

# Experiment Evaluation of C.I. Engine using Jatropha Oil As A Bio-Fuel

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**Abstract—** Due to gradual depletion of world petroleum reserves and impact of increasing exhaust emissions, which have given rise to global warming issues so there is an urgent need for renewable alternative fuels for use in automotive engines. In recent years systematic efforts have been made by several researches to mono-alkyl ester of vegetable oils, i.e. biodiesel, as fuel in CI engines. Biodiesel have lower viscosity as compare to vegetable oils, and gives performance compare to petro diesel. In this study edible and non- edible vegetable oils of Mustard and Jatropha seeds were extracted. A single cylinder, water cooled 5 HP CI engine was tested under variable load conditions with different blends of petro diesel and Biodiesel. The performance characteristics of the engine had been evaluated using varying proportions blend. 30 B Jatropha has been suggested for use in CI engine.

**Keywords—** Brake thermal efficiency, CI engine, Biodiesel, Jatropha Carcus, Mustard.

## I. INTRODUCTION

The gradual depletion of world petroleum reserves, increase in crude oil prices, and impact of environmental pollution results in renewed focus on vegetable oils and other renewable lipid source. These resources have less environmental impact than the traditional ones. Therefore, in recent years systematic efforts have been made by several researchers to use vegetable oils and their esters (biodiesel) as fuel in CI engines. Vegetable oils have already been directly used in CI engines as they have a high Cetane number and calorific value very close to diesel. However, the brake thermal efficiency was lower to that of petro diesel.

## II. CONCERN OF JATROPHA BIO-FUEL

Jatropha is a valuable multi-purpose crop to alleviate soil degradation, desertification and deforestation, which can be used for bio-energy to replace petro-diesel, for soap production and climatic protection, and hence deserves specific attention. Jatropha can help to increase rural incomes, self-sustainability and alleviate poverty for women, elderly, children and men, tribal communities, small farmers. It can as well help to increase income from plantations and agro-industries.



## III. PRODUCTION METHODS

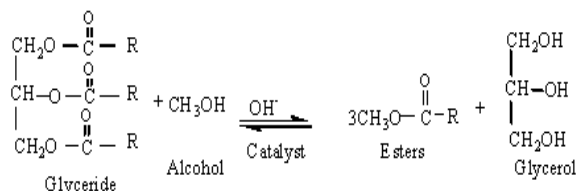
Biodiesel can be produced from straight vegetable oil, animal oil/fats, and tallow and waste oils. There are basic routes to biodiesel production from Jatropha and mustard oils.

1. Base catalyzed transesterification of the oil.
2. Direct acid catalyzed transesterification of the oil.
3. Conversion of the oil to its fatty acids and then to biodiesel.



#### IV. TRANSESTERIFICATION OF THE BIO-FUEL

The Transesterification process is the reaction of a triglyceride (fat/oil) with an alcohol to form esters and glycerol. A triglyceride has a glycerine molecule as its base with three long chain fatty acids attached. The characteristics of the fat are determined by the nature of the fatty acids attached to the glycerine.



Form the mono-alkyl ester, or biodiesel and crude glycerol. In most production methanol or ethanol is the alcohol used (methanol produces methyl esters, ethanol produces ethyl esters) and is base catalyzed by either potassium or sodium hydroxide. Potassium hydroxide has been found to be more suitable for the ethyl ester biodiesel production; either base can be used for the methyl ester.

#### V. SKETCH OF EXERIMENTAL SETUP



Fig.3 Single Cylinder 4-Stroke Engine with Rope Brake Dynamometer

#### VI. TECHNICAL SPECIFICATION OF THE ENGINE

Sr. no.	Items	Specifications
1	Model	KIRLOSKAR, AV1
2	Compression ratio	19:1
3	Method of starting	Hand starting
4	Type, no. of cylinders	Vertical – 4 stroke, 1 cylinder
5	Bore x stroke(mm)	87.5x110

6	Cubic capacity	624
7	Maximum power	5 Hp
8	Nominal speed	1500 rpm
9	Cooling system	Water-cooled
10	Fuel filter	Present
11	Lube oil filter	Present

#### VII. EQUIPMENT USED FOR THE EXERIMENT

- Single - cylinder four stroke diesel engine,
- Tachometer
- Stop watch
- Bio-diesel
- Diesel

#### VIII. RESULTS AND DISCUSSION

The basic performance parameters that were Determined for performance Evaluation of Engine are:

- 1) Variation of BSFC with BP for different blend of Jatropa oil with Diesel.

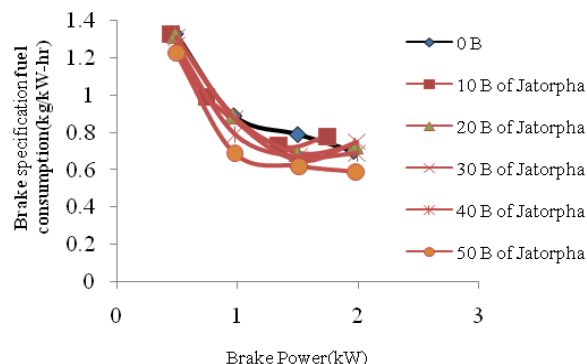


Fig. 5 BSFC with BP for different blend of Jatropa oil with Diesel.

Figure 5 shows that variation of BSFC with BP. The curve shows that, BSFC for biodiesel blends is higher at low load and it decreases with the increase in load. It is also observed from the curve that, specific fuel consumption decreases with the increase in biodiesel blend. In these curve are shows the B50 BSFC is lower than the other blends.

- 2) Variation of Brake thermal Efficiency with Brake Power for different blend of Jatropa oil with Diesel.

Figure.6 shows the relation in between BP and brake thermal efficiency  $\eta_b$  for different fuels. BSFC is a measure of overall efficiency of the engine. BSFC is inversely related with efficiency. So lower the value of

BSFC, higher is the overall efficiency of the engine. This is because biodiesel has lower heating value than conventional diesel fuel. One other cause for lower  $\eta_b$  for biodiesel blends is the poor atomization which is attributed to higher density and kinematic viscosity of biodiesel blends.

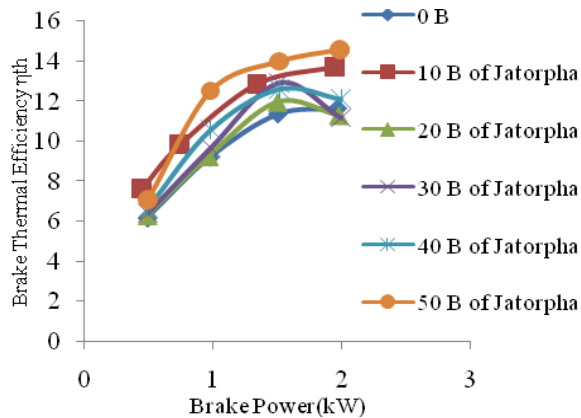


Fig.6 BTE with BP for different blend of Jatropa oil with Diesel.

3) Variation of TFC with BP for different blend of Jatropa oil with Diesel.

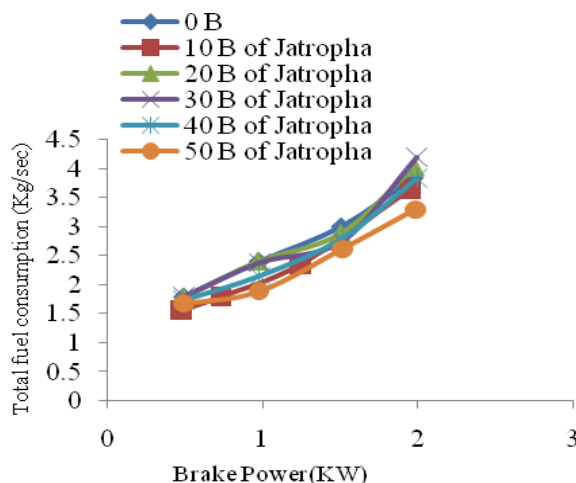


Fig.7 TFC with BP for different blend of Jatropa oil with Diesel.

Figure 7 Shows the variation of TFC with BP for different fuels. The TFC has same value at low load, as load increase the value of TFC is lower for 50 B Jatropa oil.

4) Comparison of Results of Jatropa and Mustard Oil Blend with Of Diesel.

Figure 8 The result for variation in the specific fuel consumption with increasing brake power on the engine for the various fuels. Results are plotted for 0-50 % blends of SVO of Jatropa and Mustard oil with petro diesel. Fig 8 shows the comparison of all fuels. It can be noticed from this fig. that Jatropa based have lower fuel consumption as compare to mustard oil based fuel.

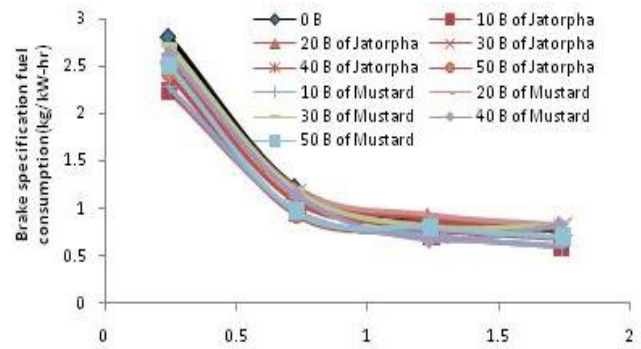


Fig 8 Comparison of BSFC with Brake Power for different Diesel fuel blend with Jatropa oil, Mustard oil

5) Comparison of Variation of BTE with BP for different Jatropa oil and Mustard oil blend with Diesel fuel.

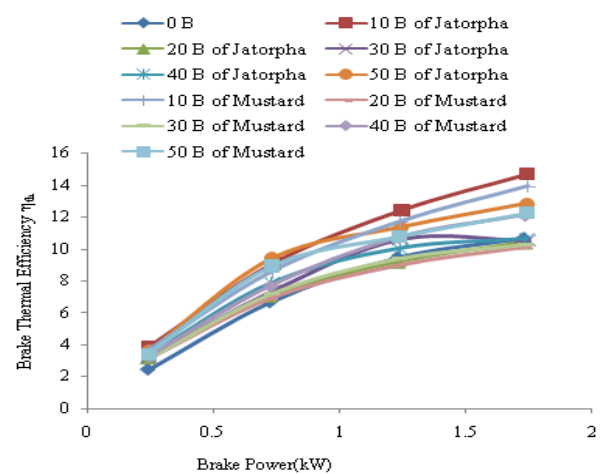


Fig-9 Comparison of Variation BTE with BP for different Jatropa oil and Mustard oil blend with Diesel fuel.

From figure 9 it is observed that as the load increases, it is also observed from the curve. BSFC is a measure of overall efficiency of the engine. BSFC is inversely related with efficiency. This is because biodiesel has lower heating value than conventional diesel fuel. Further it is noticed that the Brake thermal efficiency for Jatropa B10 found more optimum than any other else.

## IX. CONCLUSION

- It has been found by using Jatropa Carcus and mustard oil with pure diesel IC engine can run with optimum performance
- It is also found from the experiments that 30 B Jatropa has good result as compared to 30 B mustard oil in Brake power v/s BSFC.
- India has gone biggest importer of edible oil so it is not favour to use mustard as bio diesel
- Blending of mustard cost as higher than the cost of blending of Jatropa biodiesel.

- e) In the engine test rig tests were carried out using diesel and biodiesel to find out the effect of various blends on the performance of the engine.
- f) Investigations are carried out on the engine mainly to the effect of brake specific fuel consumption, brake thermal efficiency and exhaust gas temperature.

From the experimental analysis it was found that the blends of the Jatropha oil with diesel could be successfully used with acceptable performance on 20 B.

#### X. SCOPE FOR FUTURE WORK

1. The experimental analysis it was found that the blends of Jatropha oil with diesel could be used with higher performance up to certain extent.
2. Analysis of composition of exhaust emission can be done with prolonged service with neat bio-diesel.
3. Performance of engine can be compared for various blends of biodiesel with neat diesel; present study is focused only to blend bio-diesel fuels.
4. By computation analysis performance parameters can be extrapolated and compared with experimental results.
5. Performance can be measured after with preheating fuels and/or mixing additives in them.
6. Design changes can be studied and can be proposed after studying the problems encountered after prolonged service of engines with these alternate fuels.
7. Emission studies can also be done.

#### IX. REFERENCES

The heading of the References section must not be numbered. All reference items must be in 8 pt font. Please use Regular and Italic styles to distinguish different fields as shown in the References section. Number the reference items consecutively in square brackets (e.g.)

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