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# FUEL FLOW ANALYSIS ON A COMPUTERIZED MPFI SI ENGINE WITH SECONDARY AND TERTIARY ALCOHOLS

**Vinjamuri SN CH Dattu[1], Danaiah Puli[2] , DVVSB Reddy Saragada[3]**

[1,3] *Research Scholar, Department of Mechanical Engineering, Lincoln University College, Malaysia*

[2] Research Supervisor, Department of Mechanical Engineering, Lincoln University College, Malaysia

Abstract:

The application of secondary and tertiary alcohols as a substitute fuel, due to their lower blackballed impacts on the environment, has captured seriousness. Secondary and tertiary ALF is a substitute for fossil fuels because of lowered GHG, TEGM and enrichment of OEE In addition, they are conducive for ICE due to their HOR, BV and WF limits. In this work, an MPFI engine is operated with various wide throttling positions. For research purposes initially, pure petrol is taken into account. Later various blends of petrol with IPA, and TBA are tested to parade the highest return which can be habitual in terms of air requirement, fuel requirement, AFR, and volumetric outputs are investigated and the consequences of this work and the reasons for this are discussed. Further, it was observed that at lower speeds AFR and volumetric efficiency are higher in the case of petrol as well as blends. Whereas fuel flow and airflow increase concerning an increase in speed.

Keywords Secondary and tertiary alcohols, fuels, environment, blends, fuel flow, airflow, volumetric efficiency.

## 1. Introduction

An important activity in AES for transports, realized directly, is the development of endless consideration for the coincidental brunt of vehicle transportation utilization of the PES that is defined. The phrase AF is more often than not used to classify ES that is not of fossil fuel connection, have proportionately HHV and their ignition impacts in shortened discharges with the diversity of origins.[1]. At a particular point, the bulk of AF is passed down in provincial transportation as long as their higher boundless practice a large number of complications demand to be ended mingling to construction, circulation, and operation amid the concoctions, value persuasiveness, on-board stockpile, circulation, base and security of purpose. Investigations in the territory of AF are previously in practice. [2] The service of AF exigencies, as a guideline, the fabricator of state-of-the-art vehicles or alteration of current ones are frequently termed as AFVs which are committed, intended to run wholly on a single fuel or un-committed, to work on either an AF or CF at the look-alike era and acquire divide onboard stockpile electronics for each flammables, malleable as a choice or volatile that can engage on each of two an ARF or CF or a mix. [3]

## 2. Collection of Confessions Practicing AF

Presently, only many exploration publications had bandied the low molecular weight alcohol energy parcels in the collaborative modes of science counting the conflicting consequence of alcohol energy transaction and its returns in SI machines SI combustion machines can be acclimated to effective and continuous work upon an immense diversity of indispensable energies, admitting alongside a few exchange - off in money and conduct.[4].The aforementioned rigidity forms SI engines part of the continual perspective for the movement taking away counterrevolutionary energy confidence into indispensable systems that assimilate investment impressive energies.[5]. Idle HV, LHV and expedition ON are some of the alcohol energy parcels that affect the machine. Advantages and disadvantages of secondary and tertiary alcoholic energies show that mindful option needs to be assembled and more disquisitions should be consummated previously it's worked with a SI machine. [6]. Presently, enthusiasm in varying the alcohol energy parcels is added promptly, by changeling three dominant aspects that are region, moderation and durability Because of the region, it's unflattering the glaring development in energy application. The moderation services the misuse of vapour aqueducts in the industrial origins for higher benefits similar to deadline gleam vapour or heavy HC.[7]. Bit trust ability reforms vacuity by eliding convoluted and precious energy prescription outfits. The insistence for exercise with fluctuating secondary and tertiary alcoholic energies for surroundings fluctuating profitable and trustability verifications it'll be mandatory to tract the endorsed energy parcels and to acquire the inflexibility to use various origins. [8]. Secondary and tertiary alcoholic energies are treated securely and in utmost essential facts related with strong threat reduction concerning cancer, other health aspects and environmental issues, the commodity that's infrequently conceded. [9].The likewise little contrasts at the same time as machine transaction demonstrate that product and dissemination will have advanced significance at the same time it arrives at the coincidental achievement and controlling prices of the distinct indispensable energies. Eventually, further exploration in secondary and tertiary alcoholic energies keeps subsidizing a piece of new experimental expertise in ICE diligence, especially in energy-efficient transport. [10].The

knowledge with STA is more defined but universal, these STA acquire properties nearby to gasohol. The HOR of STA causes them less prone to EK or PI and they are accordingly effectively- suitable as SIEF[11]. The diminished hammering inclinations can be overburdened with an upsurge in CR outstanding to one and the other more productivity and more potential gain correlated to gasohol application. The HHVA leads to a devaluation of warmth in the indictment, which can be overburdened for upgraded cylinder stuffing and indictment squeezing task one more thought-provoking and helpful property of STA alcohols is the likewise tremendous molar enlargement that brings supplementary pressure at the time the synthetic returns although outwardly supplementary heat. [12].

3. Criterions for electing STA an AF

One and the other subordinate atomic density secondary and tertiary alcoholic fuels can be contrived outside of homegrown power assets.[13] Burning in spark-ignition engines gives out high performance. Ignition of secondary and tertiary alcoholic fuels in ICE crops more ignition pressure with lower knocks.[14] With a lower and appetitive tendency, specific consumption is achievable with high octane values negotiable release of ash content. [15].

4. Experimental Setup

The factual setup subsists of 3C, 4S gasoline (MPFI) engines united to ECD for burdening. It is subjected to a CAM. The particular signals are combined with a computer over engine gauge for Pɵ- PV layouts. The arrangement is also contrived for conforming to AF, FF, temperatures and burdening assessment. The factual setup carries a definitive unattended board box subsisting of the AB, FT, manometer, FMU, transmitters for AF, FF circulations, assessments, process gauge and EI. Rota meters are conditioned for CW and CWF assessment. (Table 1)

4.1. Preparation of Alcoholic Blends

The basic Alcoholic blends are prepared and measured and compared with conventional fuel gasohol and ready for the usage of the MPFI SI engine. In the present work 5%, 10%,15%, 20% IPA and TBA blends blended with 100 % gasohol. For example, 5% IPA blended with 95% GF is denoted as B5I. Similarly, 10 % IPA blended with 90% GF as B10I, 15 %IPA blended with 85% GF as B15I, 20 % IPA blended with 80% GF as B25I. 5% TBA blended with 95% GF is denoted as B5T. Similarly 10 % TBA blended with 90% GF as B10T, 15 % TBA blended with 85% GF as B15T, 20 % TBA blended with 80% GF as B25T.5% IPA and 5% TBA blended with 90% GF is denoted as B5IT.Similarly 10 % IPA & 10% TBA blended with 80% GF as B10IT, 15 % IPA & 15%TBA blended with 70% GF as B15IT, 20 % IPA & 20% TBAblended with 60% GF as B25IT. 100% Pure gas hole is represented as 100% P.

5. Experimental Methodology

The concept is about investigating the fuel flow analysis of IPA & TBA against a fixed compression ratio of 11.01and a fixed crank angle of 17 degrees under the wide throttling opening method. By changing the blends ratio starting from 95%,90%, 85% to 80% against the speeds of 2500 rpm, 3500 rpm, 4500 rpm. In each case, the objective of the research is to find out the best performance, combustion and emissions against compression ratio, speed and load. The final results are going to be verified and compared with the previous researcher's work. experimental test matrix for the work is taken as (total number of observations) CR x CA x Speed x Blends = 1 * 1 * 3 *12 (36 readings).(Table2)

6. Software :

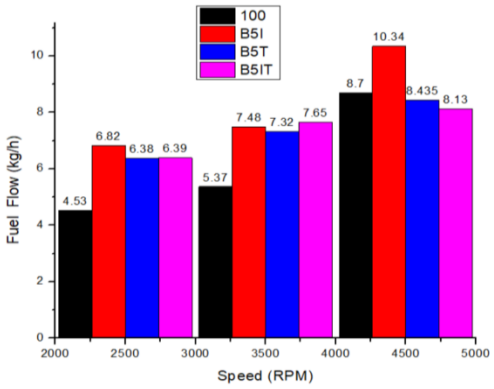
EngineSoft is a laboratory prospect placed program package developed for engine work investigation systems. It delivers greater engine examination operation demands counting investigation, broadcasting, data access, data desertification The EngineSoft figure out potential performances, FC and heat discharge. It is conjugable as per experimental requirements. numerous charts are captured at divergent performing circumstances. Period networked evaluation of the engine in RUSH form needed beacons is browsed, gathered and conferred in the blueprint. The gathered testimony data is permeated to watch the shreds of evidence in the form of unbroken patterns. The outcomes and charts can be engraved. The testimonies in the excel scheme package are used for more studies.

Table 1 MPFI SI Engine Specifications

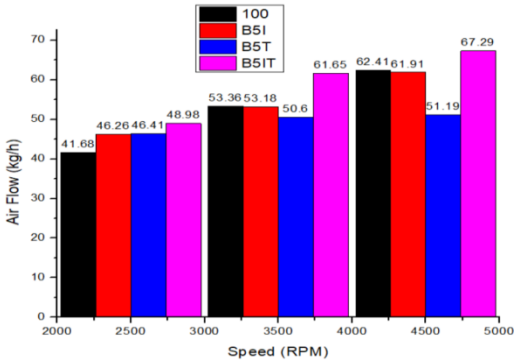
| Engine Parts | Specifications |
|---|---|
| Make and Model | Make Maruti, Type BS-VI K10B |
| Number of Cylinders | 3 |
| Ignition System | Spark |
| Bore and Stroke (mm) | 73 & 79.5 |
| Cooling Medium | Water |
| Compression Ratio | 11.01 |
| Power | 50 Kw @ 5500 rpm |
| Torque | 90 Nm |

Table 2 Accessories for MPFI SI Engine

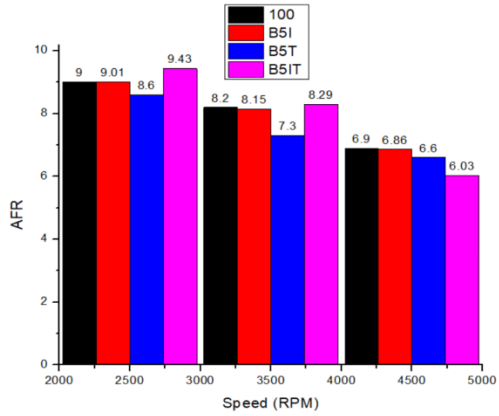
| Accessories | Specifications |
|---|---|
| Dynamometer | EC |
| Piezo Sensor | Make PCB USA ignition Range 350 Bar |
| TS | Make Radix, Type RTD, PT100 and Thermocouple, Type K |
| LS | Make VPG Sensotronics, LC, type- SG, range 0-50 Kg |
| LI | Make ABUSTEK USA, Digital, Range 0-50 Kg, |
| FFT | Make Yokogawa Japan, DP transmitter, Range 0-500 mm WC |
| AFT | Make Wika Germany, PT, Range (-) 250 mm WC |
| Fuel tank (15 lit) | Type: Dual compartment, with fuel metering pipe of glass |
| Data acquisition device | Make NI Instrument USA, NI USB-6210, 16-bit, 250kS/s. |



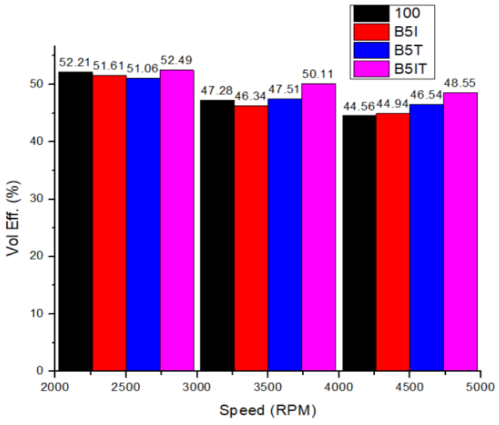

Graph 1 Fuel Flow Vs Speed @ B5



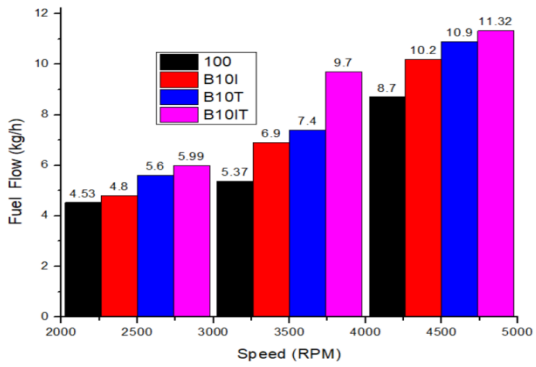

Graph 2 Air Flow Vs Speed @ B5



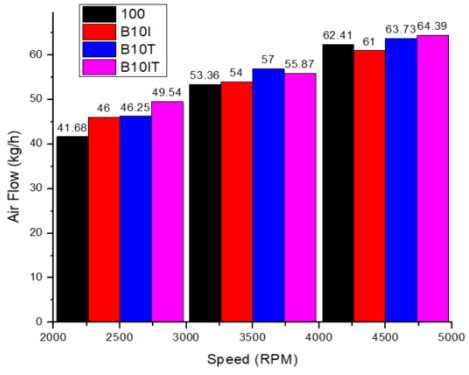

Graph 3 AFR Vs Speed@B5



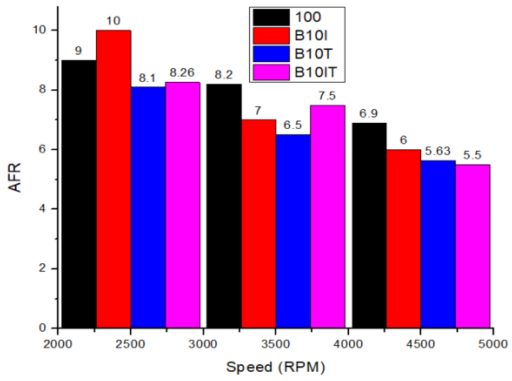

Graph 4 Vol. Effi Vs Speed @B5



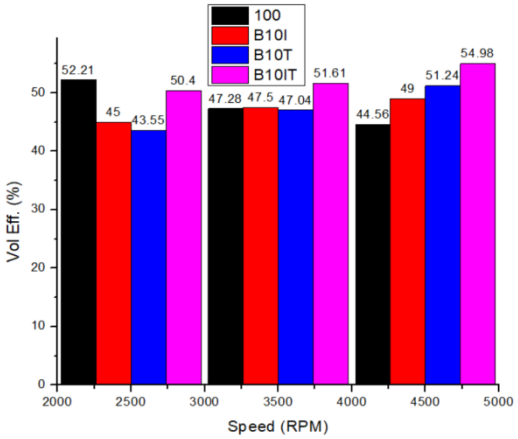

Graph 5 Fuel Flow Vs Speed@B10



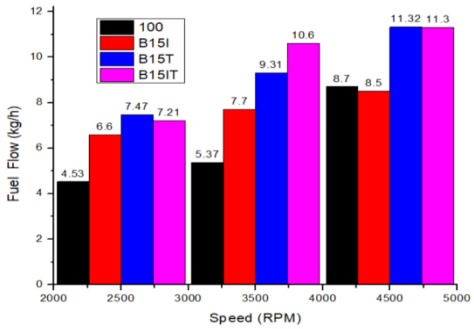

Graph 6 Air Flow Vs Speed @B10



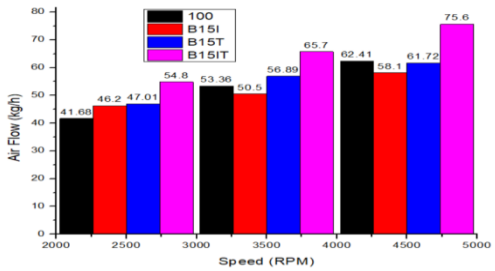

Graph 7 AFR Flow Vs Speed @B10



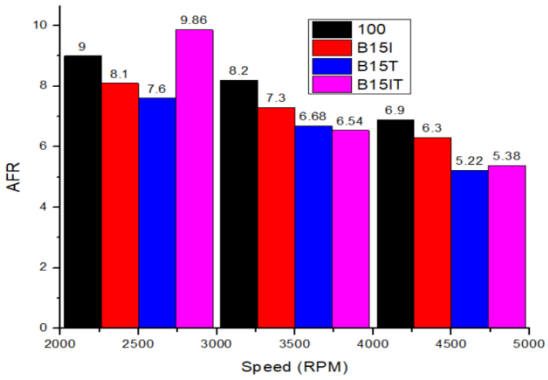

Graph 8 Vol. Effi Vs Speed @B10



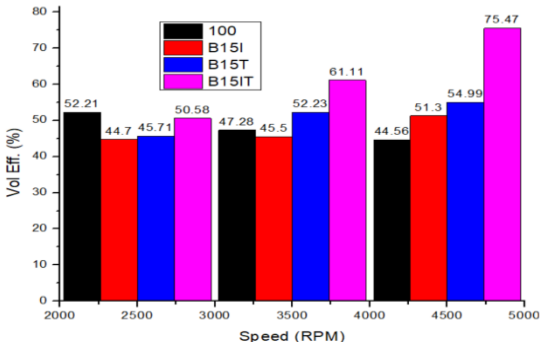

Graph 9 Fuel Flow Vs Speed @B15



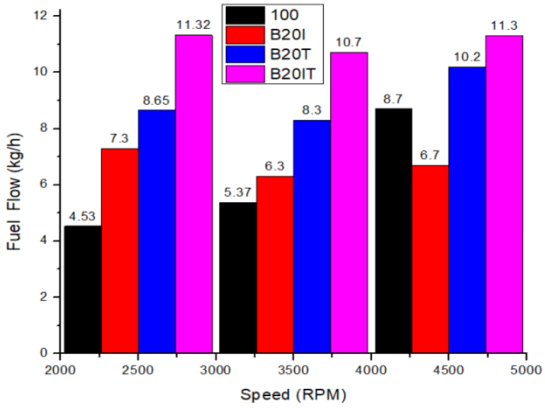

Graph 10 Air Flow Vs Speed @B15



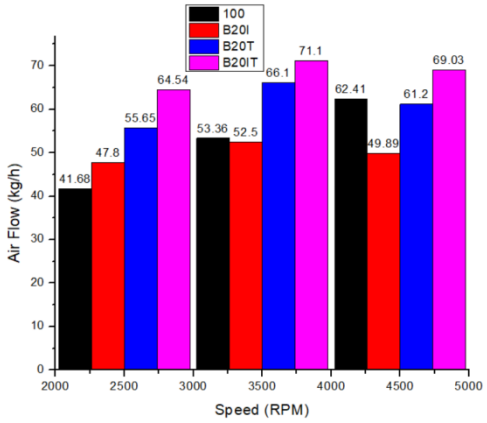

Graph 11 AFR Vs Speed @B15



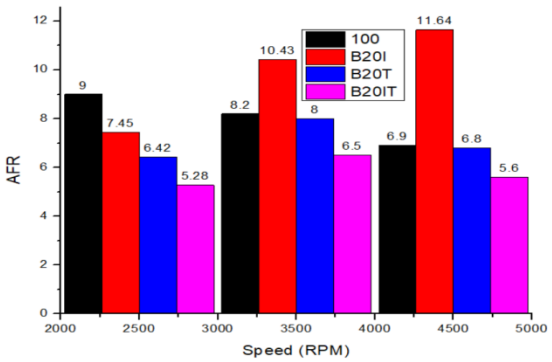

Graph 12 Vol. Effi Vs Speed @B15



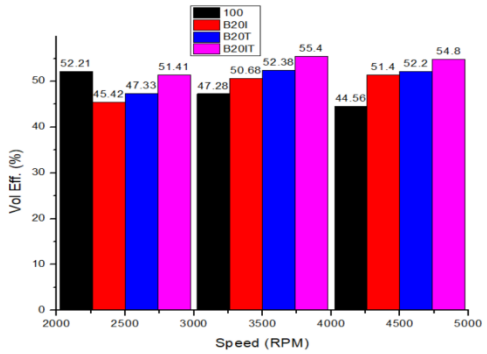

Graph 13 Fuel Flow Vs Speed @B20




Graph 14 Air Flow Vs Speed @B20




Graph 15 AFR Vs Speed @B20




Graph 16 Vol. Effi Vs Speed @B20

Conclusions:

1. Fuel Flow **:**

In the case of the fuel flow category when speed increases it is observed that the highest fuel flow is noticed at B10IT & B20IT with a value of 11.32 Kg/hr (76.85 % higher than 100% Petrol) at a speed of 4500 RPM. Where has the lowest fuel flow been noticed at B10IT with a value of 4.8 Kg/hr (94.37 % higher than 100 % Petrol) at a speed of 2500 RPM? For 100 % Petrol, the lowest value is 4.53 Kg/hr at a speed of 2500 RPM the highest fuel flow is 8.7 Kg/hr at a speed of 4500 RPM.

2. Air Flow:

In the case of the fuel flow category when speed increases it is observed that the highest air flow is noticed at B15IT with a value of 75.6 Kg/hr (82.63 % higher than 100% Petrol) at a speed of 4500 RPM. Where the lowest fuel flow has is noticed at B10I with a value of 46.0 Kg/hr (90.60 % higher than 100% Petrol) at a speed of 2500 RPM. For 100 % Petrol, the lowest value is 41.68 Kg/hr at a speed of 2500 RPM the highest fuel flow is 62.47 Kg/hr at a speed of 4500 RPM.

3. AFR:

In the case of the AFR Category when speed increases it is observed that the highest AFR is noticed at B20I with a value of 11.64 (77.31higher than 100% Petrol) at a speed of 4500 RPM. Whereas the lowest AFR is noticed at B15T with a value of 5.2( 75.36 % lower than 100% Petrol) at a speed of 4500 RPM. For 100 % Petrol, the lowest value is 6.9 at a speed of 4500 RPM the highest AFR is 9.0 at a speed of 2500 RPM.

4. Volumetric Efficiency:

In the case of the volumetric efficiency category when speed increases it is observed that the highest volumetric efficiency is noticed at B15IT with a value of 75.47 (69.17 higher than 100% Petrol) at a speed of 4500 RPM. Whereas the lowest volumetric efficiency is noticed at B10T with a value of 43.55(97.73% lower than 100% Petrol) at a speed of 2500 RPM. For 100 % Petrol, the lowest value is 44.56 at a speed of 4500 RPM the highest volumetric efficiency is 52.21 at a speed of 2500 RPM. From all the available experimental data, finally, it was concluded that MPFI engines can run with secondary and territory alcohols without much change in the design.

Nomenclature

| | | | |
|---|---|---|---|
| AB | Air Box | GHGE | Green House Gas Emissions |
| AES | Alternative Energy Sources | HC | Hydro Carbon |
| AF | Alternative Fuels | HOR | High Octane Rating |
| AFT | Air Flow Transmitter | HHVA | Higher Heating Value of Alcohol |
| ALF | Alcoholic Fuels | HHV | High Heating Value |
| ARF | Air Flow | HV | Heating Value |
| AFV | Alternatively Fuelled Vehicles. | ICE | Internal Combustion Engine |
| BF | Base Fuel | LC | Load Cell |
| CAE | Crank Angle Encoder | LI | Load Indicator |
| CAM | Crank Angle Measurement | LS | Load Sensor |
| CF | Common Fules | LHV | Lower Heating Value |
| CR | Compression Ratio | MPFI | Multiple Port Fuel Ignition |
| EI | Engine Indicator | ON | Octane Number |
| EK | Engine Knock | OEE | Overall Energy Efficiency. |
| FF | Fuel Flow | PES | Primary Energy Sources |
| FMU | Fuel Measuring Unit | STA | Secondary and Teritory Alchol |
| FT | Fuel Tank | TEGM | Toxic Exhaust Gas Emissions |
| FFT | Fuel Flow Tranmitter | VE | Volumetric Efficiency |

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