other parts of world the bio diesel which is prepared from oil which is selected on the basis of weather and soil conditions. This extracted oil could not be used directly in diesel because of its various factors; it has to be converted into readily usable form. The use of chemically altered vegetable oil which is called biodiesel does not require any engine modification. Biodiesel can be produced from various oils from a chemical reaction named transesterification. The transesterification basically describes reaction between oil and alcohol (short chain like methanol, ethanol) usually in the presence of base catalysts. Using edible oils like palm oil, sunflower oil, soybean oil in biodiesel production has raised a question for fuel versus food debate. The Calophyllum seed oil (honne) is greenish black in colour. It is used as a hair oil and also has various medicinal advantages to its non-edible nature. In Karnataka, India, it is known as “hoone” whereas undi oil in Maharashtra. Seeds contains 75% of oil. The tree grows along coastal areas and adjacent lowland forests, although it occasionally occurs inland at higher elevations. It is native to east africa, india, southeast asia, australia, and the south pacific. It has been widely planted throughout the tropics and is naturalized in the main Hawaiian Islands [1]. Calophyllum oil contains 19.58% free fatty acids[2]

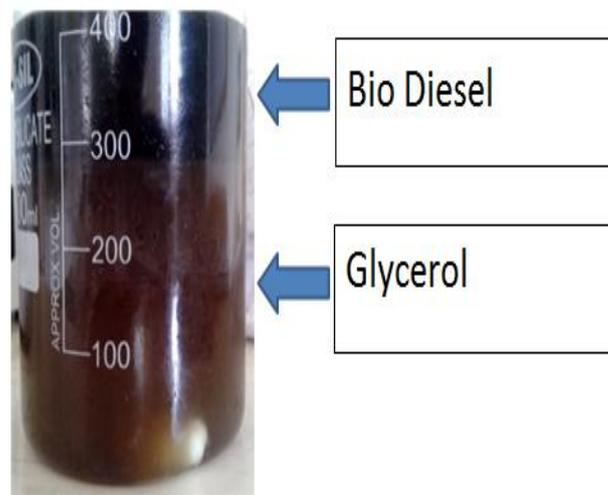


**Fig 1: Calophyllum oil**

**OBJECTIVES:** 1. To produce bio diesel first we must extract oil from the seeds of honne oil. 2. Later the conversion of honne oil to biodiesel from a reaction named transesterification. Transesterification basically involves reacting oil with an alcohol (methanol or ethanol) in presence of a base catalyst (NaOH or KOH). In this present work the Honne oil is treated with a solution of sodium methoxide and then allowed for endothermic reaction for a temperature range of 60-65<sup>o</sup>C at constant stirring for a reaction time of 2 hours. Later this solution is poured into a separating funnel where the mixture of ester and glycerol separates and Honne oil methyl ester (HnOME) called Biodiesel is removed from the separating funnel. 3. This biodiesel is blended in various proportions like B 20 (20% of Biodiesel and 80% diesel fuel by volume).4. Various thermo-physical properties are determined. The Properties of Diesel, Honne Oil and Honne Oil Methyl ester are mentioned in the below Table No.1. Performance evaluation and emission parameters were found for diesel and blends of Honne oil methyl ester-diesel like B20, B40, B60, B80 and B 100.

**Table no 1: Property Table**

Sl. No.	Properties	Diesel	Honne seed oil	HnOME
1	Chemical Formula	C <sub>13</sub> H <sub>24</sub>	----	---
2	Density (kg/m <sup>3</sup> )	840	910	880
3	Calorific value (kJ/kg)	43,000	39100	39798
4	Viscosity at 40°C (cSt)	2-5	32.48	4.5
5	Flashpoint (°C)	75	228	187.5
6	Cetane Number	45-55	51	
7	Carbon Residue	0.13	0.01	0.01
8	Cloud point (°C)	-2	-2.5	-1
9	Pour point (°C)	-5	-0.8	-8
10	Molecular weight (kg/kg mole)	181	----	----
11	Auto ignition temperature (°C)	260	----	----
12	Ash content % by mass	0.57	----	----



**Fig2: Transesterified mixture**

#### **EXPERIMENTAL SETUP AND PROCEDURE**

The Performance and emissions tests were conducted on four stroke single cylinder direct injection water cooled Diesel Engine. Load is varied with Eddy current type dynamometer. The specifications of test rig are mentioned in Table No.2. The engine used was a modified Variable compression ratio engine. The operating compression ratio used is 18.

**Table no 2: Specification of engine**

Make and Model	Kirloskar Oil Engine TV1
Type	4-stroke single cylinder, water Cooled,
Bore and stroke	80mm and 110mm
Compression ratio	17.5:1; adjustable range from 12-18
Maximum Speed	2000rpm
Exhaust Gas Analyzer Make	Indus Scientific Pvt Ltd
Software	Enginesoft LVI Engine performance analysis software
Measureable Gases	CO, CO <sub>2</sub> , NO <sub>x</sub> , SO <sub>x</sub> and HC

The Output parameters like Thermal Performance parameters and Engine emissions were obtained by varying the load (0kg, 3kg, 6kg, 9kg, and 12 kg) and Blend Percentage of Honne oil methyl ester by volume. The various blends of HnOME and diesel are used like B20, B40, B60, B80 and pure biodiesel. The readings which were recorded at a constant compression ratio of 18, injection pressure of 200 bar and injection timing of 27° before Top Dead Centre (bTDC) The gas analyser used was 5-way in nature that can measure NO<sub>x</sub>, SO<sub>x</sub>, HC, CO and CO<sub>2</sub>.

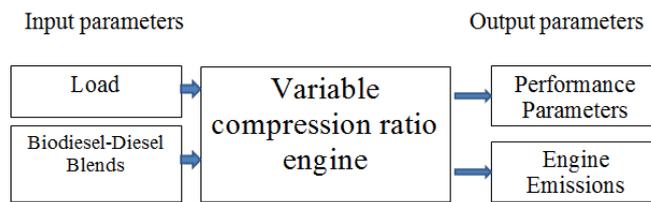


Fig 3: Experimental Setup

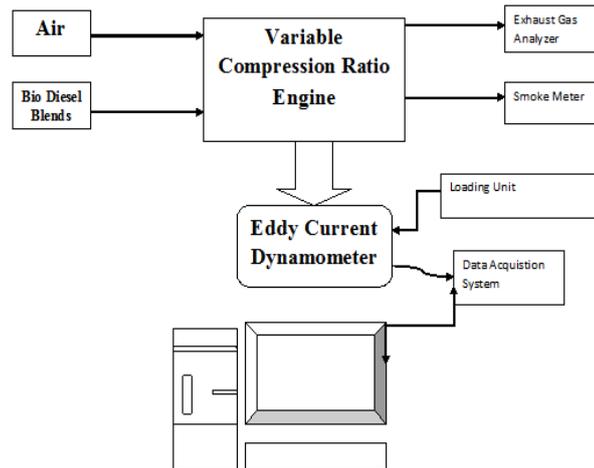
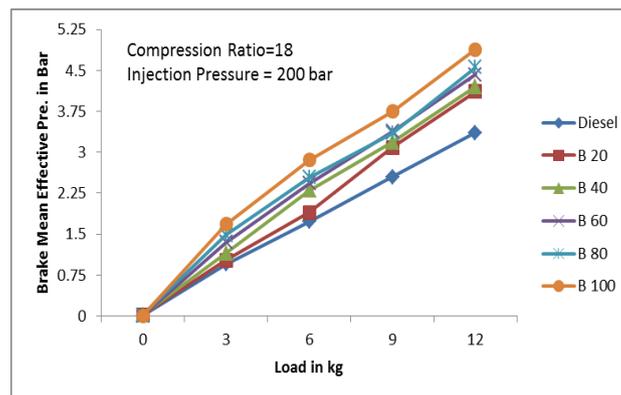


Fig4: Block diagram of Experimental Procedure

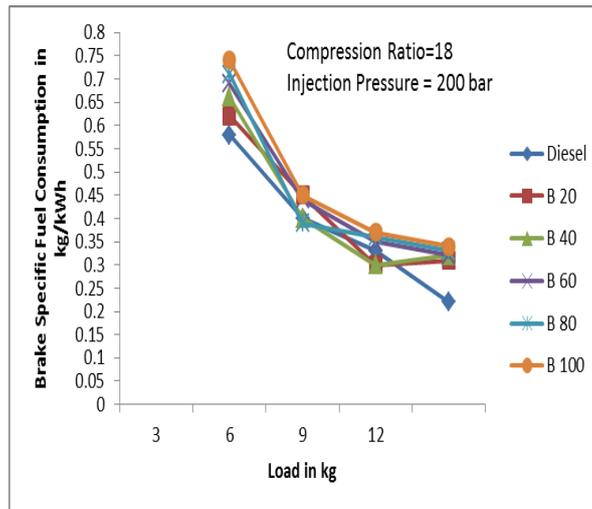
## II. RESULTS AND DISCUSSION

Load v/s Brake Mean Effective Pressure



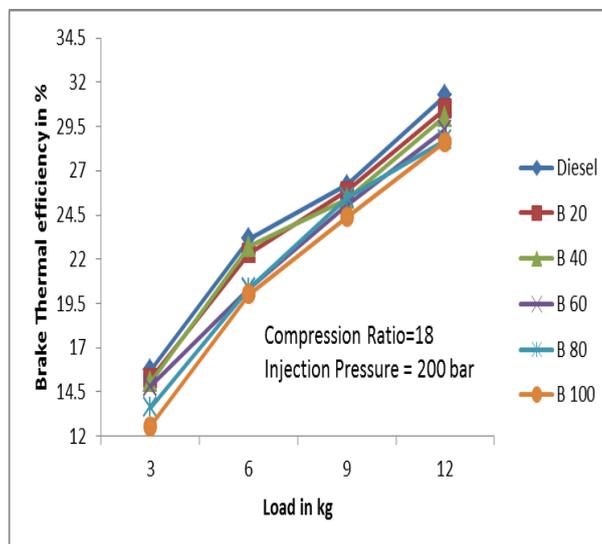
The graph plots signifies Load applied and Brake mean effective pressure (BMEP). It is observed that as the load increases the brake mean effective pressure also increases. The Pressure found for fossil diesel is quite lower. Also as the percentage of Honne Oil Methyl ester increases, the Brake mean effective pressure also increases. The Compression ratio was 18 and the Injection pressure was kept to a standard of 200bars. The Brake mean Effective pressure of Honne oil methyl ester is found maximum for all other the blends of Honne oil methyl ester-diesel. The brake mean effective pressure is a factor of turbulence generated caused by effective combustion leading to Higher BMEP. The BMEP of Diesel has increased by 53% on average with diesel fuel.

Load v/s Brake Specific Fuel Consumption



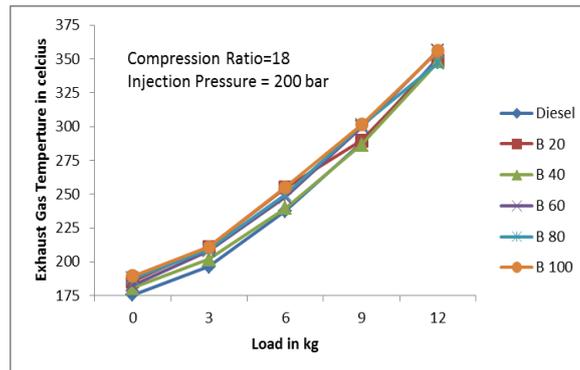
The above graph is useful to get an idea of amount of fuel consumed for getting 1kW of brake power. The graph describes the fact that Mineral diesel is found to give a specific energy output with less quantity of fuel. Also the Honne Oil Methyl ester-Diesel Blends tend to be on the higher side as the calorific value or heating value are lesser when compared to fossil diesel. It is also found that as the load increases the Brake specific fuel consumption (BSFC) decreases for the fuels and blends used in the engine. The BSFC of B20 blends tends to match up with diesel and for B100 the bsfc is found to be maximum. At no load condition the bsfc is found to be as the Brake Power is also Zero. The brake specific fuel consumption of B 100 is increased 24% to that of diesel fuel.

Load v/s Brake Thermal Efficiency



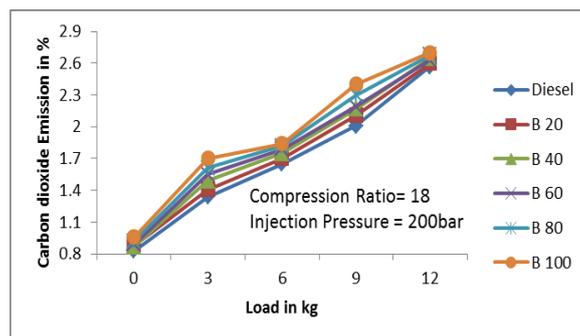
Brake thermal efficiency (bthe) is the amount of available power to heat input. In the graph the brake thermal efficiency of diesel is higher than all other blends of Hoone oil methyl ester- diesel. The brake thermal efficiency of all fuels used in the engine are found to increase as the load increases. The heat input provided is given by mass of fuel consumed and calorific value of fuel. The bthe of B20 is almost sme at lower laods but as the load increases, the average reduction is 3% when compared with diesel. In the case of B 100 the bthe reduces on a average load of 11%. The brake thermal efficiency of B 100 is lowest and fossil diesel is highest.

Load v/s Exhaust Gas Temperature



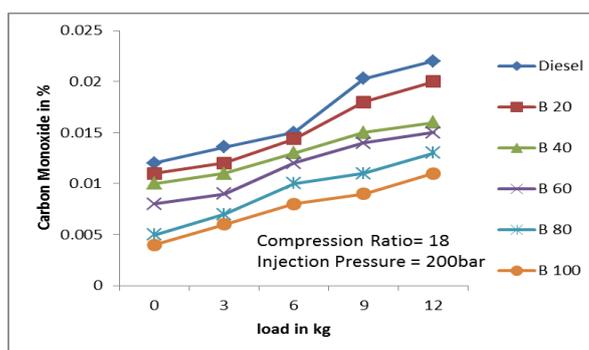
The exhaust gas temperature is the remaining heat carried by the exhaust which is left out to the atmosphere. As the load applied on the shaft the exhaust gas temperature also increases. It is found the Heat released is proportional to amount of exhaust gas temperature and heat release is a function of complete combustion. The amount of heat carried away by exhaust gas is almost same and when B20 is compared, an increase of 2% was found during the trial and for B100 the exhaust gas temperature was found to increase on an average of 5%. All the readings were recorded at a compression ratio (18) Injection pressure (200bars) and Injection timing ( $27^{\circ}$  before top dead centre TDC).

Load v/s Carbon dioxide emission



The amount of carbon dioxide released is a factor of cleaner combustion.[3]. The graph signifies that as the percentage of honne oil methyl ester in bio diesel. As the load increases the fuel consumption increases for constant speed, the carbon dioxide emmission also increases in an approximate linear manner. The carbon dioxide emission is higher B100 and the lowest is found for diesel fuel. The increase in carbondioxide emissions for B 100 and B 20 is 14% and 3% respectively with respect to mineral diesel. More the emission of carbon dioxide and lesser the carbon monoxide emission gives a idea that better and greener is the combustion (cleaner).

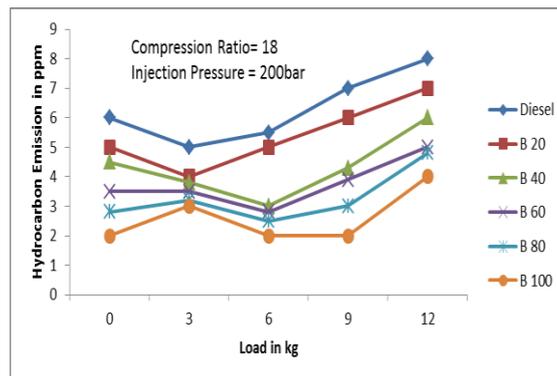
Load v/s Carbon Monoxide Emission



The carbon monoxide (CO) emissions signify that the combustion taking place inside the cylinder is not complete and the basic two reasons are either the oxygen is lesser than theoretical or time available for combustion is lesser. But the graph plotted clears the fact for same injection timing of  $27^{\circ}$ bTDC, the CO emissions of Diesel fuel are found to be maximum. The graph also figures out the fact the biodiesel blends have much lesser than the blends of Honne oil methyl ester-diesel. The B100 blends yields a reduction of 54% lesser than diesel and B20 gives carbon monoxide emission reduction of 10% on average of all loads. It is also found for from the graphs that as the load increase for a constant speed the fuel consumption also increases and also the CO emission increases.

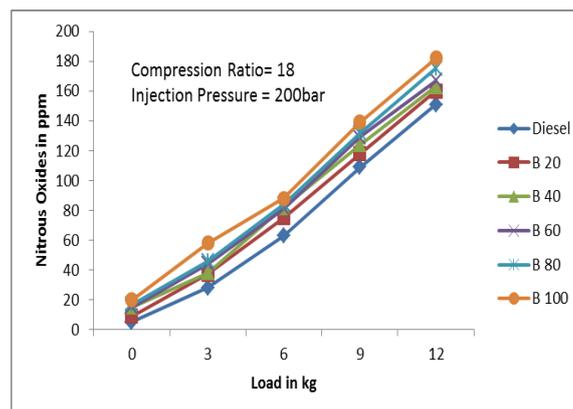
The observations recorded at constant injection pressure and compression ratio.

Load v/s Hydrocarbon Emission



The hydrocarbon emission (HC) is resultant of incomplete combustion and other factors [6]. Graph shows a fact that as the load increases the HC emission also increases. The operating parameters like Injection timing was kept at  $27^{\circ}$ bTDC. The hydrocarbon emission of diesel is found highest. As the percentage of methyl ester increases the hydrocarbon emission decreases. B 20 exhibits a reduction of HC emission by 14% and B 100 shows highest reduction of HC by 51%. At no load condition the HC emission tops up and as the Load is applied it drops down and gradually increases as load increases.

Load v/s Nitrous Oxide emission



The nitrous oxides (NOx) emission is a function of combustion temperature and the combustion chamber [18]. The relationship of load and nitrous Oxides emission is linear increasing in manner. The Nitrous oxides emission of B 100 is found is highest and lowest is diesel. NOx emission of B100 increased by 36%. B 20 by 13% when compared with mineral diesel.

### III. CONCLUSION

The experimental analysis has proved that Hoone Oil methyl ester has peaked up the human hazardous factor of Lower emissions mainly HC, CO. But the NOx emissions were quiet high when compared with fossil diesel. For a slight compensation of BSFC the brake thermal efficiency was found to be better than diesel. The

exhaust gas temperatures of all blends of Honne oil methyl ester-diesel were found to be in almost a range of + 15<sup>o</sup> Celsius. Also the Brake mean effective pressure recorded for Honne Biodiesel increased by 53%.

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