



## **WASTE COOKING OIL (WCO): AN IMPERIOUS SUBSTITUTE FUEL FOR DI DIESEL ENGINES**

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### **ABSTRACT**

The objective of this work was to optimize CI engine with WCO (waste cooking oil) biodiesel as fuel through experimental investigation through brake power, fuel economy and smoke emissions. Performance and discharge features were studied using the different WCOB blends and standard diesel. The result shows that the maximum BTE for WCOB 40 at maximum load is 34.48%, which is 2.9% more than diesel fuel. High BSFC noticed for higher percentage of WCO blends due to lower heating value, density and viscosity of the fuel. The exhaust gas temperature attained for diesel is 306°C at maximum load, whereas for WCOB20 and WCOB40 blends it is 278°C and 263°C. The HC emission for WCO blends increases with rise in load. WCOB20, WCOB60, WCOB80 and WCOB100 produce less HC emissions than WCOB40 and diesel. The CO emission of WCOB40 is closer to diesel, moderate at medium load and higher at part loads. CO<sub>2</sub> emission for WCOB blend is lesser than diesel due to incomplete combustion and inadequate supply of oxygen at high load. The NO<sub>x</sub> emission for diesel and WCOB40 are 642 ppm and 428 ppm, respectively at part load. The smoke opacity features for diesel and WCOB100 are small and upper in the case of all other WCOB blends. From this study, it is clear that WCOB could replace the fossil fuel in the case of shortages in the near future.

**Key words:** Diesel, Waste cooking oil, Biodiesel, Performance, Emissions.

### **INTRODUCTION**

Finding alternate sources to fossil fuels for CI engines are prime significant owing to thinning petroleum assets and the ecological concerns of exhaust gases from fossil fuelled engines. Fossil fuel use in transportation is the leading contributor to urban air pollution and to global warming<sup>1</sup>. There searchers evidenced that both vegetable oil and it esters stayed gifted choices as fuel for CI engines<sup>2-4</sup>. Producing biodiesel from cheap feed stocks could become easier and more environmentally friendly thanks to scientists and researchers in all over the world<sup>5</sup>. The usage of biodiesel can prolong the lifecycle of diesel engines since it is added lubricating than diesel fuel. Biodiesel is created from renewable vegetable oil and

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hence forth progresses the fuel or energy safety and economy freedom. More investigation has been conceded out to practice vegetable oil both in neat and modified form<sup>6-9</sup>. Biodiesel is much cleaner than fossil-fuel diesel. In fact diesel engines run better and last longer with biodiesel. Biodiesel is better for the environment because it is made from renewable resources and has lower emissions compared to petroleum diesel<sup>10-12</sup>. It is less toxic than table salt and biodegrades as fast as sugar.

### Waste cooking oil

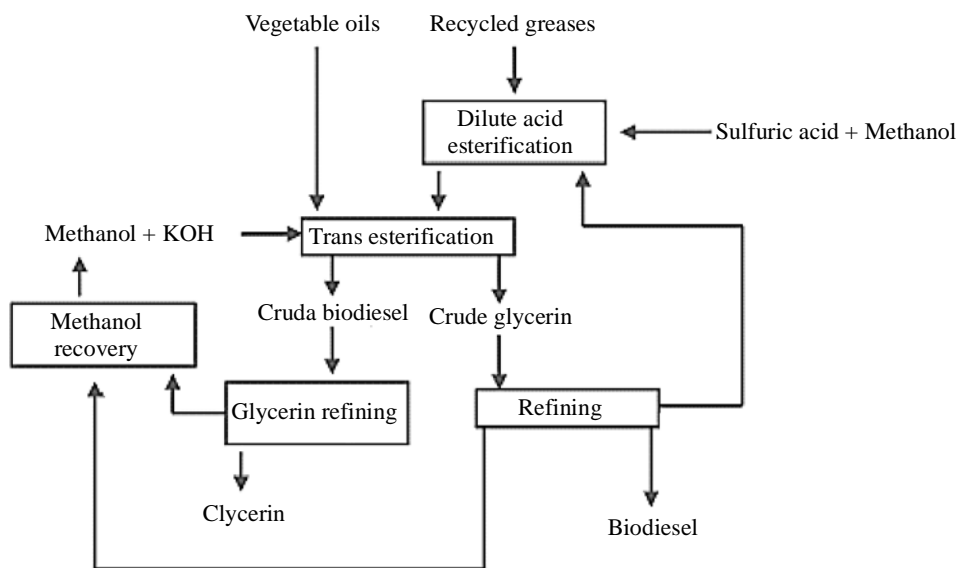
Waste oils and fats can be used as renewable fuel resources. Conversion of waste oils and fats to biodiesel fuel is one possibility but poses some difficulties such as in the use of toxic or caustic materials and by-product disposal<sup>13</sup>. Conversion to biodiesel may also decrease the economic attractiveness of using waste oils as fuels. Using relatively unmodified oils or fats eliminates the problems associated with toxic and caustic precursor chemicals and residual biodiesel alkalinity as the oil is used without altering its chemical properties.

**Table 1: Specification of biodiesel fuels**

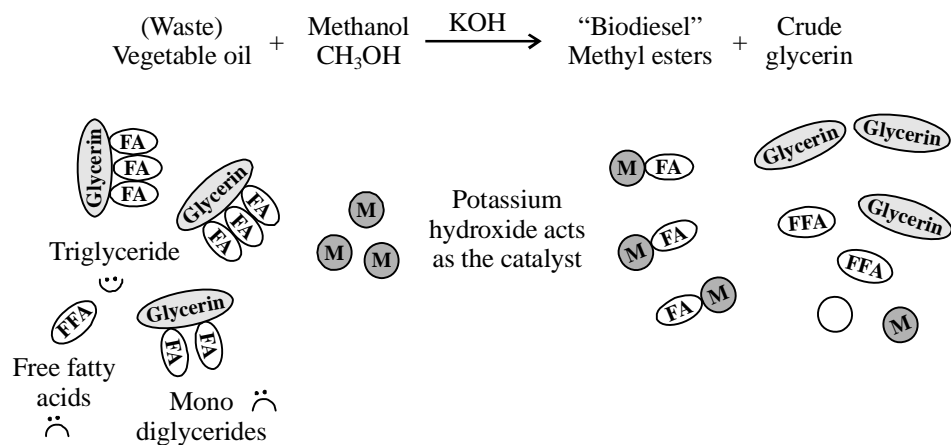
Properties	Diesel	WCO
Density at 15°C (Kg/m <sup>3</sup> )	8	887
Kinematic viscosity at 40°C (cSt)	2.72	5.16
Cetane index	46.2	48.05
Flash point (°C)	89	122
Lower heating value (MJ/kg)	42.49	36.59
Acid number (mg KOH/g)	0.10	0.55
Water content (ppm wt.)	57	466

One possibility for the disposal of these products is as a fuel for transport or other uses. Conversion of waste oils and fats to biodiesel fuel has many environmental advantages over petroleum based diesel fuel. The use of waste material as a source of alternative fuel is a practice of increasing popularity among the researchers worldwide. One such high value waste product is waste cooking oil (WCO) or abused fryer oil<sup>14-17</sup>. These can be utilized for production of biodiesel, hence facilitating to lessen the rate of water treatment in the sewerage system and supporting in there processing of resources. Generally cooking oil used for frying are sunflower oil, palm oil, coconut oil etc. as they are easily available, and especially so of the coconut oil, which is abundantly available in south India. It is well

known fact that, when oils such as these are heated for an extended time (abuse), they under go oxidation (degradation) and give rise to oxides. The biodiesel reaction is presented in Fig. 2.



**Fig. 1: Transesterification process**



**Fig. 2: Biodiesel reaction**

WCO afford a feasible substitute to diesel, as they are certainly accessible. These comprise several deprivation crops of vegetable oils and foreign material. These contaminations can be detached by heating and separation. Henceforth this does not avoid its practice as feedstock for biodiesel making. It has been stated that the cetane number of

WCO methyl ester is about 49 and it establishes its prospective to swap diesel. Many researchers compared the combustion characteristics, the effect of physical and chemical possessions of WCO biodiesel in a direct injection CI engine and noticed that fuels with upper cetane index gave a lesser NO<sub>x</sub>, HC, CO. WCOB is healthy reputable that biodiesel gives a significant lessening in SO<sub>x</sub> emissions and substantial decreases in CO, hydrocarbons, soot, and particulate matter (PM).<sup>18-24</sup>

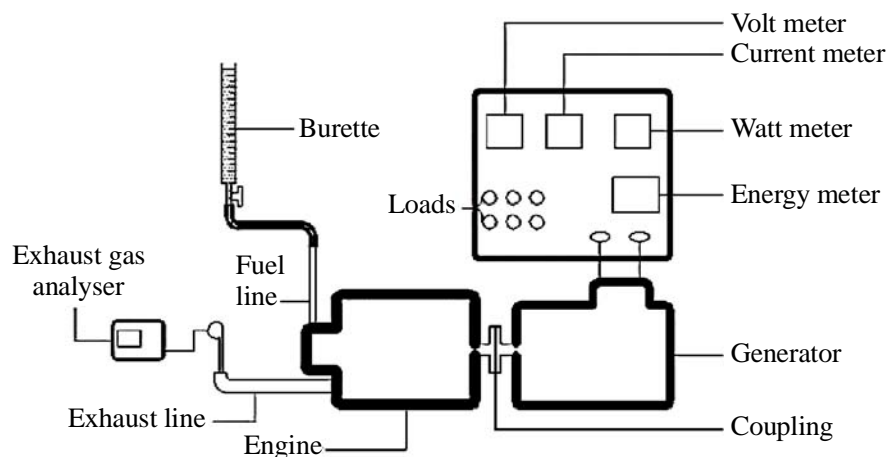
## EXPERIMENTAL

Investigation were conceded on a water cooled, four stroke, single cylinder diesel engine and the performance and pollutant features of the engine with WCO Biodiesel blends (WCOB20, WCOB40, WCOB60, WCOB80 and WCOB100) were gauged and equated using the outcomes of diesel. The exhaust emissions were quantified by a Crypton 290 series Exhaust Gas Analyzer and AVL make Smoke meter was utilized to size the smoke intensity.

**Table 2 Engine specifications**

Manufacturer	KIRLOSKAR Oil Engines Ltd
Engine type	Single cylinder diesel engine
Speed	1800 rpm
Rating at 1500 rpm	5.9 kw
Compression ratio	17.5:1
Fuel injection timing	27° BTDC
Method of cooling	Water cooling
Injection pressure	200 bar

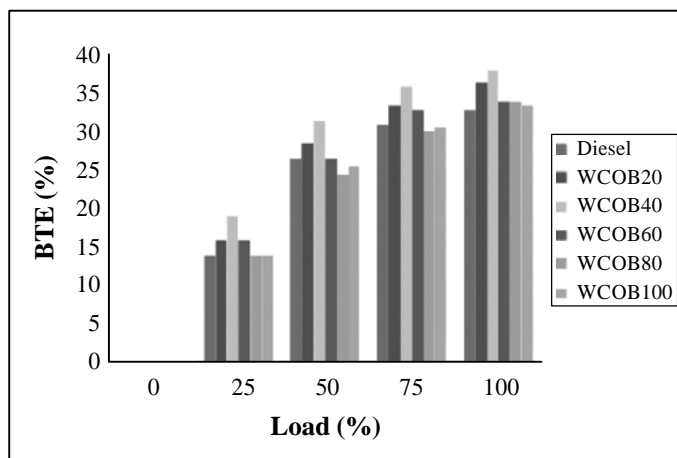
The engine was started and run to achieve the stable condition and the engine load was increased gradually to maximum recommended value. The applications of loads were 0%, 25%, 50%, 75%, and 100%, respectively. The engine speed was constant at 1800 rpm. For every load stages, the quantity of fuel consumption, exhaust gas temperature, fuel injection timing, crank angle, hydrocarbon (HC) emission, carbon monoxide (CO) emission, nitrogen oxides (NO<sub>x</sub>) emission, smoke emission, combustion chamber pressure and HRR were conceded and recorded the data for several loads. The diesel and biodiesel blends were tried at standard engine specification at normal injection timing 27° BTDC, injection pressure of 200 bar with compression ratio of 17.5.



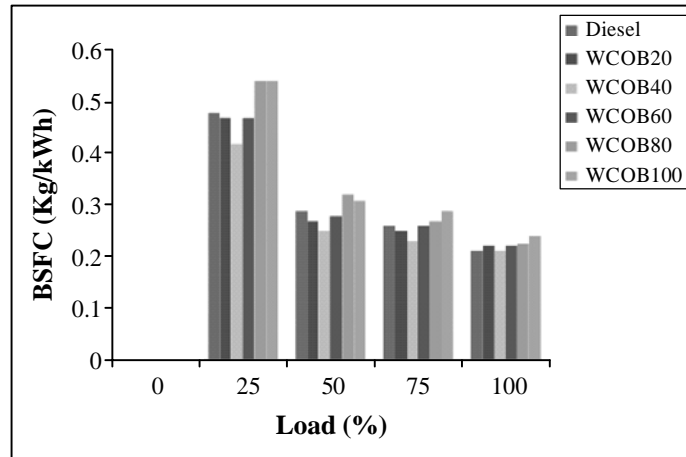
**Fig. 3: Experimental setup (line diagram)**

## RESULTS AND DISCUSSION

Brake thermal efficiency variations with load for WCO blends are displayed in Fig. 4. It has been noticed that the BTE of blends increases with increase in load applied. The maximum BTE for WCOB 40 at maximum load is 34.48%, which is 2.9% more than diesel fuel. The BTE for diesel, WCOB20 and WCOB40 are 31.58%, 33.12% and 34.48%, respectively. At higher loads, the BTE decreases due to low heating value and increased fuel consumption. BSFC variations with load for different WCO blends are shown in Fig. 5.

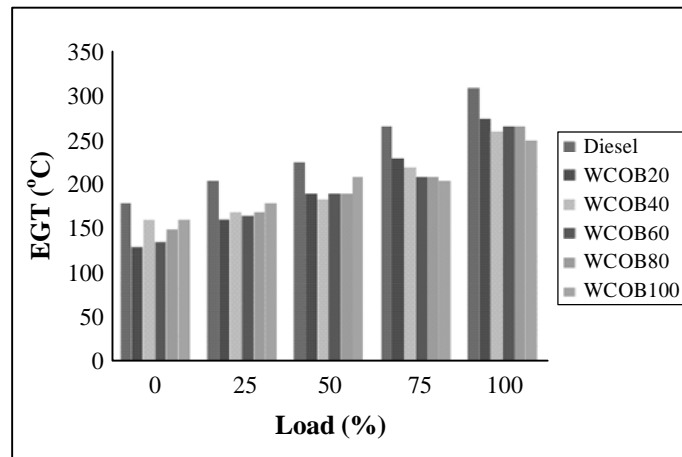


**Fig. 4: BTE Vs Load**



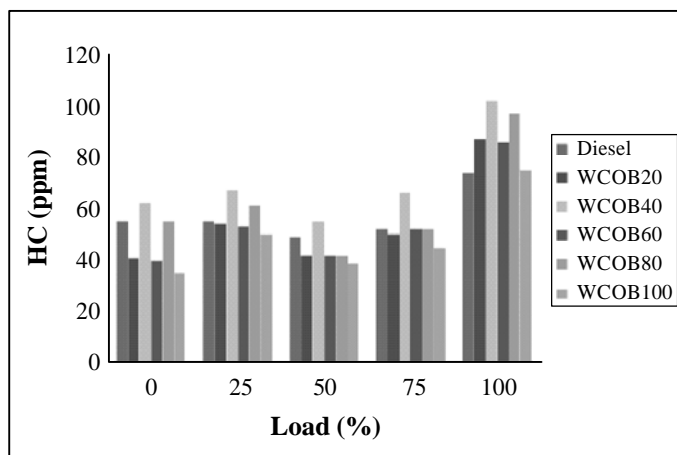
**Fig. 5: BSFC Vs Load**

The BSFC for WCOB20 and WCOB40 are 3.78 Kg/kWh and 3.82 Kg/kWh, respectively at maximum load. High BSFC noticed for higher percentage of WCO blends due to lower heating value, density and viscosity of the fuel. It is observed that the WCOB40 possess high energy content among the WCOB blends. The EGT for different blends with load is displayed in Fig. 6. The exhaust gas temperature attained for diesel is 306°C at maximum load, whereas for WCOB20 and WCOB40 blends it is 278°C and 263°C. The reduced EGT for WCOB blends may be due to lower calorific value and lower exhaust loss.

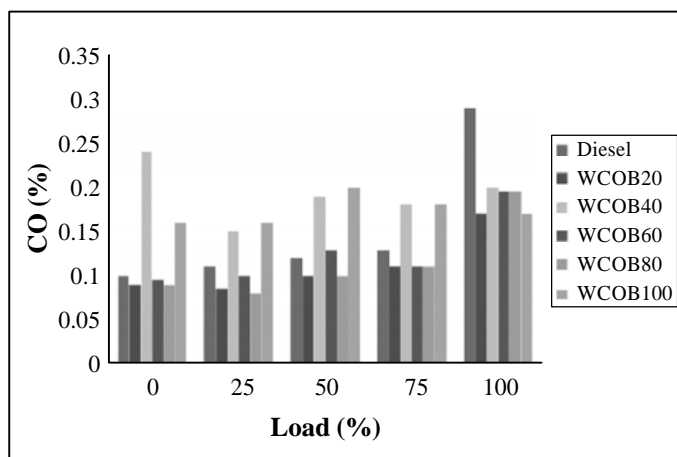


**Fig. 6: EGT Vs Load**

The variation of HC emissions against load for dissimilar WCO blends is revealed in Fig. 7. The HC emission for WCO blends increases with rise in load. WCOB20, WCOB60, WCOB80 and WCOB100 produce less HC emissions than WCOB40 and diesel. The hydrocarbon emission increases mainly due to fuel viscosity, spray pattern of fuel and longer ignition delay. The CO emission variation with load for WCO blends is displayed in Fig. 8. The CO emission of WCOB40 is closer to diesel, moderate at medium load and higher at part loads. The fuel viscosity and spray characteristics are greatly affecting the CO emission with WCO blends.

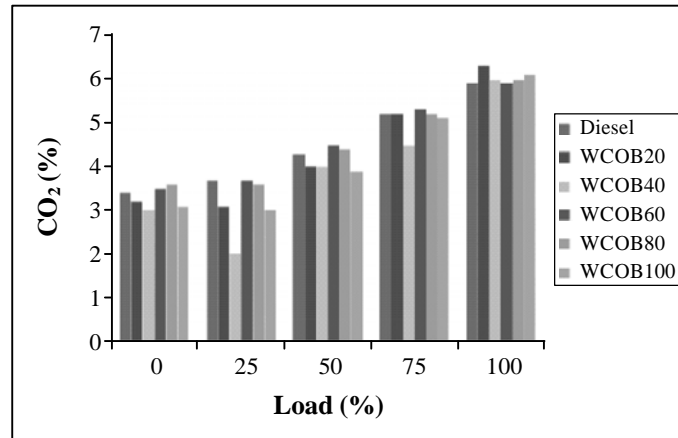


**Fig. 7: HC Vs Load**

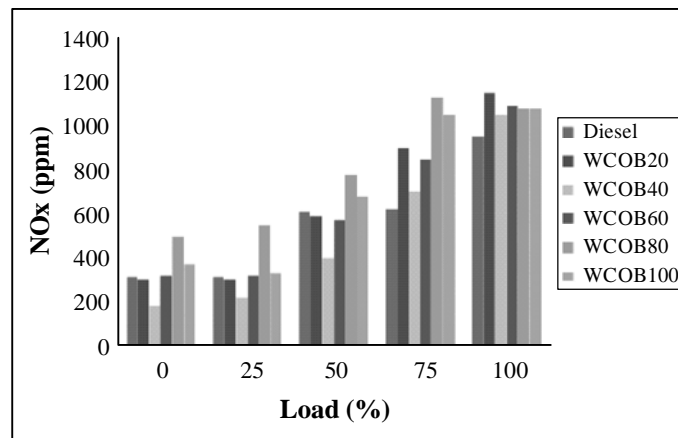


**Fig. 8: CO Vs Load**

The variation of CO<sub>2</sub> with various loads is shown in Fig. 9. CO<sub>2</sub> emission for WCOB blend is lesser than diesel due to incomplete combustion and inadequate supply of oxygen at high load. More amount of CO<sub>2</sub> indicates the complete combustion of fuel. The CO<sub>2</sub> accumulation leads to environmental issues. The NO<sub>x</sub> emission variation with load for WCO blends is shown in Fig. 10.



**Fig. 9: CO<sub>2</sub> Vs Load**

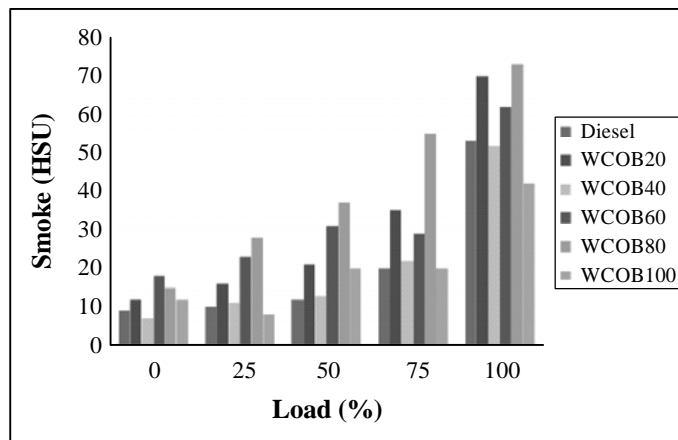


**Fig. 10: NO<sub>x</sub> Vs Load**

The NO<sub>x</sub> emission for WCO blends is upper than diesel except WCOB40 at lower loads. The NO<sub>x</sub> emission for diesel and WCOB40 are 642 ppm and 428 ppm, respectively at part load. The NO<sub>x</sub> emission rises with rise in load owing to upper engine temperature at upper loads. Fig. 11 shows that the smoke opaqueness for WCO blends with load. At maximum load smoke opacity for diesel, WCOB20, WCOB40, WCOB60, WCOB80 and



WCOB100 are 53HSU, 70HSU, 52HSU, 62HSU, 73HSU and 42HSU, respectively. The smoke opacity features for diesel and WCOB100 are small and upper in the case of all other WCOB blends. This was owing to the poor atomization of biodiesel blends as equated with diesel.



**Fig. 11: Smoke Vs Load**

## CONCLUSION

WCO Biodiesel is a stand-in fuel and cleaner than diesel. It could be utilized straight as fuel for CI engine with no modifying the engine system. From the experimental results, it is clear that –

- (i) The BSFC for WCOB20 and WCOB40 are 3.78 Kg/kWh and 3.82 Kg/kWh, respectively at maximum load. High BSFC noticed for higher percentage of WCO blends due to lower heating value, density and viscosity of the fuel. The maximum BTE for WCOB 40 at maximum load is 34.48%, which is 2.9% more than diesel fuel. It has been noticed that that the BTE of blends increases with increase in load applied. The EGT attained for diesel is 306°C at maximum load, whereas for WCOB20 and WCOB40 blends it is 278°C and 263°C due to lower calorific value and lower exhaust loss.
- (ii) The HC emission for WCO blends increases with rise in load due to fuel viscosity, spray pattern of fuel and longer ignition delay. The CO emission of WCOB40 is closer to diesel, moderate at medium load and higher at part loads due to the fuel viscosity and spray characteristics of WCO blends. CO<sub>2</sub> emission for WCOB blend is lesser than diesel due to incomplete combustion

and inadequate supply of oxygen at high load. More amount of CO<sub>2</sub> indicates the complete combustion of fuel.

- (iii) The NO<sub>x</sub> emission for WCO blends is upper than diesel except WCOB40 at lower loads. The NO<sub>x</sub> emission rises with rise in load due to upper engine temperature at upper loads. The smoke opacity features for diesel and WCOB100 are small and upper in the case of all other WCOB blends due to the poor atomization of biodiesel blends as equated with diesel.

It is observed that WCO biodiesel has closer performance and emission characteristics as diesel and it indicates that WCO biodiesel can be good alternative fuel for CI engines in the near future.

### ACKNOWLEDGEMENT

The authors are grateful to the Head, Department of Automobile Engineering, Hindustan Institute of Technology and Science, Chennai for extending the support to carry out this experimental research work.

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*Revised : 28.11.2015*

*Accepted : 30.11.2015*