Performance and Emission Test in CI Engine using Magnetic Fuel Conditioning with Nano Additives

P. Sathiamurthi, K.S. Karthi Vinith, A. Sivakumar

Abstract: An Experimental investigation was carried out to find out combustion performance and emissions characteristics of diesel engine using nano-aluminum oxide (n- Al2O3) mixed diesel. The n-Al2O3 of size 50 nm was mixed into diesel fuel at the rate of 0.5g/l and 1g/l for formulation of new alternate fuels. The n-Al2O3 was dispersed by means of an ultrasonic sonicator in order to produce uniform dispersion of n-Al2O3 in the diesel fuel. Nano-Al2O3 possesses better combustion characteristics and enhanced surface-area-to-volume ratio and hence allows more amount of diesel to react with the oxygen which in turn enhances the burning efficiency of the test fuels. This also enhanced using neodymium magnets which separates the molecules of the clustered hydrocarbon. The magnets are fitted across the fuel line to give best magnetic field for the fuel to flow through. The diesel fuel with and without n-Al2O3 additive were tested in a variable compression diesel engine at different load conditions and the results revealed that a considerable amount of enhancement in the brake thermal efficiency and substantial reduction in content of NOx and unburnt hydrocarbon (UBHC) at all the loads compared to neat diesel were observed due to nano Al2O3’s better combustion characteristics and improved degree of mixing with air.

Keywords: Fuel additive, Nano-aluminum oxide, Diesel engine, Diesel, Neodymium magnets, Performance, Emissions.

I. INTRODUCTION

I.C. engines convert heat energy into mechanical energy by burning the fuel in its combustion chamber called engine cylinder. During combustion, oxygen combines with hydrogen to form water (H2O), carbon monoxide (CO) and carbon dioxide (CO2). The nitrogen in the fuel combines with oxygen and forms nitrogen oxide (NOx). Researchers showed that nanodiesels have a potential for use as alternate fuels in the internal combustion engine due to enhanced properties [1, 4]. The application of magnetic field in the fuel line can change the fuel state and reduce the clustering of fuel particles. The fuel atoms will be changed into parallel spin from opposite spin towards each other [3]. There is big scope for research on compatibility of nanomaterial and how these fuel blends to overcome the emission regulation. Studies about environment can be made to reveal a total picture on impact of using nanoparticle blended fuels [4]. Some researchers used 1g/l and 1.5g/l of aluminium oxide for the production of test fuels. The aluminium oxide nanoparticle is mixed with diesel fuel using ultrasonic vibrator at frequency of 24 kHz in order to obtain stable mixture [6].

II. NANO-AL2O3 –DIESEL BLENDSPREPARATION

Nano additives of 50nm size aluminium oxide is used to blend with the diesel fuel. 0.5g & 1g of n-Al2O3 were mixed into one litre of diesel fuel separately for preparing two test fuels. Sonicator at frequency of 40 kHz, a power of 200W used to concuss the mixture for 30 minutes to produce a uniform suspension of the experimental test fuels [1]. The test fuels with additives were quoted as D+0.5g and D+1g. The density, fire point, flash Point and calorific value of test fuels were measured using ASTM teststandards and the properties of the fuel blend are given in the Table 1. Immediately, the fuel blends were used to conduct test on diesel engine after preparation in order to avoid any settling or sedimentation to occur.

III. EXPERIMENTAL PROCEDURE

Fig 1 shows the photograph of the test engine. The fuel performance and emission tests are done using a dual engine which can run on diesel and gasoline fuels. It is a variable compression engine with the feature of compression change for required fuel as per specifications and requirements. The load is given by eddy current dynamometer. The coolant used in the engine is water and its rate of flow is measured using roto meter. The additive fuel mixture is kept in a separate fuel tank with fuel indicator in order to analyse the specific fuel consumption.
The air flow at inlet is indicated by manometer. The complete engine specifications are provided in Table 2. The instrumentation set up mainly comprises of data acquisition system software called ‘Engine soft’. The data and all wanted information regarding the performance and emission of the engine is acquired from this software. An AVL combustion emission bench II is used to measure all major gaseous emissions from the engine in every test.

Table II Specification of the engine test rig

| Engine Type | Single Cylinder 4-Stroke Multi Fuel VCR Engine With Eddy Current Dynamometer |
|-------------|--------------------------------------------------------------------------------|
| Bore & Stroke | 87.5mm & 110mm |
| Fuel | Diesel |
| Power | 3.5 kW |
| Speed | 1500 RPM |
| Compression Ratio Range | 12:1 – 18:1 |
| Injection Variation | 0-25° before TDC |

IV. RESULTS AND DISCUSSION

The performance and emission characteristics of the diesel engine with test fuels were tested using the experimental setup described above. The observed values are brake thermal efficiency (BTE), specific fuel consumption (SFC), and emission concentrations of HC, NO\textsubscript{X}, CO and CO\textsubscript{2} with various values of load at 1500 rpm. The variation of specific fuel consumption with engine load for different fuel mixtures (with and without magnetic fuel conditioning) has been shown in fig 2. The results show that the BSFC is lower for Al\textsubscript{2}O\textsubscript{3} nanofuel than neat diesel at all engine loads. It is resulted that by the application of magnetic field around fuel inlet lines, the internal energy of a fuel to cause specific changes at a molecular level which obtained easier combustion of the fuel. At maximum load the 0.5g additive with magnetic conditioning shows 13% reduction of SFC compared to the diesel fuel. The 1g fuel with magnetic fuel conditioning shows 7% reduction of SFC. The mixtures without magnetic fuel conditioning shows slightly lower specific fuel consumption at all loads compared to diesel. More oxygen and the positive effects of aluminium nanoparticles on physical properties of diesel fuel causes to increase in combustion efficiency, and this reduces BSFC. This is due to the addition of aluminium oxide nanoparticle which supplied extra oxygen for complete combustion.

Fig 1 Photograph of the engine test rig.

Fig 2 Variation of SFC with Engine load

Fig 3 represents the variation of brake thermal efficiency with applied load. There is some improvements in brake thermal efficiency is observed for blended test fuels than neat diesel. Because nano Al\textsubscript{2}O\textsubscript{3} additive reduces the evaporation time of the test fuel and hence it reduces the physical delay. Thus, the fuels were completely burnt and effectively utilized in the combustion chamber. Nano Al\textsubscript{2}O\textsubscript{3} react with water vapour formed during combustion at high temperature generates hydrogen and improves the fuel combustion. At maximum load the 0.5g mixture and 1g mixture with the magnetic fuel conditioning shows 14% and 9% improvement over pure diesel respectively.

Fig 3 Variation of BTE with Engine Load
The aluminium oxide in different blends with diesel is tested in the variable compression engine with a constant compression ratio of 18:1. In the results the diesel causes higher cylinder pressure than any other blends. The mixtures of 0.5 g and 1g without magnetic conditioning shows higher cylinder pressure than the other blends with magnetic fuel conditioning. The magnetic conditioned fuels will burn quickly and completely in the combustion chamber it reduces the need of high cylinder pressure.

The variation of hydrocarbon emission with load is shown in Fig. 5. The nano Al₂O₃ present in the test fuels decreases the HC emission when comparing with base fuel. Aluminum oxide acts as a catalyst and lowers the combustion activation temperature of carbon and thus enhances oxidation of hydrocarbon and promoting complete fuel combustion. The research shows that the 0.5g and 1g mixture with magnetic fuel conditioning shows 22% and 52% reduction of HC over the diesel at maximum load and the 0.5g and 1g fuels without magnetic fuel conditioning shows about 19% and 22% of reduction over diesel fuel.

The CO emission of diesel fuel and test fuels with the applied load is given in the Fig. 6. The carbon monoxide emission for blends is lower than that of diesel fuel at some loads. The CO₂ emission of 0.5g and 1g blend fuels both show reduction of 20% at maximum load compared to diesel fuel. The aluminium oxide nanoadditive also acts as an oxygen donating catalyst, and provides oxygen for the oxidation of CO, or absorbs oxygen for the reduction of CO₂.

The NOX concentration of diesel fuel and test fuels with engine load is shown in Fig. 8. The nitrogen oxide emission for blends is lower than that of diesel fuel at some loads.
It was observed that at maximum load operation, reduction is about 14% and 27% for 0.5g and 1g blend with magnetic fuel conditioning respectively. The 0.5g blend with magnetic fuel conditioning shows an improved reduction in NO\textsubscript{X} emission at all load when compared with 1g blend with magnetic fuel conditioning. A detailed flame analysis could possibly show the exact reasons behind the NO\textsubscript{X} formation as the behavior could be due to a complex interaction among factors such as oxygen content, combustion temperature and the reaction time.

![Image](Image)

**Fig 8 Variation of Nitrous Oxide with the Engine load**

**CONCLUSIONS**

Experiments were carried out at different dosing levels of the nanoparticles to study the effects of nano Al\textsubscript{2}O\textsubscript{3} blend with diesel on engine performance and its emissions. The important observations and inferences are given below.

- Among the fuel blends with or without the presence of magnetic field and the pure diesel the 0.5g fuel additive blend with the presence of magnetic field results the lower fuel consumption of about 13% compared to the diesel. 1g fuel blend shows 7% reduction in SFC compared to diesel. It shows this blend will give better fuel efficiency among all fuel blends.

- The fuel blend of 0.5g fuel additive with the presence of magnetic field is shows about 14% higher brake thermal efficiency compared to pure diesel. 1g fuel blend with magnetic fuel conditioning shows about 9% improvement over the diesel. The fuel blends without the presence of magnetic field have lower brake thermal efficiency.

- The 0.5g and 1g fuel additive blends without the presence of magnetic field have lesser hydrocarbon emissions overall than fuel blends with magnetic field and pure diesel in lower load conditions. 0.5g and 1g fuel additive blends shows about 22% and 52% reduction of HC at maximum load over diesel respectively.

- The fuel additive blend with the magnetic field shows similar carbon monoxide emission as the blends without magnetic conditioning. The diesel releases lower amount of carbon monoxide than other fuel additive blends.

- The 0.5g and 1g fuel additive blends with the presence of magnetic field results about 52% and 57% reduction of CO\textsubscript{2} compared to diesel. The fuel blend without the presence of magnetic field and diesel have higher carbon dioxide emissions than the fuel with magnetic conditioning.

- The 0.5g and 1g fuel additive blends with the presence of magnetic field shows about 14% and 27% reduction of nitrous oxide compared to diesel. The fuel blends without the magnetic conditioning results higher nitrous oxide than diesel.

- Among the various fuel additive blends 0.5g fuel additive with magnetic conditioning in diesel engine produces overall better results than other blends. It has better performance characteristics and reduced emission on diesel engine than other blends.

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**AUTHORS PROFILE**

*Dr.P. Sathiamurthi, M.E, Ph. D, Professor/ Mechanical Engineering, Kongu Engineering College, Perundurai, Erode – 638 060. Mail ID: sathiammech@kongu.edu*

*Mr. K.S.Karthi Vinith, M.E, (Ph. D), Assistant Professor/ Automobile Engineering, Kongu Engineering College, Perundurai, Erode – 638 060. Mail ID: karthivinith.auto@kongu.edu*

*Dr.A. Sivakumar, M.E, Ph. D, Associate Professor/ Mechanical Engineering, Kongu Engineering College Perundurai, Erode – 638 060. Mobile No: 8870067895 Mail ID: askmech@kongu.ac.in*