



## Performance and Emissions of Diesel Engine with Circulation Non-Surfactant Emulsion Fuel System

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### ABSTRACT

Diesel engine is known for its durable operation and capability of utilizing various type of fuels, however, dangerous exhaust emissions are emitted from diesel engines. Non-surfactant emulsion fuel is a potential fuel for diesel engine to reduce for Nitrogen oxides (NO<sub>x</sub>) and Particulate matter (PM) emission compare to conventional diesel fuel in a diesel engine. In this study, emulsion fuel was prepared using a mixer known as Circulation Non-Surfactant Emulsion Fuel System. The study carried out with different water percentages in the emulsion fuel given as follows: 3%, 6%, and 9% and at a different engine load condition from 1-4 kW with a constant speed of 3200 rpm. Results show that, 6% emulsion fuel shows average 4.38% reduction in NO<sub>x</sub> emission and 1.10% reduction in fuel consumption. 9% emulsion fuel show higher amount of CO emission compare to Diesel while it reduces CO<sub>2</sub> emission. Overall, 6% when prepared are recommended for the formation of non-surfactant emulsion fuel.

## 1. Introduction

Transport sector and other industries depends heavily on fossil fuels for the energy, which puts an extensive pressure on humanity and environment. Limited supplies and rising diesel prices have raised questions about the security of energy and the economy, while pollutions are contributing to environmental degradation and health issues [1]. Generally, diesel engine is much more durable compare to gasoline engine, yet diesel engine is more expensive to manufacture. Diesel engine that is likely to last longer and provides years of routine maintenance services. In addition, diesel engines are always known for their reliability and fuel consumption. Despite of preferable usage of diesel engine, dangerous exhaust emission especially Particulate Matter (PM), Nitrogen Oxides (NO<sub>x</sub>), Carbon Monoxide (CO) and Carbon di-oxide (CO<sub>2</sub>) are emitted from diesel engine [2-5].

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Alternatively, one of the ideal solution for fuels to traditional diesel fuel is water-in-diesel (W/D) emulsion, which can increase a diesel engine's combustion efficiency and help decrease hazardous emission from exhaust, in particular  $\text{NO}_x$  and PM [6-8]. This is due to the most influential feature of the phenomenon of micro-explosion [9].  $\text{NO}_x$  and PM emissions are also influenced by the density of the fuel. Less density of fuel will minimize  $\text{NO}_x$  and PM but increase CO and hydrocarbon [10]. Water droplets reduce the fuel density in W/D which effects on emission and combustion within the engine which inspires researchers more to conduct an investigation more with W/D in the process of engine combustion process [11]. Direct water injection and fumigation in the engine requires engine modification but it provides water in to the engine at adjustable rate according to the engine load and speed. W/D emulsion comparatively reduces  $\text{NO}_x$  and CO emission in comparison to other water injection methods without modifying the engine configuration [12]. It has also been shown that W/D does not contaminate lubricant oil such as the methods of direct fuel injection and fumigation that add water in a separate step [10]. Micro-explosion phenomena in W/D emulsion, When the droplets are present in the fuel undergo an instant overheated phase shift, which results in a secondary atomization of the fuel [13]. Some researchers found that the use of W/D decreases  $\text{NO}_x$  formation by up to 40% [14].

The high temperature during combustion helps to form  $\text{NO}_x$ , water content in W/D emulsion reduces the combustion temperature thus helps to reduce the formation of  $\text{NO}_x$  [15]. W/D emulsion reduces fuel consumption by 3.89% compare to neat diesel owing to the micro explosion phenomena in the engine combustion chamber which increases the efficiency of the engine combustion [5]. Study conducted in single cylinder; 4 stroke engine maximum decrease of PM is 37.42% at maximum load of 4kW which suggests that emulsion fuel combust more effectively at higher engine loads [5]. The root causes of emissions of PM are lower fuel temperature, rapid water evaporation and increased soot precursor oxidation due to OH radicals addition [16]. If the water droplet is smaller, the mass of residual water or even vanishes before the droplets are heated to the saturation temperature during the micro-explosion phenome, resulting in a weak explosion occurring [17]. Some researcher found that CO emission decreases with a low load condition using emulsion fuel [18]. Because of the presence of water in the emulsion fuel, greater CO emissions occur because of the lower combustion temperature [19]. The temperature is not enough to convert CO to  $\text{CO}_2$  [20].

The aim of this paper is to explore on engine performance and emissions with different percentages of water of non-surfactant W/D (NWD) with a load of (1-4) kW and a continuous speed of 3200 rpm. The NWD emission with different water percentages of 3%, 6% and 9% compared with D2. Circulation non-surfactant emulsion fuel system is a new type of system where water and diesel are mixed without using ultrasonic mixer. The aim to use circulation system (CS) is to reduce components and energy using the previous system. Ultrasonic mixer requires energy to generate emulsion fuel by using CS it can reduce energy consumption without the use of the ultrasonic mixer and also increase emulsion fuel stability.

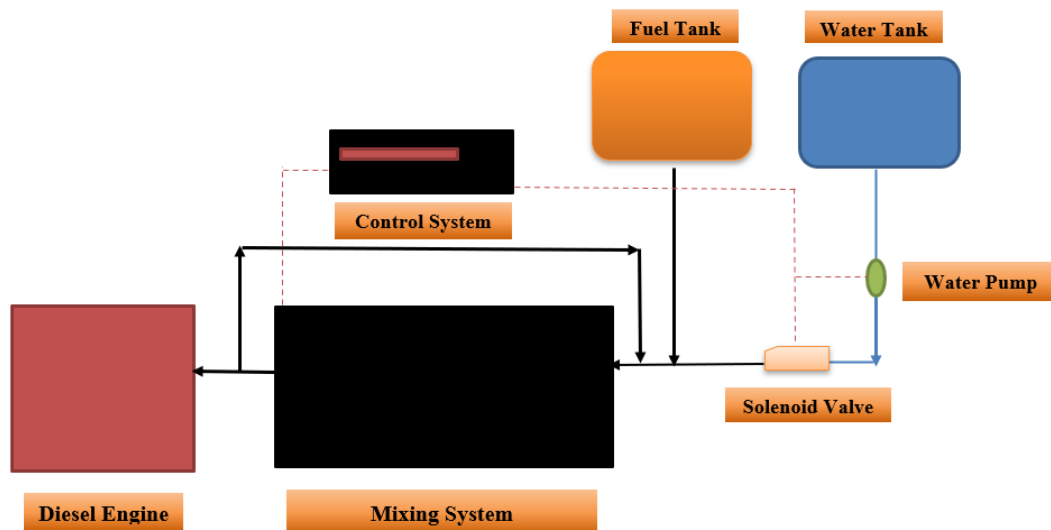
## 2. Methodology

### 2.1 Experimental Setup

Two forms of fuel that were checked which are neat diesel fuel D2 and NWD with different water percentages given as follows: 3%, 6% and 9%. NWD was prepared by using a CS that has been installed before the fuel goes to the engine.

Figure 1 shows the overall CS configuration in which the fuel from the fuel tank flows through the fuel channel into the mixing system. CS is a powerful combination of mixing that can emulsify diesel and water without using any surfactant. The MS was positioned near the engine to supply the NWD

directly in the engine before being separated as no surfactant was used during the experiment. NWD sample was taken from the return fuel line during an engine test and it was noted that the NWD was still in that same stage, without any distinctive division. This led to the conclusion that even after being pumped into the engine, the NWD was stable. Throughout the testing the engine was running smoothly without any problems, presumably indicating that the water had yet to be separated. Both water and diesel were stored in two separate tanks. Both the NWD continuously and fed directly to the engine from the MS. With a solenoid valve, the amount of water injected into the CS from a water tank is controlled.



**Fig. 1.** Configuration of mixing system

## 2.2 Engine Testing

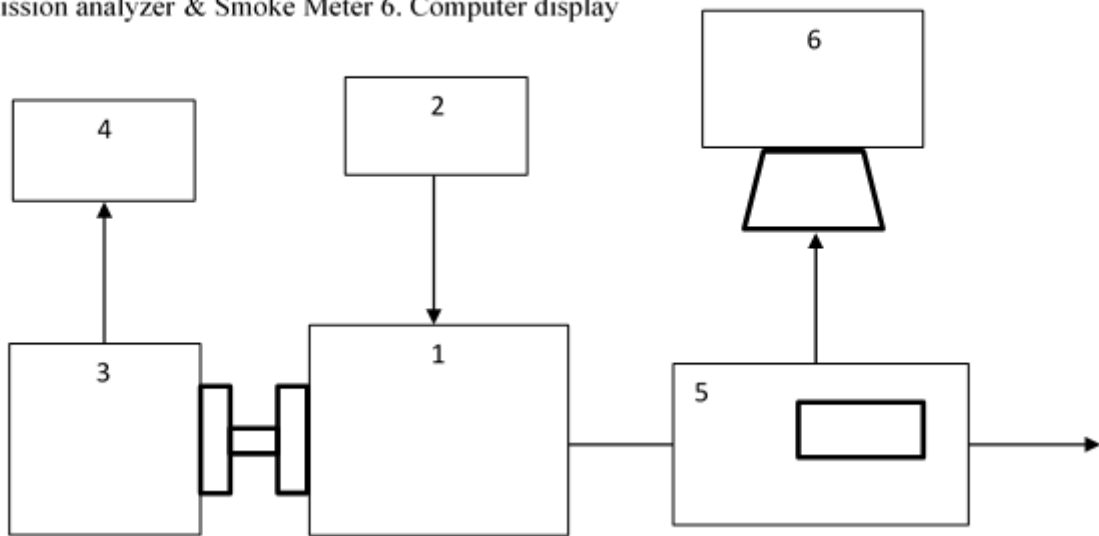
A diesel engine with a 4-stroke, single cylinder, air-cooled direct injection was used. Other basic engine specifications are shown in Table 1. The engine test setup design diagram is shown in Figure 2 This test was carried out with a different load variation from (1-4) kW and constant speed of 3200 rpm. For engine emission measurement, ECOM J2KN Pro was used for acquisition of the emission of NO<sub>x</sub>, CO and CO<sub>2</sub>. A probe is mounted within the engine's exhaust tail pipe to study the exhaust emission from the engine. The sampling pump will dilute the exhaust gases and go into the sensor for emission for process reading and measurement. The measured data may be passed directly to the program or displayed in the control unit. ECOM J2KN is fitted with ECOM PC Logger software for the recording of test results. For discussion, the measurement is registered within 2 minutes of the engine running duration for every 5 second interval. The average data will then be computed.

**Table 1**

Engine specifications

Parameter	Specifications
Engine type	4-Stroke, Single Cylinder, Air-Cooled, Direct Injection Diesel Engine
Cooling System	Force air cooling by flywheel
Bore x Stroke (mm)	86 x 70
Displacement Volume (Liter)	0.406
Compression Ratio	19.3
Maximum Power (kW)	5
Rated revolution (rpm)	3200

1. Diesel engine
2. Circulation System
3. Alternator
4. Load
5. Emission analyzer & Smoke Meter
6. Computer display



**Fig. 2.** Engine testing setup

As for the smoke density, the automated smoke meter Horiba M6XA was used. By raising the sample gas volume with a variable sampling method, some of the models are line-upped to conform to low smoke emission level and automatically take sample gas and feed a filter paper to calculate the level of filter blackening. Effective measurement is carried out automatically without personal errors by simply pressing a button to sample exhaust gas, measure reflectance effects and purge air sample lines. The Horiba M6XA model uses a low-drift temperature compensated detector to increase repeatability for less-smoke conditions. The variable sampling method is often used to increase the amount of sample gas and sensitivity in extremely low conditions with smoke. A CAMRY Electronic Kitchen Scale Weighing Scale model EK9620K15- is used to calculate the weight of water consumption. The weighing scale has highly accurate strain gauge sensors that provide accurate measurements from 1 g to a maximum capacity of 10 kg. For the water weight is taken in this experiment before and after the test. The difference between the two measurements is determining the consumption.

### 2.3 Experimental Error

The experimental error should be considered, as it demonstrates the consistency of the assessments and the obtained data. The complexities have been reduced to some degree for all the calculated parameters by systematically preparing the experiments, regulating the experimental environment and the establishment of a reliable data acquisition and calibration method for measuring devices.

### 3. Results

#### 3.1 Fuel Consumption

Engine fuel consumption powered by D2 and various water percentages (3%, 6%, 9%) NWD with various load parameters at a continuous speed of 3200 rpm is described in Figure 3. For all calculated fuels, just diesel was recognized for. For this reason, water content was not taken for calculation in the NWD. From the graph it can be observed that with different load conditions fuel consumption almost remains same comparing with D2. However, Once the load is raised, fuel consumption decreases suggesting that engine efficiently consumes fuel at high load on engine. Emulsions increase the delay in ignition compared to pure diesel and enables as much fuel to combust in pre-mixed combustion [21]. The decrease in fuel usage for NWD is ascribed to the occurrence of micro-explosion induced by the disparity of variability between water and diesel. Because of the rapid and strong evaporation of the fuel droplets within larger droplets in diesel, this causes secondary atomization [22]. The 6% of water in NWD have reduced the highest percentages of fuel consumption by 3% at 3 kW load compare to D2. Average reduction of fuel consumption for 3% and 6% water are 0.384% and 1.10% respectively comparing to D2. However, the average fuel consumption of 9% of emulsion fuel increased by 1.38%.

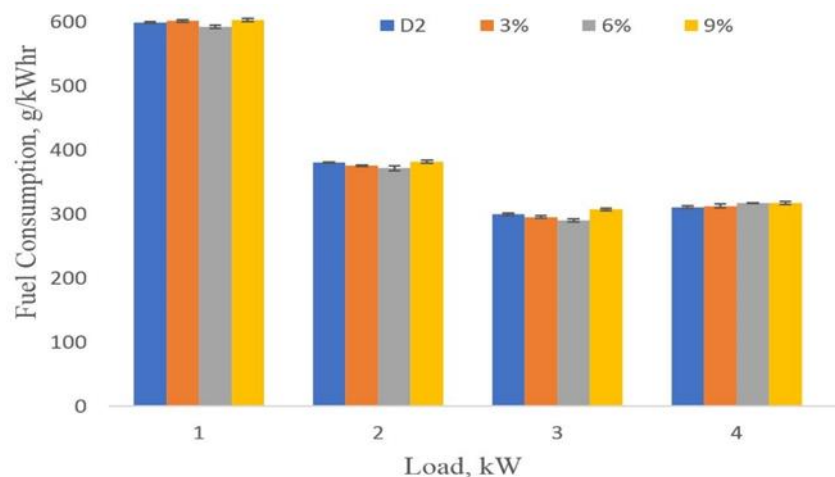
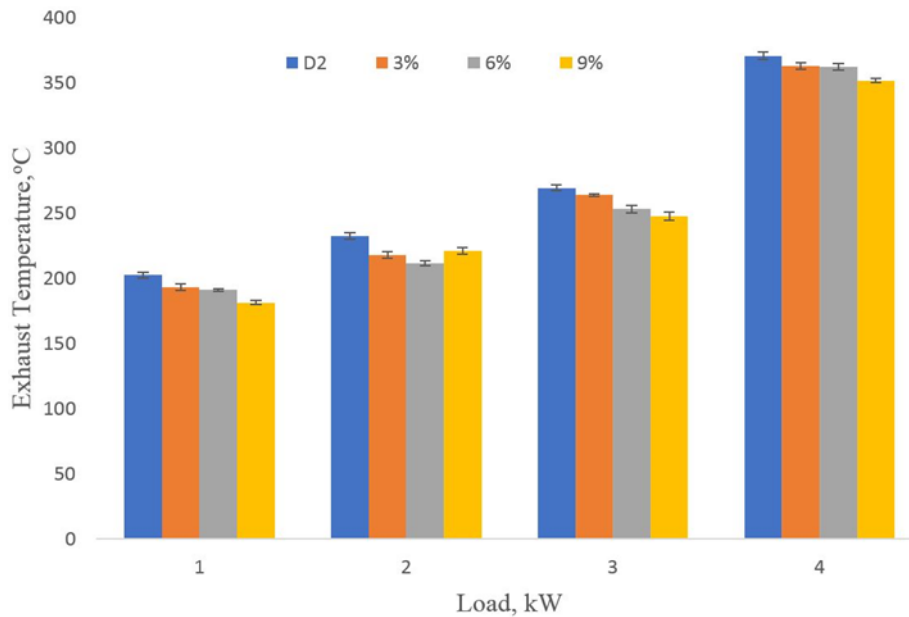


Fig. 3. Fuel consumption under load conditions

#### 3.2 Exhaust Temperature

Figure 4 illustrates exhaust temperature of D2, 3%, 6% and 9% of NWD under varying load condition and a constant speed of 3200 rpm. This can be deduced as from graph that the engine exhaust temperature also increases as the load increases. The graph shows a trend as the water percentages increases exhaust temperature decreases compare to D2. This can be found that use of NWD minimized the temperature of the exhaust. It's because the water phase absorbed the combustion heat [15]. The water droplets that were scattered absorb heat of the combustion process; therefore, decreasing flame temperature [23]. Overall, when compared to D2, 9% emulsion fuel Shows the lowest exhaust temperature value, with an average decrease of 7.10%.



**Fig. 4.** Exhaust temperature under load conditions

### 3.3 $NO_x$ Emission

Figure 5 shows that  $NO_x$  emission reduces for all NWD compare to D2. This happens due to suppressed combustion temperature [24]. At a higher gas temperature, nitrogen ( $N_2$ ) is oxidized to nitrogen monoxide (NO) and easier to combine with oxygen ( $O_2$ ) to produce nitrogen dioxide ( $NO_2$ ) [25]. Throughout the process, NWD use has been shown to produce less  $NO_x$  in comparison to D2. Water in NWD decreases the average temperature of the flame due to the substantial permeability of the residual heat of water vaporization throughout the combustion cycle [26]. Higher water percentages resulted in more reduction of  $NO_x$  compare to other NWD. This is caused by the absorption of heat by the content of water in the NWD. The present of water lowered the temperature of the flame which decreased the emission of NO. Moreover, during the production of OH radicals by water ionization, oxygen atoms were consumed and thus the concentration of NO decreased even further [27]. When all the NWD compared to D2, 9% of water showed the lowest  $NO_x$  emission than all other emulsion fuel. 9% of water emitted 6.57 to 14.61% less  $NO_x$  than D2, while average reduction for 6% and 3% water are 4.68% and 0.60% respectively.

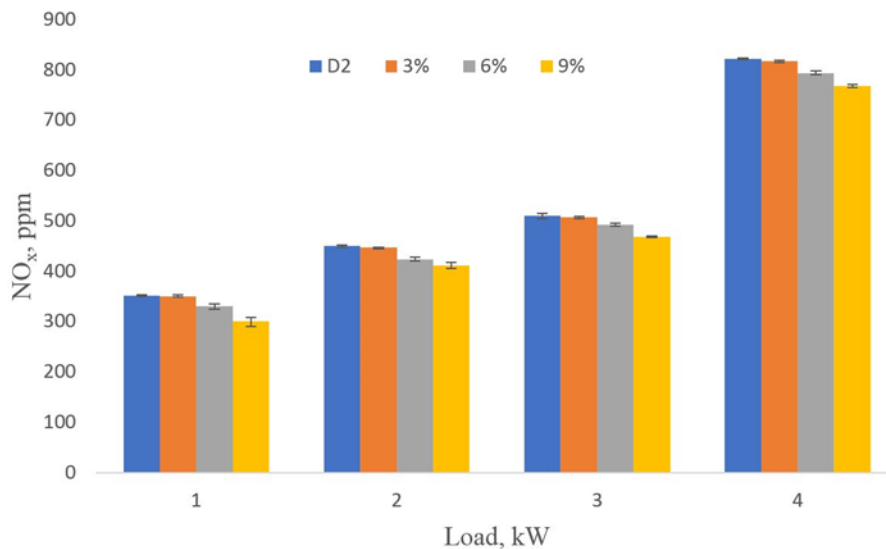


Fig. 5. NO<sub>x</sub> emission under load conditions

### 3.4 CO Emission

Figure 6 shows, CO emissions reduces as the load increases with D2 and NWD. In a diesel engine, CO deposition triggered by incomplete oxidation of the fuel and slow soot burning during the final combustion process. NWD tends to cause increment in CO emission. Higher water percentages tend to reduce more exhaust temperature thus resulting in lower temperature in combustion which causes reduction to convert CO to CO<sub>2</sub>. The presence of water within the NWD has reduced the temperature of combustion resulting in increased formation of CO. Once the combustion for the temperature goes below 1400K, CO to CO<sub>2</sub> oxidation freeze due to temperature insufficiency. Overall, the lower fuel combustion temperature produces higher CO emissions than diesel fuel. Diesel engine works well with lean mixtures of fuel, CO emissions are normally low in the exhaust [11]. Figure 6 illustrates, overall CO emission using NWD increased when compared to D2. Water of 9% shows the highest average CO emission compare to D2 which is 40.99%. Meanwhile, the other NWD also showed increased CO emission when compared to D2.

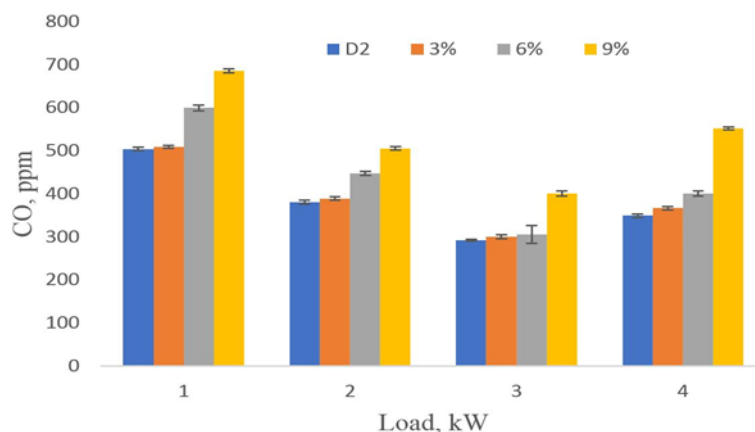


Fig. 6. CO emission under load conditions

### 3.4 Smoke Emission

Figure 7 describes the smoke number against various load condition (1-4) kW with a continuous speed of 3200 rpm comparing to D2 with different water percentages (3%, 6% and 9%). Smoke production occurs due to inadequate combustion of the fuel and carbon content of the fuel [8]. There are two types of smoke produces while using emulsion fuel, black smoke and white smoke. But white smoke is more dominant while using emulsion. While detecting smoke for emulsion smoke meter sums up black and white smoke for value. However, if use filter to trap particulate matter the result for pm emission will reduce using emulsion. It is noticeable that 6% emulsion reduced smoke emission in all load conditions compare to D2. Using 9% emulsion fuel smoke increases drastically.

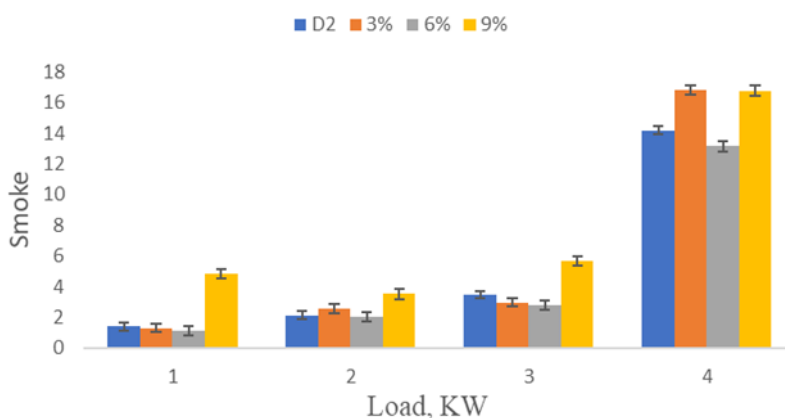


Fig. 7. Smoke emission under load conditions

### 4. Conclusions

The use of NWD is feasible. The  $\text{NO}_x$  emissions of diesel can be lowered by introducing into the fuel with water to create an emulsion. The lowered  $\text{NO}_x$  emission is achieved at the expense of increased CO emissions. The 6% water content in NWD is consistent lowered fuel consumption and  $\text{NO}_x$  compare to others. Using 9% water content in NWD lowered  $\text{NO}_x$  and increased CO. With all water content in the NWD, the  $\text{CO}_2$  emissions were reduced significantly. A new concept to produces NWD by using CS is another method that can be applied

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