



**AIN SHAMS UNIVERSITY  
FACULTY OF ENGINEERING  
AUTOMOTIVE ENGINEERING DEPARTMENT**

# **EFFECT OF HYDROGEN ENRICHMENT ON PERFORMANCE OF SPARK IGNITION ENGINES OPERATED WITH NATURAL GAS**

**A Thesis Submitted in Partial Fulfillment of the Requirements for the M.Sc.  
Degree in Mechanical Engineering (Automotive)**

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**2014**

# **Practical Study of the Effect of Hydrogen Enrichment on Automotive Spark Ignition Engine Fuelled by Natural Gas**

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**2014**

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## Statement

This thesis is submitted to Ain Shams University for degree of Master of Science in Mechanical Engineering (Automotive).

The work included in this thesis was carried by the author from 2009 to 2014.

No part of this thesis has been submitted for the degree or a qualification at any other university or institute.

Date:    /    /2014

Signature

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## **ACKNOWLEDGEMENT**

**First and foremost I should gratefully thank ALLAH  
I would like to express my great appreciation, deepest  
gratitude and sincerest thanks to my advisory and  
supervision group:**

**Dr.Mohamed Abdelmawgoud Saleh (God bless his soul), Dr.  
Nabila Shawky and Dr. Adham Mohamed.**

**They pushed me in the proper directions. I also have been  
benefited greatly from their expertise, guidance, valuable  
advice and fruitful discussions throughout this study.**

**My thanks go also to my great family and Major Dr. Islam  
Nagy. For his sincere standing beside me throughout all  
stages of work. I would also like to thank all people who  
helped me to finish this work.**

# **LIST OF CONTENTS**

<b>LIST OF FIGURES.....</b>	<b>3</b>
<b>LIST OF TABLES.....</b>	<b>6</b>
<b>LIST OF ABBREVIATIONS.....</b>	<b>7</b>
<b>SUMMARY.....</b>	<b>8</b>
<b>CHAPTER: ONE INTRODUCTION.....</b>	<b>9</b>
<b>1.1-MOTIVATION.....</b>	<b>11</b>
<b>1.2-CNG COMPOSITION.....</b>	<b>11</b>
<b>1.3-MAIN ADVANTAGES OF CNG.....</b>	<b>12</b>
<b>1.4-MAIN DISADVANTAGES OF CNG.....</b>	<b>13</b>
<b>1.4.1-ON BOARD STORAGE.....</b>	<b>13</b>
<b>1.5- CNG ENGINES.....</b>	<b>14</b>
<b>1.6-RETROFITTED ENGINES.....</b>	<b>15</b>
<b>1.6.1-CNG Conversion Kit.....</b>	<b>15</b>
<b>1.7-Types of CNG Engines.....</b>	<b>17</b>
<b>A. Dual Fuel.....</b>	<b>17</b>
<b>B. Bi-Fuel.....</b>	<b>18</b>
<b>C. Dedicated/Single Fuel.....</b>	<b>18</b>
<b>1.8-Retrofitted Engines Performance.....</b>	<b>18</b>
<b>1.9-Retrofitted Engine Tuning.....</b>	<b>18</b>

<b>1.10-HYDROGEN.....</b>	<b>19</b>
<b>1.10-1-Combustion of Hydrogen.....</b>	<b>19</b>
<b>1.10.2- Hydrogen As a Fuel for Internal Combustion Engines.....</b>	<b>19</b>
<b>1.10.3-On Board Fuel Storage.....</b>	<b>20</b>
<b>1.10.4-Pure Hydrogen Engines.....</b>	<b>21</b>
<b>1.10.5-Hydrogen as a Fuel Additive.....</b>	<b>22</b>
<b>1.11-Comparison between fuel properties.....</b>	<b>23</b>
<b>1.12-HCNG.....</b>	<b>24</b>
<b>1.12.1-Combustion of HCNG.....</b>	<b>25</b>
<b>1.12.2-HCNG As A Fuel For Internal combustion Engines.....</b>	<b>25</b>
<b>CHAPTER TWO : LITERATURE REVIEW.....</b>	<b>26</b>
<b>CHAPTER THREE : EXPERIMENTAL SETUP AND TEST PROCEDURE.....</b>	<b>33</b>
<b>3.1-INTRODUCTION.....</b>	<b>33</b>
<b>3.2-TEST BED.....</b>	<b>33</b>
<b>3.3-ENGINE.....</b>	<b>33</b>
<b>3.4-FUEL SYSTEMS.....</b>	<b>34</b>
<b>3.4.1-GASOLINE FUEL SYSTEM.....</b>	<b>34</b>
<b>3.4.2-CNG FUEL SYSTEM.....</b>	<b>34</b>
<b>3.4.2.1- CNG Retrofitting Kit.....</b>	<b>35</b>
<b>3.4.3- HCNG FUEL SYSTEM.....</b>	<b>37</b>
<b>3.5-EXCESS AIR RATIO CONTROL.....</b>	<b>37</b>

<b>3.6-IGNITION SYSTEM.....</b>	<b>37</b>
<b>3.7-CALCULATION OF THE PERCENTAGE WEIGHT FRACTION OF HYDROGEN IN HCNG MIXTURE.....</b>	<b>38</b>
<b>3.7.2-ENERGY CONTENT CALCULATION OF HCNG MIXTURE.....</b>	<b>39</b>
<b>3.8-HCNG MIXTURE.....</b>	<b>40</b>
<b>3.8.1-HCNG MIXTURE PREPARATION.....</b>	<b>40</b>
<b>3.8.2-STEPS TO PREPARE HCNG MIXTURE.....</b>	<b>42</b>
<b>3.9-INSTRUMENTATIONS.....</b>	<b>46</b>
<b>3.10-ELEMENTARY QUANTITIES.....</b>	<b>47</b>
<b>3.10.1- POWER.....</b>	<b>47</b>
<b>3.10.2-BRAKE SPECIFIC FUEL CONSUMPTION.....</b>	<b>47</b>
<b>3.10.3-THERMAL EFFICIENCY AND HEAT BALANCE.....</b>	<b>48</b>
<b>3.10.4-VOLUMETRIC EFFICIENCY.....</b>	<b>48</b>
<b>3.11-MEASURED PARAMETERS.....</b>	<b>49</b>
<b>3.11.1-TORQUE.....</b>	<b>49</b>
<b>3.11.2- ENGINE SPEED.....</b>	<b>51</b>
<b>3.11.3- HCNG FUEL CONSUMPTION.....</b>	<b>51</b>
<b>3.11.4-CONSUMED AIR VOLUME FLOW RATE.....</b>	<b>53</b>
<b>3.11.5-EMISSIONS.....</b>	<b>56</b>
<b>3.11.6-COOLING WATER TEMPRATURE.....</b>	<b>60</b>
<b>3.12-TEST PROCEDURE.....</b>	<b>61</b>

## **Phase -1**

**Determination of performance and emissions parameters for the tested retrofitted engine fuelled with pure CNG.....61**

## **Phase-2**

**Determination of performance and emissions parameters for the tested retrofitted engine fuelled with HCNG.....62**

## **CHAPTER FOUR : RESULTS AND DISCUSSION.....63**

### **4.1-INTRODUCTION.....63**

### **4.2- RESULTS OF FULL LOAD TEST.....63**

#### **4.2.1 EFFECT OF HYDROGEN ENRICHMENT ON ENGINE PERFORMANCE PARAMETERS.....63**

##### **4.2.1.1 Effect on Engine Full Load Power.....63**

##### **4.2.1.2 Effect on Engine Full Load Torque.....64**

##### **4.2.1.3 Effect on Engine Full Load BSFC and BTE.....65**

#### **4.2.2- EFFECT OF HYDROGEN ENRICHMENT ON ENGINE FULL LOAD EMISSIONS PARAMETERS.....67**

##### **4.2.2.1- Effect on engine Full Load CO emissions.....67**

##### **4.2.2.2- Effect on engine Full Load HC emissions.....69**

##### **4.2.2.3- Effect on engine Full Load NO<sub>x</sub> emissions.....70**

##### **4.2.2.4- Effect on engine Full Load CO<sub>2</sub> emission.....71**

### **4.3- RESULTS OF PART LOAD TESTS..... 72**

#### **4.3.1-EFFECT OF HYDROGEN ENRICHMENT ON ENGINE PART LOAD PERFORMANCE PARAMETERS.....72**

##### **4.3.1.1-Effect on Engine Part Load BSFC and BTE.....72**



**4.3.2- EFFECT OF HYDROGEN ENRICHMENT ON ENGINE PART LOAD EMISSIONS PARAMETERS.....73**

**4.3.2.1-Effect on engine Part Load CO emission.....73**

**4.3.2.2-Effect on engine Part Load HC Emissions.....75**

**4.3.2.2-Effect on engine Part Load NO<sub>x</sub> emission.....76**

**4.3.2.3-Effect on engine Part Load CO<sub>2</sub> emission.....77**

**CHAPTER FIVE : CONCLUSIONS AND RECOMMENDATIONS...79**

**5.1-CONCLUSIONS.....79**

**5.2- RECOMMENDATIONS.....80**

**References.....81**

**Appendix A.....87**

# LIST OF FIGURES

Figure 1-1: CNG conversion components of a vehicle.....	17
Figure 3-1: Test rig .....	34
Figure 3-2: CNG fuel system.....	36
Figure 3-3: Landi renzo pressure regulator.....	37
Figure 3-4: HCNG cylinder and its fitting side of cooper pipe.....	41
Figure 3-5: H <sub>2</sub> cylinder and its fitting side of cooper pipe.....	41
Figure 3-6: Pipe 1 HCNG cylinder- CNG cylinder	
Pipe 2 HCNG cylinder - H <sub>2</sub> cylinder.....	44
Figure 3-7: H <sub>2</sub> cylinder charges HCNG cylinder.....	45
Figure 3-8: CNG cylinder charges HCNG cylinder.....	45
Figure 3-9: Engine brake.....	50
Figure 3-10: Dynamometer.....	50
Figure 3-11: Load cell and its display.....	52
Figure 3-12: Orifice plate.....	53
Figure 3-13: Surge tank.....	54
Figure 3-14: Test rig.....	55
Figure 3-15: NDIR.....	57
Figure 3-16: Exhaust gas analyzer.....	59
Figure 3-17: Heat exchanger.....	60

Figure <b>4-1</b> : Engine power vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	64
Figure <b>4-2</b> : Engine torque vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuel.....	65
Figure <b>4-3</b> : Engine brake specific fuel consumption vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG Fuels.....	66
Figure <b>4-4</b> : Engine brake thermal efficiency vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	67
Figure <b>4-5</b> : Excess air ratio vs. engine speed for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	68
Figure <b>4-6</b> : Engine CO emission vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuel.....	68
Figure <b>4-7</b> : Engine HC emission vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	69
Figure <b>4-8</b> : Engine NO <sub>x</sub> emission vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	70
Figure <b>4-9</b> : Engine CO <sub>2</sub> emission vs. engine speed at WOT and MBT conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	71

Figure <b>4-10</b> : Engine brake specific fuel consumption vs. variable throttle opening conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	72
Figure <b>4-11</b> : Engine brake thermal efficiency vs. variable throttle opening conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	73
Figure <b>4-12</b> : Engine CO emission vs. variable throttle opening conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG.....	75
Figure <b>4-13</b> : Engine HC emission vs. variable throttle opening conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	76
Figure <b>4-14</b> : Engine NOX emission vs. variable throttle opening conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	77
Figure <b>4-15</b> : Engine CO <sub>2</sub> emission vs. variable throttle opening conditions for CNG, 10%, 20% and 30% H <sub>2</sub> concentrations in CNG fuels.....	78

# LIST OF TABLES

Table: <b>1-1:</b> Natural gas composition.....	12
Table: <b>1-2</b> Properties of hydrogen, methane and gasoline .....	24
Table: <b>3-1</b> Hydrogen volume fraction in HCNG mixture vs. hydrogen mass fraction.....	39
Table: <b>4-1</b> Manually controlled EAR vs. throttle opening Percentage.....	74
Appendix: <b>A.1</b> Engine specifications.....	87
Appendix: <b>A.2</b> Calculated fuel properties.....	87

## LIST OF ABBREVIATIONS

AC	Alternating current
BTE	Brake thermal efficiency
BSFC	Brake specific fuel consumption
BSHC	Brake specific unburned hydrocarbon
BSCO	Brake specific carbon monoxide
BSNO <sub>x</sub>	Brake specific nitric oxides
CH <sub>4</sub>	Methane
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
CNG	Compressed natural gas
EAR	Excess air ratio
ECU	Electronic control unit
H <sub>2</sub>	Hydrogen
HC	Hydrocarbon
HCNG	Hydrogen enriched compressed natural gas
ICE	Internal combustion engine
LPG	Liquefied petroleum gas
LNG	Liquefied natural gas
MBT	Minimum advance for best torque
NDIR	Non dispersive infrared
NG	Natural gas
NO <sub>x</sub>	Nitrogen oxides
PPM	Part Per Million
SI	Spark ignition
WOT	Wide throttle open

## SUMMARY

The limited crude oil reserves together with the increasing concern about environmental protection, pushed scientists to research in alternative fuels for internal combustion engines as CNG, LBG, HCNG, H<sub>2</sub> etc. With the aim of reducing fuel consumption and increasing engines efficiencies, hydrogen is often thought of as the ideal alternative fuel for internal combustion engines as it has clean burning characteristics and doesn't produce toxic products because its main product is water. Hydrogen is the most abundant element on earth but its current use is as a fuel additive to improve the combustion of HC fuels like CNG due to its high burning velocity. Studying the impact of hydrogen enriching of CNG fuel on performance and emissions parameters of automotive engine is the object of this research. For this purpose a test rig has been constructed consisting of a 1.5 Liter Hyundai carburetor engine coupled with a water dynamometer to measure power, torque, BSFC, BTE parameters and exhaust gas emissions using measuring facilities consisting an orifice plate equipped with U-tube manometer to measure induced air volume flow rate, calibrated digital load cell to measure mass flow rate of consumed fuel and AGS -688 5-gases gas analyzer to measure emissions parameters and engine speed. The engine was fitted to operate on gasoline, CNG, (10%H<sub>2</sub> /90%CNG), (20%H<sub>2</sub>/ 80%CNG) and (30%H<sub>2</sub>/ 70%CNG) by volume mixtures and was tested in two different modes of operation such as steady state condition with WOT and variable speed range from 1500 rpm to 4500 rpm and at the constant speed of 2000 rpm with variable load of 25% to 75% of engine full load. It was found that:

-Adding hydrogen to compressed natural gas fuel improves power, torque, BSFC, BTE of around 21.8%, 10%, 15.1%, 11% respectively and emissions except NO<sub>x</sub> emissions for full load test relative to those of pure CNG fuelled engine.