



AIN SHAMS UNIVERSITY
FACULTY OF ENGINEERING

USING A BIODIESEL AS ALTERNATIVE FUELS IN DIESEL ENGINES

By

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M.Sc. Mechanical Power Engineering Department, 1996

**A Thesis Submitted in Accordance with the
Requirements for the Degree of Doctor of Philosophy**

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Ph.D Thesis

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**Thesis Title : USING A BIODIESEL AS ALTERNATIVE FUELS
IN DIESEL ENGINES**

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Statement

This thesis is submitted as partial fulfillment of Requirements for the Degree of Doctor of Philosophy

Mechanical Power Engineering - Faculty of Engineering - Ain Shams University.

The author carried out the work included in the thesis, and no part of it has been submitted for a degree or qualification at any other scientific entity.

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ABSTRACT

USING A BIODIESEL AS ALTERNATIVE FUELS IN DIESEL ENGINES

The experiments on a direct injection diesel engine fuelled by a blend of the petroleum diesel and methyl ester biodiesel produced from waste cooking oils up to B100 indicated a reduction in the exhaust gas emissions rise at full load. The noise levels correspondingly showed biodiesel favorable effects by recording average reduction of 6.5%. There was a corresponding exhaust smoke reduction but was associated with increased NO_x emissions at full load in conjunction with the increased in-cylinder gas temperatures. Increasing the engine speed reduced the biodiesel emission levels of CO and HC by respective values of 26 and 42% via the enhanced turbulence effects, while experimentally tuning the injection pressure and the exhaust gas recirculation reduced the NO_x emissions. The computational results indicated that the soot peak volume fraction decreased by 15.2%, while the CO and HC average exhaust concentrations decreased by respective magnitudes of 20 and 28.5% upon replacing the petroleum diesel fuel with 100% biodiesel at 75% load and 1400 rpm. The computations also showed that increasing the engine load favorably reduced the ignition delay period where increasing the biodiesel content decreased the physical and chemical delay periods respectively by approximate values of 1.2% and 15.8%. While the peak cylinder pressure decreased with increasing the biodiesel content, the heat release rate was enhanced in the diffusion flame phase. Retarding the injection timing by 5° showed counteracting NO_x reduction to those original levels of pure diesel and simultaneously combined respective reduction magnitudes of 10 and 7% in CO and HC emissions at 75% load. In the light of coupling the k- ϵ model to the wave model, increasing the injection pressure further reduced the CO and HC emissions while the NO_x emissions were reduced at an exhaust gas recirculation ratio of 17%.

Table of Contents

Tittle	Page
ACKNOWLEDGEMENT	i
ABSTRACT	ii
TABLE OF CONTENTS	iv
LIST OF FIGURES	ix
LIST OF TABLES	xii
NOMENCLATURE	xiii
CHAPTER 1:INTRODUCTION	1
CHAPTER 2: PHYSICAL BACKGROUND OF BIODIESEL PRODUCTION	5
2.1 Biodiesel General Features and Properties:	5
2.2 Methods of Biodiesel Production:	5
2.3 Transesterification Reaction:	6
2.4 Alkali-Catalyzed Transesterification Scenario:	8
2.5 Catalyst Advantages:	9
2.6 Biodiesel Yield:	10
2.7 Parameters Affecting the Reaction Rate:	11

2.8 Reactor Types:	12
2.9 Glycerol Removal	13
2.10 Biodiesel Cost	14
CHAPTER 3: LITERATURE REVIEW	16
3.1 Biodiesel Properties and Features:	16
3.2 Biodiesel Manufacturing and Delivery:	19
3.3 Biodiesel Price and Marketing:	21
3.4 Biodiesel Injection and Sprays:	22
3.5 Biodiesel Oxygen Enhanced Combustion:	28
3.6 Biodiesel Reduced Emissions of CO and HC:	30
3.7 Engine Power, Torque and Fuel Consumption upon Using Biodiesel:	33
3.8 Biodiesel Ignition Delay:	36
3.9 Biodiesel Noise:	38
3. 10 Biodiesel NOx Emissions:	38
3.11 Engine Load/Speed Variation in Conjunction with Biodiesel Use:	42
3.12 Blending Ratio of Biodiesel:	43
3.13 Aim of the Present Work:	48

CHAPTER 4: EXPERIMENTAL TEST RIG AND MEASURING TECHNIQUES	49
4.1 The Scope of Work and Experimental Procedure:	49
4.2 The Description of the Test Rig	50
4.3 The Supplementary Measuring Instruments and Analysis:	52
4.3.1 Air Orifice Meter:	52
4.3.2 U-Tube Manometers:	52
4.3.3 Thermocouple:	52
4.3.4 Gas Analyzer with digital display:	53
4.4 Accuracy Assessment of the Measured Variables:	55
4.5 Assessment of the Accuracy of the Air to Fuel Ratio:	56
4.6 Assessment of the Accuracy of the Brake Power:	58
4.7 Analysis of the Random Errors:	59
CHAPTER 5: MODELING BIODIESEL SPRAY DYNAMICS AND COMBUSTION	61
5.1 Overview:	61
5.2 Spray Dynamics:	62
5.3 Governing Equations:	67
Chapter 6: NUMERICAL AND EXPERIMENTAL RESULTS	75

6.1 Results of the Fuel Tests:	75
6.2 Results and Discussion of the Engine Performance and Emissions:	76
6.2.1 Effect of flow turbulent kinetic energy on the flow strain rate and fuel vapor jet core distance on heat release rate.	76
6.2.2 Comparison Between B0 and B100 for Combustion Pressure and heat Release rate at versus Crank Angle.	78
6.2.3 Effect of speed and load variation on CO and HC emissions for B0, B30, B70 and B100.	80
6.2.4 Effect of speed variation on the engine brake power and torque for B0 and B100.	83
6.2.5 Effect of speed and load variation on thermal efficiency for B0, B30, B70 and B100.	85
6.2.6 Effect of speed and load variation on exhaust gas temperature for B0, B30, B70 and B100.	86
6.2.7 Effect of speed and load variation on ignition delay, NO _x emissions and noise for B0, B30, B70 and B100.	87
6.2.8 Effect of the injection timing and pressure on NO _x , CO and HC Emissions.	91
6.2.9 Effect of the injection timing on the peak soot volume fraction.	92
6.2.10 Effect of exhaust gas recirculation at versus injection timing on CO , NO _x and HC computationally.	93
CHAPTER 7: CONCLUSIONS AND RECOMMENDATIONS FOR FUTURE WORK	97
REFERENCES	99

APPENDIX A: Air Orifice Meter Calibration	120
APPENDIX B: NUMERICAL CODE	121

LIST OF FIGURES

FIGURES	Page
Fig. 2.1 Overall Scheme of Triglyceride Transesterification	7
Fig. 2.2 Reaction of FFA with an Alkali Catalyst	10
Fig. 2.3 Conversion of the FFAs to Methyl Esters	10
Fig. 4.1 Experimental Test Rig	51
Fig. 4.2 K-Type Thermocouple with a Digital Display	52
Fig. 4.3 K-Type Thermocouple Construction Details	53
Fig. 4-4 Gas Analyzer with Digital Display	54
Fig. 4.5 Gas Analyzer Probe Connection and Cooling Arrangement	54
Fig. 5.1 Spray Image Taken after the Start of Injection	64
Fig. 5.2 Initial and Main Region of the Jet	64
Fig. 5.3 Generic Spray under Isothermal Conditions	66
Fig. 6.1a Variation of the Turbulent Kinetic Energy with the Flow Strain Rate	78
Fig. 6.1b Reactive Jet Spatial Development Versus Time ($t_1 \rightarrow t_4$)	78
Fig. 6.2a Swirl Affected Mass Fuel Concentration Distribution During Injection	79
Fig. 6.2b Swirl Affected Temperature Distribution During Injection	79

Fig. 6.3a Comparison Between B0 and B100 for the Motored and Combustion Driven Pressure Rise with the Crank Angle	80
Fig. 6.3b Comparison Between B0 and B100 for The Spatial-Average Heat Release Rate with the Crank Angle	80
Fig. 6.4a CO Variation with <u>the</u> Engine Speed (at 75% load)	82
Fig. 6.4b CO Variation with <u>the Engine</u> Load (at 1400 rpm)	82
Fig. 6.5a HC Variation with <u>the</u> Engine Speed (at 75% load)	83
Fig. 6.5b HC Variation with <u>the</u> Engine Load (at 1400 rpm)	83
Fig. 6.6 Engine Brake Power and Torque Variation with <u>the</u> Speed for B0 and B100	85
Fig. 6.7a Thermal Efficiency Variation with the Engine Speed (at 75% load)	86
Fig. 6.7b Thermal Efficiency Variation with <u>the</u> Engine Load (at 1400 rpm)	86
Fig. 6.8a Exhaust Gas Temperature Variation with the Engine Speed (at 75% load)	87
Fig. 6.8b Exhaust Gas Temperature Variation with the Engine Load (at 1400 rpm)	87
Fig. 6.9a Ignition Delay and NO _x Emission Variation with the Engine Speed (at 75% load)	88
Fig. 6.9b Ignition Delay and NO _x Emission Variation with the Engine Load (at 1400 rpm)	88
Fig. 6.10a Noise Variation with the Engine Speed (at 75% load)	88
Fig. 6.10b Noise Variation with the Engine Load (at 1400 rpm)	88
Fig. 6.11 Effect of the Injection Timing and Pressure on NO _x , CO and HC Emissions at 75% Load, 1400 rpm	92
Fig. 6.12 Peak Soot Volume Fraction Versus <u>the</u> Injection Timing for B0	93

and B100	
Fig. 6.13 Changing the Injection Pressure and Timing in Conjunction with the Exhaust Gas Recirculation	94