



شبكة المعلومات الجامعية
التوثيق الإلكتروني والميكروفيلم

بسم الله الرحمن الرحيم



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شبكة المعلومات الجامعية
التوثيق الإلكتروني والميكروفيلم



شبكة المعلومات الجامعية التوثيق الإلكتروني والميكروفيلم



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التوثيق الإلكتروني والميكروفيلم

جامعة عين شمس

التوثيق الإلكتروني والميكروفيلم

قسم

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NO_x Control of a Diesel Engine Using Waste Cooking Oil via EGR

A Thesis submitted in partial fulfillment of the requirements of the degree of Master
of Science in Mechanical Engineering
(Automotive Engineering)

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Statement

This thesis is submitted as a partial fulfilment of Master of Science in Mechanical Engineering (Automotive Engineering), Faculty of Engineering, Ain Shams University.

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

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Abstract

Nowadays, internal combustion engines are the essential parts of transportation and mechanized agricultural system. So, the consumption of diesel and petroleum has been up surged. As petroleum is a non-renewable source and recent surge in petroleum prices have regenerated interest in Bio-fuels, Bio-fuels is considered as an environmentally friendly alternative diesel fuel. It has shown that biodiesel-fueled engines produce less CO, unburned HC and smoke emissions compared to diesel fuel, but higher NO_x emissions. Exhaust Gas Recirculation (EGR) is an efficient technique to reduce NO_x emissions as it lowers the flame temperature in the combustion chamber. The objective of this work is to reduce NO_x emissions from Waste Cooking Oil (WCO) (prepared using the usual transesterification process) fueled single cylinder naturally aspirated DI Diesel engine. Experiments were performed using different mixed concentrations of biodiesel and diesel fuels, including B0, B10, B20 and B30.

The effect of a water-cooled Exhaust Gas Recirculation (EGR) rates as 0%, 10%, 20%, 25% and 30% on diesel engine performance characteristics and exhaust emission were investigated.

The results show that with increase of % EGR rates, values of CO and HC emissions increase but values of NO_x and EGT emissions decrease.

Whereas 25% EGR with blend B10 (90% pure Diesel and 10% Biodiesel) exhibited reduction in both NO_x emissions and BSFC by 24% and 22% respectively, 30% EGR demonstrated a reduction in NO_x emission by 25% and an increase in BSFC by 12% with respect to the pure petroleum diesel.

The recommended EGR is 25% which exhibited reduction in NO_x emission and improved BSFC.

Table of Contents

| | |
|--|-------------|
| Statement..... | iii |
| Researcher Data..... | iv |
| Abstract | vi |
| Table of Contents..... | viii |
| List of Figures | xi |
| Nomenclature | xvi |
| Abbreviations | xvii |
| Chapter 1 Introduction | 1 |
| Motivation:..... | 1 |
| Biodiesel as an alternative fuel: | 6 |
| 1.2.1 Advantages and Disadvantages of Biodiesel Fuel | 6 |
| Methodology:..... | 12 |
| 1.3.1 Formation of NO _x in Diesel Engine..... | 14 |
| 1.3.2 Effects of the Oxides of Nitrogen | 16 |
| Research objective: | 18 |
| Thesis outline: | 18 |
| Chapter 2 Literature Review..... | 20 |
| Chapter 3 Experimental Work | 30 |
| 3.1. Theory:..... | 30 |
| 3.2. Experimental setup:..... | 32 |
| 3.2.1. Fuel materials..... | 32 |
| 3.2.2 Instrument setup..... | 36 |

| | |
|---|-----------|
| Chapter 4 Results and Discussion..... | 40 |
| 4.1. Without using EGR..... | 41 |
| 4.1.1. At B0:..... | 41 |
| 4.1.2. At B10:..... | 44 |
| 4.1.3. At B20:..... | 47 |
| 4.1.4. At B30:..... | 50 |
| 4.2. Using 10% EGR..... | 53 |
| 4.2.1. At B0:..... | 53 |
| 4.2.2. At B10:..... | 55 |
| 4.2.3. At B20:..... | 58 |
| 4.2.4. At B30:..... | 60 |
| 4.3. Using 20% EGR:..... | 63 |
| 4.3.1. At B0:..... | 63 |
| 4.3.2. At B10:..... | 65 |
| 4.3.3. At B20:..... | 68 |
| 4.3.4. At B30:..... | 70 |
| 4.4. Using 25% EGR:..... | 73 |
| 4.4.1. At B0:..... | 73 |
| 4.4.2. At B10:..... | 75 |
| 4.4.3. At B20:..... | 78 |
| 4.4.4. At B30:..... | 80 |
| 4.5. Using 30% EGR:..... | 83 |
| 4.5.1. At B0:..... | 83 |
| 4.5.2. At B10:..... | 85 |
| 4.5.3. At B20:..... | 88 |
| 4.5.4. At B30:..... | 90 |
| 4.6. Total Result curves and tables: | 93 |
| 4.6.1 the effects of increase biodiesel ratio on NO _x emission with variation of loads:..... | 94 |
| 4.6.2 The effects of increasing % EGR on NO _x emissions at maximum load:..... | 96 |
| 4.6.3 The effects of increasing % EGR in CO emissions at maximum load:..... | 97 |

| | |
|--|------------|
| 4.6.4. The effects increasing %EGR on Exhaust Gas Temperature: | 99 |
| 4.6.5 Brake Specific Fuel Consumption (BSFC) with load: | 101 |
| Chapter 5 Conclusion, recommendations, and future work | 104 |
| 5.1. Conclusion | 104 |
| 5.2 Recommendations | 105 |
| 5.3. Future work..... | 105 |
| References | 106 |
| Appendix | 111 |
| Appendix A: System Components Specification | 111 |
| Appendix B: System Components Specification | 112 |

List of Figures

| | |
|---|----|
| Figure 1.1 Global Fossil Fuel Consumption Subsidies by Country, 2018 (Million Dollars)..... | 2 |
| Figure 1.2 EU27 greenhouse gas emission by sector and mode of transport, 2017 [3] | 3 |
| Figure 1.3Exhaust gases composition in CI engine | 4 |
| Figure 3.1 filtering process of the oil..... | 32 |
| Figure 3.2Preheating the filtered oil | 33 |
| Figure 3.3Ultrasonic waves device..... | 34 |
| Figure 3.4 Stirring the methyl ester. | 34 |
| Figure 3.5 The glycerol is separated from biodiesel. | 35 |
| Figure 3.6 Washing biodiesel by hot water. | 35 |
| Figure 3.7Biodiesel, the final product | 36 |
| Figure 4.1 NO _x for B0 (180 bar)..... | 41 |
| Figure 4.2 CO for B0 (180 bar). | 41 |
| Figure 4.3 Exhaust Temperature Chart for B0 (180 bar)..... | 42 |
| Figure 4.4 Efficiency for B0 (180 bar). | 42 |
| Figure 4.5 Brake specific fuel consumption Chart for B0 (180 bar). | 43 |
| Figure 4.6Brake specific fuel consumption Chart for B10 (180 bar). | 46 |
| Figure 4.7 Mass flow rate for B10 (180 bar)..... | 46 |
| Figure 4.8 No _x for B20 (180 bar)..... | 47 |
| Figure 4.9 CO for B20 (180 bar). | 47 |
| Figure 4.10Exhaust Temperature Chart for B20 (180 bar)..... | 48 |
| Figure 4.11 Efficiency Chart for B20 (180 bar). | 48 |
| Figure 4.12 Brake specific fuel consumption Chart for B20 (180 bar). | 49 |
| Figure 4.13Mass flow rate for B20 (180 bar). | 49 |
| Figure 4.14NO _x for B30 (180 bar)..... | 50 |
| Figure 4.15 CO for B30 (180 bar). | 50 |

| | |
|---|----|
| Figure 4.16 Exhaust Temperature Chart for B30 (180 bar)..... | 51 |
| Figure 4.17 Efficiency Chart for B30 (180 bar). | 51 |
| Figure 4.18 Brake specific fuel consumption Chart for B30 (180 bar). | 52 |
| Figure 4.19 Mass flow rate for B30 (180 bar). | 52 |
| Figure 4.20 NO _x for B0 (180 bar). | 53 |
| Figure 4.21 CO for B0 (180 bar). | 53 |
| Figure 4.22 Exhaust Temperature Chart for B0 (180 bar)..... | 54 |
| Figure 4.23 Efficiency for B0 (180 bar). | 54 |
| Figure 4.24 Brake specific fuel consumption Chart for B0 (180 bar). | 55 |
| Figure 4.25 Nox for B10 (180 bar)..... | 55 |
| Figure 4.26 CO for B10 (180 bar). | 56 |
| Figure 4.27 Exhaust Temperature Chart for B10 (180 bar)..... | 56 |
| Figure 4.28 Efficiency chart for B10 (180 bar). | 57 |
| Figure 4.29 Brake specific fuel consumption Chart for B10 (180 bar). | 57 |
| Figure 4.30 NO _x for B20 (180 bar)..... | 58 |
| Figure 4.31 CO for B20 (180 bar). | 58 |
| Figure 4.32 Exhaust Temperature Chart for B20 (180 bar)..... | 59 |
| Figure 4.33 Efficiency Chart for B20 (180 bar). | 59 |
| Figure 4.34 Brake specific fuel consumption Chart for B20 (180 bar). | 60 |
| Figure 4.35 NO _x for B30 (180 bar)..... | 60 |
| Figure 4.36 CO for B30 (180 bar). | 61 |
| Figure 4.37 Exhaust Temperature Chart for B30 (180 bar)..... | 61 |
| Figure 4.38 Efficiency Chart for B30 (180 bar). | 62 |
| Figure 4.39 Brake specific fuel consumption Chart for B30 (180 bar). | 62 |
| Figure 4.40 NO _x for B0 (180 bar)..... | 63 |
| Figure 4.41 CO for B0 (180 bar). | 63 |
| Figure 4.42 Exhaust Temperature Chart for B0 (180 bar)..... | 64 |