

Experimental investigation of shallow depth combustion chamber (piston bowl) for four-stroke single cylinder DI Diesel engine fuelled with blends of olive oil

Y. Syamala¹, Dr. Smt. G. Prasanthi²

¹PG Research Scholar, Advanced IC Engines, Mechanical Engineering Dept,
JNTUA College of Engineering,
Ananthapuramu, Andhra Pradesh, India

²Professor of Mechanical Engineering,
Director, Industrial Relations & Placements and School of Continuing & Distance Education,
JNTUA, Ananthapuramu, Andhra Pradesh, India,

Abstract

Internal combustion engines are established as the main power source for automobile vehicles. At present emission norms become strict for any IC engine. The main emissions are CO, HC, NO_x, PM and soot. These emissions are formed due to incomplete combustion of fuel and high temperature available in the combustion chamber. Many techniques are used to reduce this emissions such as changing the combustion chamber geometries, EGR, changing the pressure of intake air and using catalytic convertors. The present work discuss about the effect of shallow depth combustion chamber geometry for four stroke single cylinder DI diesel engine fuelled with blends of an olive oil. In shallow depth combustion chamber the depth of cavity provided in the piston is quite small. This chamber is usually adopted for larger engines running at low speeds. In modified geometries swirl, turbulence and kinetic energy may be higher which results in higher efficiency and it can reduce the emissions of an engine. It is proposed to carry out an experiment on a four stroke single cylinder diesel engine by using olive oil as an alternate fuel at different proportions. Performance parameters such as Brake power, Brake specific fuel consumption and Brake thermal efficiency are calculated based on experimental study on the single cylinder four stroke CI engine and

emissions such as CO, CO₂, UHC and NO_x are measured. Performance parameters and emissions characteristics of normal piston are compared with modified piston and other blends of olive oil. It has been observed that Performance parameters such as Brake Thermal efficiency is increased for modified piston with alternative fuel at B10 compared to Diesel fuel and Brake Specific Fuel Consumption is decreased for alternative fuel at B10 compared to Diesel fuel. Emissions such as CO is slightly decreased for alternative fuel at B20 compared to Diesel fuel and NO_x is slightly increased for modified piston with alternative fuel at B20 compared to Diesel fuel.

Keywords: NP-Normal Piston, MP-Modified Piston, CO- Carbon Monoxide, DI- Direct Injection, UHC-Unburnt Hydro Carbons, Transesterification, Olive oil, NO_x- Nitrogen oxide.

1. Introduction

The compression ignition engine is an internal combustion engine that uses the increase in temperature in the compression stroke to ignite a fuel charge (fuel air mixture). This is also called auto ignition. These engines are always fuel injected. Air is drawn into the cylinder through the intake manifold

and compressed by the piston. The most important function of the C.I engine combustion chamber is to provide proper mixing of fuel and air (called carburation) in a short time to lessen ignition lag phase. In order to achieve these, an organized air movement called air swirl is provided to produce high relative velocity between fuel droplets and air. When the liquid fuel is injected into the combustion chamber, the spray cone gets distributed due to the air motion and turbulence inside. The onset of combustion will cause an added turbulence that can be guided by the shape of the combustion chamber. Swirl is defined as organized rotation of charge about the cylinder axis. Swirl is created by bringing an intake flow into the cylinder with an angular momentum. Swirl is used in C.I engine concepts to promote more rapid mixing between the inducted air charge and the injected fuel. Squish is the name given to the radially inward or transverse gas motion that occurs towards the end of the compression stroke when apposition of piston face and cylinder head approach each other closely.

In the suction stroke inlet air which is entering in to the engine cylinder is compressed to higher pressure and temperature which is not sufficient to mix with the fuel injector and some of the fuel particular are not burnt in this process and leaves into atmosphere from exhaust stroke due to this there is a loss of fuel and also produces less power than the required power output. Engine performance improvement and exhaust emissions reduction are the two most important issues to develop a more efficient engine with less environmental impact. Better combustion characteristics would be achieved by introducing the swirl motion to inlet air with help of piston bowl geometry on piston crown.

Liquid biodiesels are more suitable for diesel engine applications as their properties are closer to diesel. The combustion chamber of an engine plays a major role during the combustion of wide variety of fuels. In this context, many researchers were performed both experimental and simulation studies on the use of various combustion chambers. Optimum combustion chamber geometry of engine must be considered to have a better engine operation, performance and emission levels. Suitable combustion geometry of bowl shape helps to increase squish area and proper mixing of gaseous fuel with air. Designing the combustion chamber with shallow depth is to provide a desirable swirl and turbulence

inside the combustion chamber, due to which the complete combustion will occur in the engine cylinder so that the emissions of an engine will reduce at some extent, experimental investigations were carried out on single cylinder four stroke direct injection diesel engine operated on blends of an Olive oil.

2. Materials and Methods

Design of Piston Bowl geometry:

The shape of the combustion chamber and the fluid dynamics inside the chamber are important in diesel combustion. As the piston moves upward, the gas is pushed into the piston bowl. The geometry of the piston bowl can be designed to produce a swirl and turbulence action which can improve the fuel/air mixture formation before ignition takes place. The main goals desired from the design of chamber geometry are to optimize the mixing of the fuel and air, before and during ignition, and to improve the flow of the exhaust products once combustion is complete.

The piston crown of 80 mm diameter of base line engine is modified by producing a cavity bowl with 52mm diameter with a depth of 20mm and the radius of bowl curve 3mm is prepared with help of CNC lathe machine.

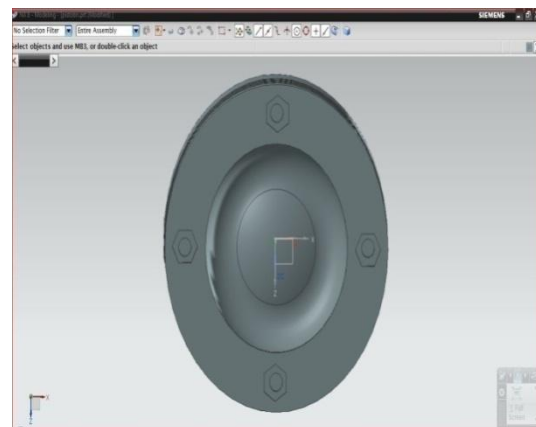


Fig1: Modeling of Piston



Fig2: Manufactured Piston

3. Experimental Setup

Experiment is carried out in diesel engine with the following engine specifications as shown in table:

TABLE I
ENGINE SPECIFICATIONS

PROPERTIES	DIESEL	OLIVE
Density (kg/M ³)	831	884.3
kinematic viscosity (CSt)	2.4	4.92
Calorific values (KJ/Kg)	42000	39952
Fire point(°C)	68	120
Flash point(°C)	51	111

Procedure:

Initially experiment is done on conventional engine fuelled with Diesel from no load to full load with the normal piston and the following readings are noted,

- Engine speed
- Time taken for 5cc of fuel consumption.
- Voltmeter and ammeter readings.
- exhaust emissions such as CO₂,CO,HC and NO_x by using exhaust gas analyzer.

Then the experiment is carried out on conventional engine fuelled with pure diesel and blends of biodiesels (Olive oil) from no load to full load with the shallow depth piston bowl geometry and the same

procedure was repeated to evaluate the performance and emission characteristics. And the performance parameters and emission characteristics of diesel and biodiesel is compared.



Fig..3 Engine Setup

Properties of Diesel and Olive oil

TABLE II
PROPERTIES OF DIESEL AND OLIVE OIL

Model	AV1
Make	KIRLOSKAR
Type	Single cylinder, four stroke, water cooled
Bore	80mm
Stroke	110mm
Speed	1500rpm
Rated power	5hp

Experimental Work carried out with Diesel and blends of olive oil with different Proportions:

- Normal Piston with 100% diesel
- Modified Piston with 100% diesel
- Modified Piston with B10 = (10% olive oil) + 90% Diesel
- Modified Piston with B20 = (20% olive oil) + 80% Diesel
- Modified Piston with B30 = (30% olive oil) + 70% Diesel

6. Modified Piston with B40= (40% olive oil) + 60% Diesel

4. Results and Discussions:

1.Brake Specific Fuel Consumption

Brake specific fuel consumption (BSFC) is a measure of the fuel efficiency of any prime mover that burns fuel and produces rotational, or shaft, power. It is typically used for comparing the efficiency of internal combustion engines with a shaft output. It is widely used to measure engine performance.

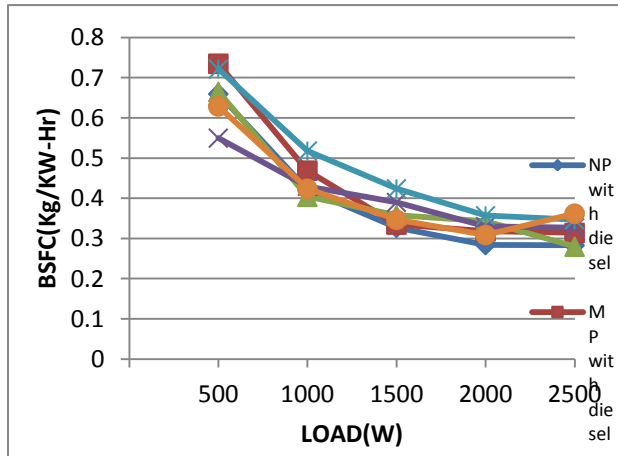


Fig. 4 Load vs Brake Specific Fuel Consumption

From the results, it is observed that the engine with modified piston results in good BSFC compared with naturally aspirated engine, among all the blends of olive oil B10 with modified piston gives good BSFC when engine is running at full load.

2. Brake Thermal Efficiency

Higher oxygen content and good spray characteristics resulting in high burning rate, which leads to high brake thermal efficiency.

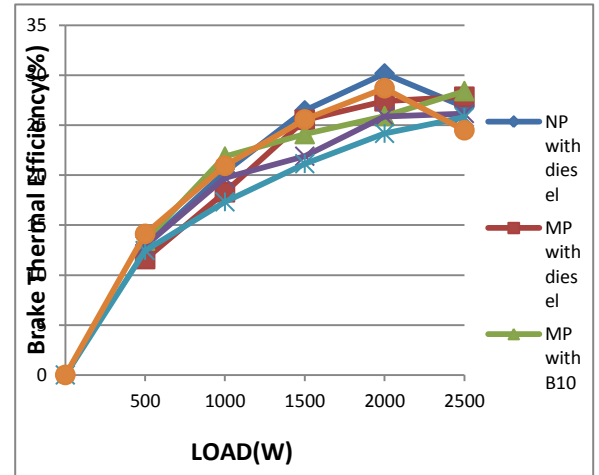


Fig 5 Load vs Brake thermal efficiency

From the results, it is observed that the Brake thermal efficiency of the engine by different proportions normal piston with pure diesel, modified piston with pure diesel, modified piston with B10, modified piston with B20, modified piston with B30 and modified piston with B40 is observed as 26.83%, 27.85%, 28.42%, 26.17%, 25.8% and 24.5% respectively. The enhancement of Brake thermal efficiency is observed at all blends except at blend B10 compared to diesel fuel. The B10 gives more brake thermal efficiency than the other fuels. As the engine produces higher power output, the frictional losses are changed and hence change in the brake thermal efficiency.

3. Mechanical Efficiency

It is defined as the ratio of Brake power to the Indicated power

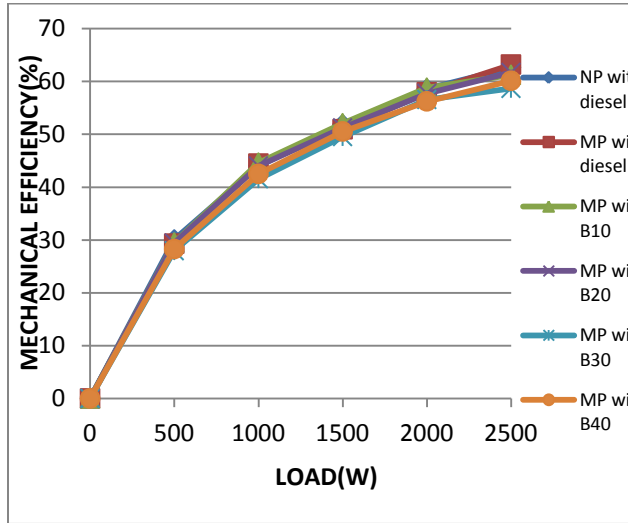


Fig. 6 Load vs Mechanical Efficiency

From the results, it is observed that the value of Mechanical efficiency of blend B10 is higher compared to diesel fuel (standard engine). The B10 fuel gives more mechanical efficiency than other fuels. As the engine produces higher power output, the frictional losses are changed and hence in the mechanical efficiency.

4. Exhaust Gas Emissions of Carbon monoxide (CO)

The CO which arises mainly due to incomplete combustion is a measure of combustion efficiency. Generally, oxygen availability in diesel fuel and biodiesel blends is high, so at high temperatures carbon easily combines with oxygen and reduces the CO emission.

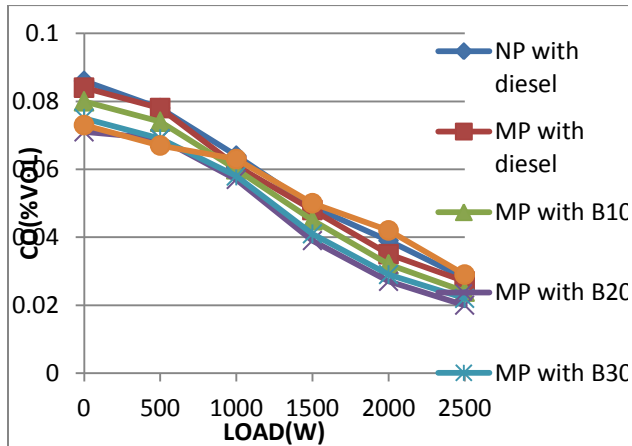


Fig. 7 Load vs CO Emissions

From the results, it is observed that CO is decreased due to the complete combustion. CO emission from diesel engine is related to the fuel properties as well as combustion characteristics. It is well known that better fuel combustion usually resulted in lower CO emission. It is clear that emission concentrations are lower than Bharath Stage III.

5. Exhaust Gas Emissions of Hydro Carbons (HC)

This may be due to an increase in residual gas temperature within the engine cylinder and decrease in flame quenching thickness at higher loads in the engine

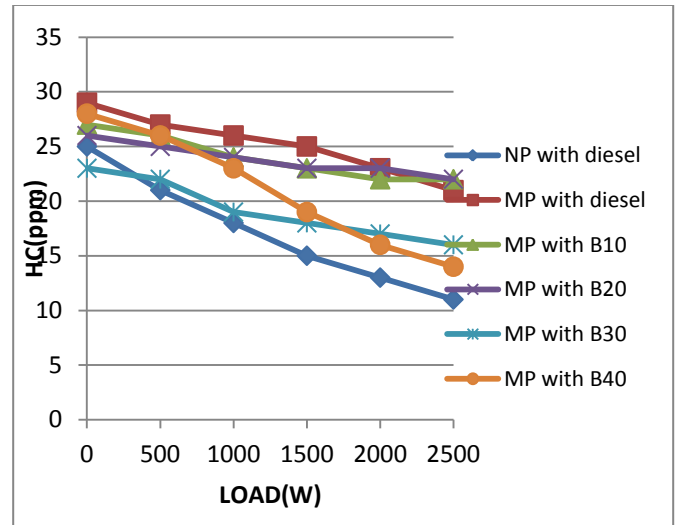


Fig. 8 Load vs HC Emissions

From the results, it is observed that, the concentrations of HC emissions are decreased from no load to full load. But here the HC emissions for diesel fuels comparatively low compared to other blends. It is clear that emission concentrations are lower than Bharath Stage III.

6. Exhaust Gas Emissions of Carbon dioxide (CO₂)

Complete oxidation of carbon particles present in the fuel.

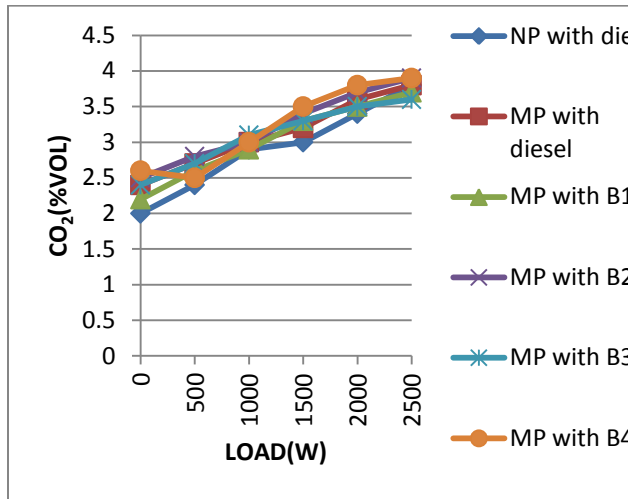


Fig. 9 Load vs CO₂ Emissions

From the results, it is observed that the amount of CO₂ produced while using blends of biodiesel are higher than diesel at full load condition that indicates the complete combustion of the fuel except at B20 blend. As a general rule, the higher the CO₂ reading, the more efficient the engine is operating.

8. Exhaust Gas Emissions of Nitrogen Oxides (NO_x)

The formation of nitrogen oxide emissions depends on the heat transfer rate and evaporation rate of the fuel. This increases further, with the availability of oxygen and the higher prevailing temperatures in the chamber.

From the results, it is observed that NO_x is slightly increased for biodiesel blends compared to diesel fuel (standard engine).

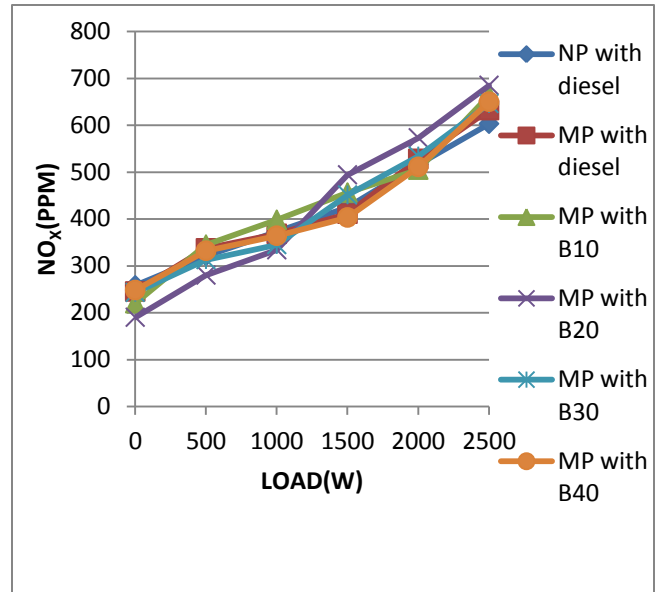


Fig. 10 Load vs NO_x Emissions

5. Conclusion

In this experiment, the performance and emission characteristics of a normal piston with pure diesel engine operated on diesel fuel, modified piston with pure diesel and modified piston with blends of biodiesel (Olive oil) such as B10, B20, B30 and B40 were experimentally investigated.

The performance of the engine was evaluated in terms of brake specific fuel consumption, brake thermal efficiency and Mechanical efficiency. The emission characteristics of the engine were studied in terms of concentration of CO, CO₂, HC and NO_x. The results obtained for biodiesel fuel (Olive oil) blends are compared with the diesel fuel.

Following are the conclusions based on the experimental results obtained while operating single cylinder water cooled diesel engine fuelled with Olive oil and its diesel blends.

- The blend B10 of biodiesel shows lower brake specific fuel consumption (BSFC) than the diesel at full load (2500W). The BSFC of diesel fuel is 0.283 Kg/kW-hr and for blend B05 is 0.28 Kg/kW-hr. The BSFC is found to be reduced by 0.003 Kg/kW-hr.
- Brake Thermal efficiency of the tested diesel engine is improved when it is fuelled biodiesel blend B10. The Brake Thermal efficiency of diesel fuel is 26.83% and for blend B10 is 28.42% at full load (2500). The Brake thermal efficiency to found to be increased by 1.59%.

- Mechanical efficiency of the tested diesel engine is improved when it is fuelled with biodiesel blend B10. The Mechanical efficiency of diesel fuel is 60.46% and for blend B10 is 63.19%. Mechanical efficiency is increased by 2.73%.
- CO emissions slightly decreased with increase in percentage of biodiesel blend in the diesel fuel. The CO emissions are found to be reduced by 0.8% vol.
- CO₂ emissions are slightly decreased with increase in percentage of biodiesel blend in the diesel fuel. The CO₂ emissions are found to be reduced by 0.1 % vol at B30.
- NO_x emissions of biodiesel blends are slightly higher than that of diesel. The NO_x emissions are found to be increased by 0.82%.

From the above analysis found that modified piston with olive oil and its diesel blends are suitable substitute for diesel as they produce lesser emissions and have satisfactory performance and emission characteristics.

References

- [1] V.V PrathibhaBharathi, Dr. Smt. G. Prasanthi., "The Influence of air swirl on combustion and emissions in a diesel engine", international journal of research in mechanical engineering & technology (ijrmet), issn: 2249-5762 (volume-3, issue-2), may –oct 2013.
- [2] E.Anitha,Dr.smt.G.Prasanthi,"Experimental investigation on the effect of exhaust gas recirculation on performance and emission characteristics of diesel engine fueled with moringaoleifera oil"International Journal Of Trend in Research and Development (IJTRD),e-ISSN:2394-9333,Volume.2,Issue5, September-October 2015.
- [3] J. Li, W.M. Yang, "Effects of piston bowl geometry on combustion and emission characteristics of biodiesel fueled diesel engines" journal of fuel, volume 120, (2014) pp 66–73.
- [4] Yan-liang, "Studies of tumbling motion generated during intake in a bowl – in – piston engine" journal of science and technology, vol.7,no.1, pp.52-64,1999.
- [5] Swarnakumari, C.H. Penchalayya, a.v. sitaramaraju, "Performanc evaluation of diesel engine with safflower oil", journal of engineering studies and research, volume 19(2013)no.2.
- [6] Eswarareddy& K. Hemachandrareddy., "Effect of tangential grooves on piston crown of d.i. diesel engine with retarded injection timing" international journal of engineering research and development e-issn: 2278-067x, volume 5, issue 10 (january 2013), pp. 01-06.
- [7] Nimesh a. patel, vinaykumarsharma,"Effect of piston geometry on diesel engine performance and emission characteristics with varying injection pressure"ijsrd - international journal for scientific research & development| vol. 3, issue 03, 2015 | issn (online): 2321-0613.
- [8] S. Sunil kumarreddy, v. pandurangadu "Performance evaluation of alcohol in an insulated di diesel engine with various piston inserts", international journal of application or innovation in engineering and management(ijaieem), issn 2319-4847, volume 2, issue 3, march 2013.
- [9] S. Vedharaj, "Optimization of combustion bowl geometry for the operation of kapok biodiesel – diesel blends in a stationary diesel engine" journal of fuel, volume 139, (2015) pp 561–567.
- [10] Venkatarameshmamilla, "Effect of combustion chamber design on a di diesel engine fuelled with jatropa methyl esters blends with diesel" journal of procedia engineering, volume 64, (2013) pp 479 – 490.
- [11] V.Ganesan,"Internal Combustion Engines". 4th edition, tatamcgraw hill education private limited.
- [12] M.Dnurunnabi, smnajmulhoque, "Biodiesel production from linseed oil and performance study of a diesel engine with diesel bio-diesel", journal of mechanical engineering, 2008, 39(1), pp: 40-44.
- [13] N. Hiranmai1, M. Deva kumar, "Effect of turbulence on the performance and emission characteristics of diesel engine run with safflower oil diesel blends", international journal of science and research (ijsr) issn (online): 2319-7064,index copernicus value (2013): 6.14 | impact factor (2013): 4.438.