Front. Cur.Trends.Engg. Tech. Vol. 2(1), *pp.1* – 7 (2017)
OPEN ACCESS **ISSN: *2456 – 1185*** Available online: www.fctet.in

Research Article: MECHANICAL ENGINEERING

An International Open Access Journal
Published by ACET

Design and Analysis of a Biofuel Preheating device for Two-stroke Diesel Engine by using CFD

N. Ashokkumar[1*], S. Balamurali[2] and T.Prakash[3]

Abstract:With the disturbing increment in vehicular populace, there is consumption of petroleum derivative accessibility. Thus to beat the troubles, elective energizes are tried and utilized as a part of parts of the world. One of the challenges with use of interchange powers is their high thickness in contrast with petroleum derivatives. To conquer this, preheating of biofuel is a decent choice as it makes the fuel less gooey. In our exploration, we have utilized a helical curl warm exchanger to preheat the gulf fuel utilizing the motor's fumes gas, making the framework more maintainable since no outside vitality is utilized. Keeping in mind the end goal to assess the adequacy of preheating gadget a reproduction contemplate has been conveyed for the ethanol based biofuels. For reenactment work, an arrangement of limit conditions has been arrived in light of the test investigation. The outcomes from the test, for example, speed of air and fuel delta were used as contribution for recreation work. The reenactment study was done utilizing Familiar solver, to look at the adequacy of proposed preheating gadget for the ethanol mixes (E20 and E30). The reproductions results are gotten for different temperature and weight profiles for air outlet, fuel outlet and external mass of preheating gadget. These were dissected and a relative review between ethanol mixes. The outcome demonstrates that the temperature profile of E30 is marginally higher than E20, this is exclusively because of thickness of E20 being higher than E30. With the preheating gadget the fuel's consistency lessens which helps in better fuel stream and enhanced atomization. Likewise the preheating of ethanol prompts enhance vaporization trademark and subsequently the enhanced burning can be refined. Henceforth preheating is a suitable answer for in biofuels. The concentration of the examination is to approve the adequacy of preheating gadget.

Keywords:*Waste cooking oils, ethanol, trans esterification process, preheating device, cfd analysis.*

1. INTRODUCTION

Today, a disturbing increment in vehicle populace has brought about abundance contamination and approaches to battle it are being taken a gander at in all fronts. Now of time, the regular non-renewable energy sources like petroleum, diesel, and so on can't be depended upon as a result of high substance of toxins as well as on account of high rate of exhaustion. Under such a situation, better approaches for fuel ignition, cross breed blend of powers and better hardware are required to build proficiency in this way diminishing discharges. A total disconnection of oil and diesel from the business sectors are impractical since most vehicles are as of now outfitted with motors that use petroleum products as it were. Henceforth a conservative arrangement will be to make minor changes to the motor such a route, to the point that it utilizes mixes of normal inexhaustible powers and petroleum products. Another approach is reuse the superfluous leftover items, for example, fumes gas to improve the effectiveness of traditional motors that exist [1, 2, 3].

Powers are any substance that when responded upon gives vitality as warmth. Powers can be characterized into two sorts: sustainable and non-inexhaustible. Every single non-renewable energy source contain carbon as one key segment and they are a result of topographical procedures on the remaining parts of natural matter over a drawn out timeframe. Petroleum products can be used to give warm when consumed within the sight of air or with oxygen gotten from air. This vitality is then either straightforwardly used to power vehicles, heater, and so forth or is then made to create steam which produces different types of vitality. Diesel fuel requires exceedingly packed hot air with the end goal for ignition to happen; henceforth diesel fuel must be utilized as a part of CI motors. There are new types of diesel that are being produced and are attempting to be actualized for use in the present vehicular setup and in more current half breed models [4, 5].

*Correspondence to: ashokmails94@gmail.com

[1] PG Scholor, Department of Mechanical Engineering, VidyaaVikas College of Engineering and Technology, Tiruchengode, Namakkal, Tamil Nadu, India

[2] Professor and Head, Department of Mechanical Engineering, VidyaaVikas College of Engineering and Technology, Tiruchengode, Namakkal, Tamil Nadu, India

[3] Assistant professor, Department of Mechanical Engineering, VidyaaVikas College of Engineering and Technology, Tiruchengode, Namakkal, Tamil Nadu, India

Ethanol being an oxygenated inexhaustible bio fuel, it has a great deal of points of interest over petroleum derivatives, for example, the capacity to lessen particulate outflows. Having a lower carbon impression, on ignition ethanol indicates bring down CO2 outflows also [6, 7]. Ethanol expansion to diesel fuel could be an imperative technique to decrease the measure of NOx in the fumes gasses of diesel motors [8, 9]. Higher warm productivity and an expanded motor power have been accounted for when bio diesel is mixed with diesel. Nonetheless, there is a dunk in power when flawless type of the same is utilized [10]. Advance an ethanol mixed diesel is equipped for engrossing dampness and consequently is exceptionally powerful in cleaning the fuel framework. Ethanol has a higher octane level contrasted with different powers; thus by mixing it with diesel/gas, it replaces other naturally destructive segments exhibit in them [11].

Higher thickness of any fuel prompts greater drops development from the atomization framework. Consequently preheating the fuel before it enters the injector will lessen its consistency, advance uniform stream and enhance the general infusion prepare [12, 13, 14, 15]. Ethanol has poor auto start ignition because of lower cetane number and high extinguishing impact. As indicated by Dinesh and Mohanan preheating of fuel mix enhances the thickness pointedly and furthermore enhances the outflow and execution of the motor [16].

By preheating the fuel mix, thickness of the biodiesel abatements and expands the instability which prompts an alluring impact on fuel atomization and ignition. This will additionally build the oxidation of ethanol-diesel mix in the barrel and decline the CO outflows emerging because of inadequate burning in the chamber [17, 18, 19]. The trial investigation done by Shahir et al. demonstrates that 20% ethanol mixed diesel gives low emanation and higher effectiveness since ideal blending proportion is accomplished when contrasted with 10% and 30% ethanol mixed diesel. The 20% mix of ethanol diesel fuel essentially diminished the centralization of smoke, hydrocarbons and carbon monoxide in fumes gas. Consequently we have selected to test our gadget by utilizing 20% and 30% ethanol mixed diesel and contrasting the outcomes and diesel fuel [20]

Many creators have done broad research on preheating gadgets and the advantages of ethanol mixes. As the ethanol fuel has inclination to lose certain sum warm amid introductory phase of ignition because of its idle warmth of vaporization. High vaporization enthalpy represents a trouble particularly at lower stacks when contrasted with higher burdens where the stacking conditions give the extra vitality required. Since this start deferral of the ethanol burning is increment as contrast with the diesel. By methods for preheating the ethanol the expanded temperature of fuel prompts differ the vaporization and start defer trademark. Yet, there is a crevice in the writing which has turned into our inspiration for study. Two noteworthy holes have been found; right off the bat fuel preheating hasn't been performed for ethanol mixes and the other crevice being an absence of recreation study done. Consequently we have coupled fuel preheating with interchange powers. The substitute fuel utilized is a mix of ethanol and diesel. The ethanol rates taken are 20% and 30% which are E20 and E30 individually. These mixes are specifically picked because of their ideal blending proportion.

Inside this setting this work highlights the CFD recreation of the preheating gadget for the ethanol mixes. The reproduction work is done on Familiar model in ANSYS. In view of this recreation work, impact of preheating the ethanol fuel is contemplated and this guarantees to enhance the vaporization normal for ethanol mixes. Reproduction depends on the speed of air and fuel delta gotten through experimentation. Three parameters are taken, which are then looked at on a fuel also stack premise to furnish us with a wide range of study. The parameters are temperature of fuel outlet, weight drop of fuel and temperature of air turning out in the wake of warming the curl.

2. FUEL PREHEATING DEVICE AND METHODS

The preheating gadget was planned utilizing Strong Works; the outline was built with keeping the determinations of the Kirloskar TAF1 motor. The composed preheating gadget should interface the one into the fumes gas section and other is end is open for the fumes gas stream out subsequent to warming the curl entry. The curl has the fuel channel and outlet entry for the fuel stream. By methods for this gadget the waste warmth is recouped and used in the fuel loathing to enhance the burning trademark.

Since the entire research study depends on the examination done on said motor. In light of the above plan particulars, the preheating gadget is made with determination appeared in Table.1 and afterward drafted. The external shell which encases the copper curl is made of stirred iron, the copper loop specifically is picked, because of its high warm conductivity and monetary plausibility. Composed preheating gadget appeared in Figure 1 comprises of fuel passing curl pipe inside it. The copper loop work and external GI case which hold the curl is appeared in Figure 2 and 3 individually.

Table 1. Design Specifications

S.No	Parameter	Specifications
1	Length of device	490.0mm
2	Coil Diameter	11.0mm
3	Diameter of inlet	30.4mm
4	Coil Thickness	2.0mm
5	No of turns in coil	10(turns)
6	Device make	Galvanized Iron
7	Coil make	Copper

Simulation Conditions for the Preheating

Certain boundary conditions are necessary for the simulation work to be done. For this purpose, experimentation is done and through experiment we are able to obtain the needed input values, these are as follows:

- Air inlet temperature
- Air inlet velocity
- Fuel inlet temperature
- Fuel inlet velocity
- Fuel inlet pressure

For the reproduction procedure, we have expected that the mass stream rate of air doesn't change amongst passage and exit of the ignition chamber as the mass stream rate of fumes particles can be thought to be irrelevant when contrasted with the fumes air. We have additionally accepted that the fuel outlet is interested in the air for the stream to happen. Reproduction is finished by utilizing familiar solver which is a piece of the ANSYS workbench.

The setup for our reproduction of our preheating gadget utilizes the transient state with 18 time ventures, with each progression size being 10. The progression size is taken to coordinate this present reality test set up.

The other significant part of the familiar solver is to characterize which sort of condition is picked. This is the condition which is utilized to mimic thick stream. Work subtle elements and fuel properties utilized in recreation is recorded in Table.2 and 3 individually.

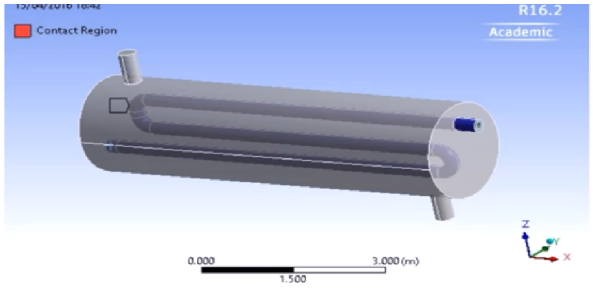

Fig 1Isometric view of designed preheating device

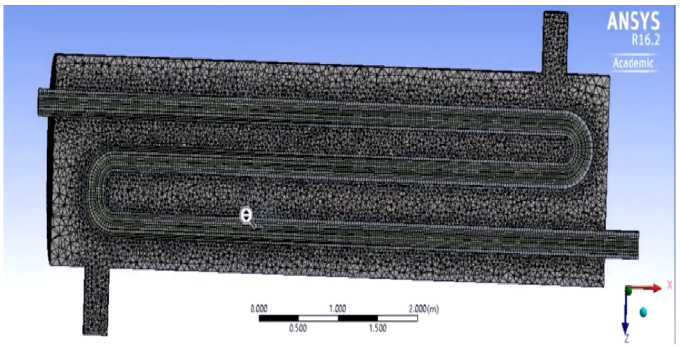

Fig 2 Cross cut mesh view

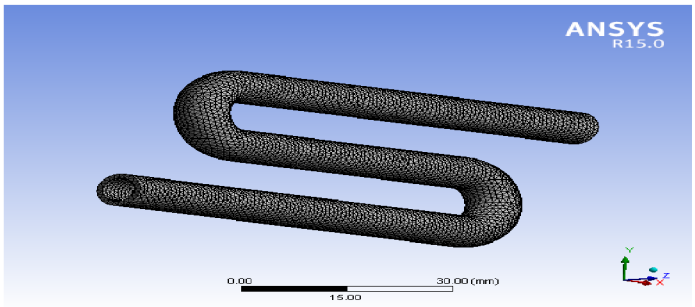

Fig 3 Mesh file of outer GI casing with copper coil inside

Table 2. Mesh details of simulation

S.No	Parameters	Specifications
1	Total Nodes	128464
2	Total Elements	473528
3	Mesh Metric	Orthogonal Quality
4	Relevance	Fine
5	Transition	Slow

Table 3. Fuel properties employed in simulation

S.No	Fuel Type	Diesel	E20	E30
1	Density (kg/m3)	860	835	817
2	Specific heat (J/kg K)	2090	2164	2201
3	Kinematic viscosity (cSt)	2.3	1.9	1.7
4	Thermal Conductivity (W/mK)	0.14948	0.12005	0.1117

Table 4 Properties of diesel and biodiesel fuel for present investigation

Property	Method	Units	Biodiesel	Diesel
Flash Point	ASTM-D92	°C	150	61
Pour Point	ASTM-D97	°C	-5	0
Cloud Point	ASTM-D2500	°C	-1	3
Kinematic Viscosity	ASTM-D445	mm/s	4.3	4.15
Density	……..	kg/m	875	830

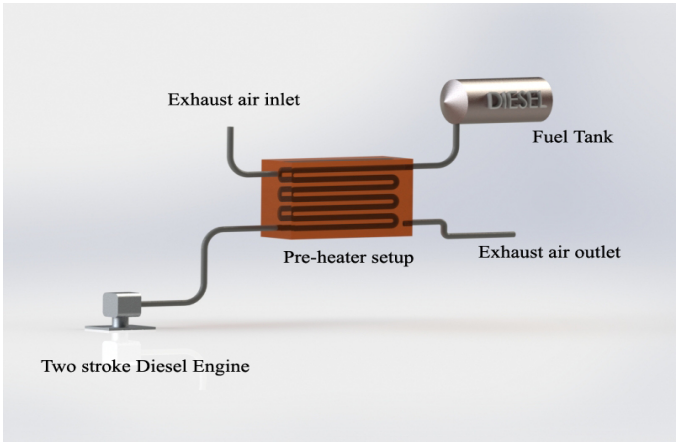

Fig 4Experimental setup for project

Waste cooking oil is a more economical source of the biodiesel fuel and concluded that the engine performance of biodiesel obtained from waste frying oil is better than that of diesel fuel while the emissions produced by the use of biodiesel are less than those using diesel fuels except that there is an increase in NOx. Various studies have shown that biodiesel made from waste cooking oil can be used in different types of diesel engines with no loss of efficiency and significant reductions in PM emissions, CO emissions, and total hydrocarbon (THC) emissions when compared with emissions from conventional fossil diesel fuel (Alireza et al., 2013).

Biodiesel fuel has many effects on diesel engine performance. There has been a lot of research on the regulated performance characteristics of diesel engines with biodiesel/diesel blends (Mamat et al., 2009).The Biodiesel fuel is an alternative fuel can be used in diesel engines as neat or blended with diesel. The properties of fuel are important in design of fuel system for compression ignition engines run on diesel, biodiesel or biodiesel blends. Biodiesel (B100) standards specify the limit values of these properties for blending with diesel. However, there are variations in the properties of biodiesel.

The viscosity of a fuel is important because it influences the atomization of the fuel being inserted into the engine combustion chamber. For complete combustion to happen, a small fuel drop is required. The biodiesel fuel property of having the viscosity much closer to diesel fuel than vegetable oil helps create a much lower drop, which burns cleaner. The other main property of biodiesel fuel that we will discuss is its lubricating properties. It has much better lubricating and a higher cetane ratings than today's lower sulfur diesel fuels. Adding Biodiesel also helps in reducing fuel system wear. The fuel injection equipment depends on the fuel for its lubrication. The biodiesel fuel properties increase the life of the fuel injection equipment.

Refer the crimson renewable energy, biodiesel fuel has chemical properties that are very similar to conventional diesel fuel, and does not require any engine modifications or new equipment to enable its use as a blend stock or substitute for conventional diesel Biodiesel is a legally registered fuel and fuel additive with the U.S. Environmental Protection Agency. The biodiesel properties is very important to produce good performance at diesel engine. Table 2.3 show the comparison the standard diesel and biodiesel.

3. RESULTS AND DISCUSSION

The outlined preheating gadget is mimicked for the diverse fuel mixes, for example, E20 (20% of ethanol and 80% diesel) and E30 (30% of ethanol and 70% diesel). The reenactment aftereffects of temperature and speed profile are talked about in the accompanying segment.

Figure 4 and 5 demonstrates the temperature form of fumes gas at the outlet of preheating gadget for E20 and E30 mixes individually. The temperature of the bay air being provided to the gadget for E30 is more prominent than E20. From these two figures it's seen that the gas outlet temperature range is higher on account of E30 when contrasted with E20. The temperature contrast amongst gulf and outlet air utilizing E30 is 7.54% more prominent to than when E20 is utilized as fuel. This 7.54% expansion is credited the way that the particular warmth the particular warmth of E30 is more noteworthy when contrasted with E20.

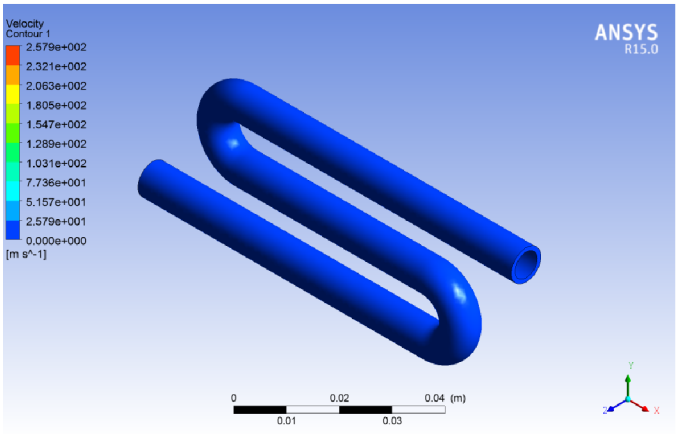

Fig 5modeling of hollow tube

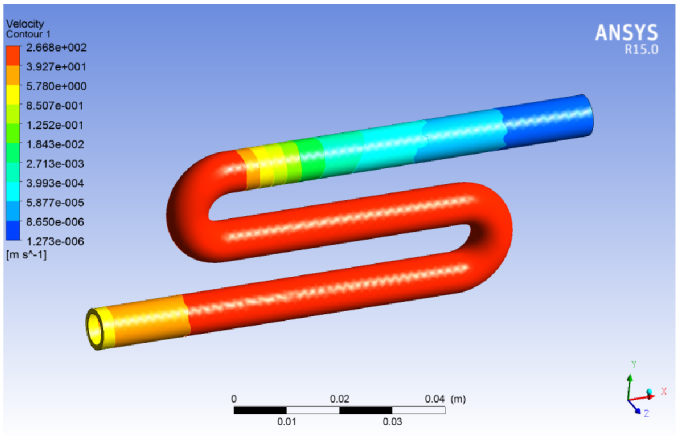

Fig 6 Exhaust gas outlet temperature of E20 from the device

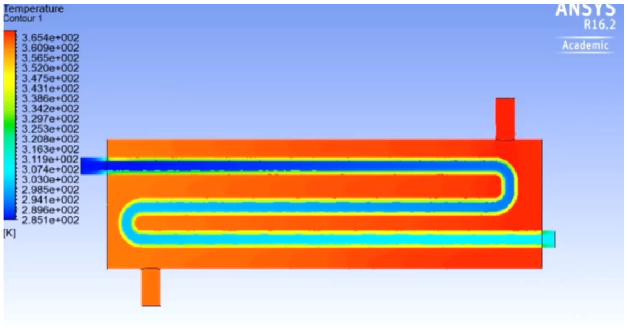

Fig 7 Temperature difference of coil inside the device for E20

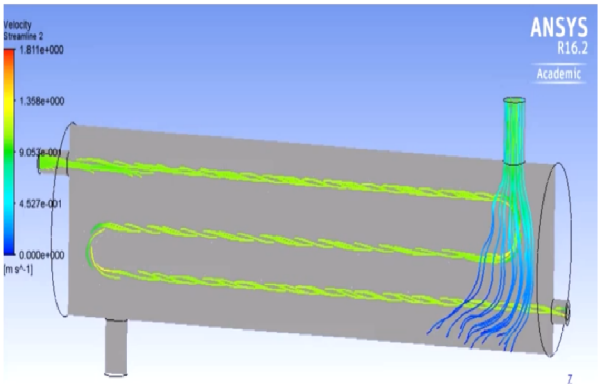

Fig 8 Velocity streamline of exhaust inside the device for E20

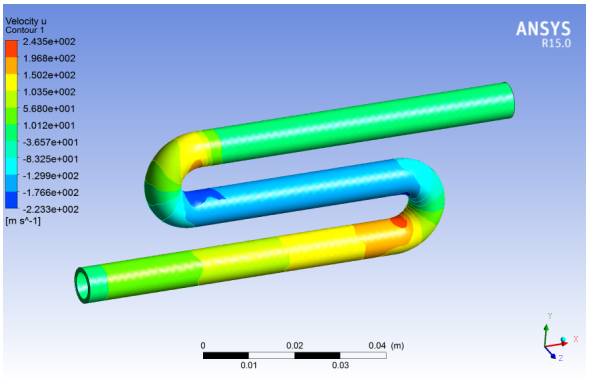

Fig 9 Fuel outlet temperature of E20 from the coil exit

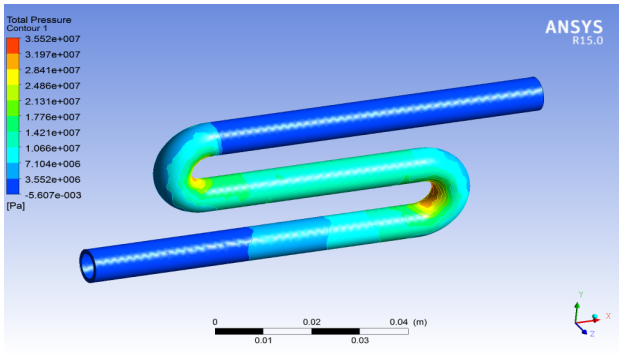

Fig 10 flowing fuel from tank to engine

Figure 6 and 7 speaks to the temperature form profile of the copper loop. It is seen that the variety of temperature profile in both cases is generally same, this is essentially because of the high warm conductivity of copper curl and since it's a consistent in both cases. The temperature contrast of copper loop on account of E20 is 17.4% and on account of E30 is 15.41%, which is just an insignificant measure of progress. From the pictures and clarification, obviously copper is a reasonable material for the loop particularly for its high warm conductivity and for its capacity to keep up a low temperature contrast from gulf to outlet. As the temperature distinction in the bay and outlet of the loop is changed. Additionally, the outcomes guarantee that the waste warmth is separated from the fumes gas and used for warming the fuel display in the curl.

The reproduction examination gives a fourth parameter for the review and it is the speed streamline. Dissimilar to other information, the streamline gives a pictorial portrayal of both streams. The wind stream through the preheating gadget is toward a path inverse to the stream of fuel. The speed shape profile for E20 and E30 mixes is appeared in Figure 8 and 9 individually. As the speed of fumes air is higher at first in the scope of 6.52 m/s and 6.72 m/s for E20 and E30 separately. For the relating district the outlet segment of the fuel section in the copper loop is presented to the high speed of fumes gas. This make the temperature of the fuel to be higher and the waste warmth from the fumes gas is used for the fuel warming reason. The speed is at first higher from the section point into the gadget and bit by bit the speed of the fumes gas is diminished. However, at the exit of the gadget the speed is expanded due to the joined part region in the plan.

Temperature profile of the warmed fuel from loop outlet for the ethanol mixes is appeared in Figure.11 and 12. As found on account of E20 there is by all accounts an abnormality in the outcomes. This lost spike in fuel outlet temperature may be down to the consistency of E20 being more prominent than E30, another conceivable explanation behind this could be the ideal blending proportion that has been accomplished by E20.

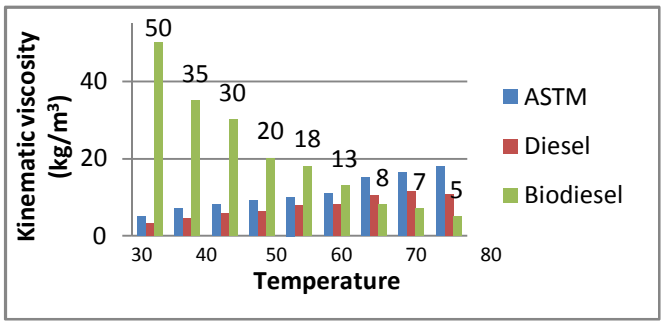

Fig 11 Effect of temperature on Viscosity

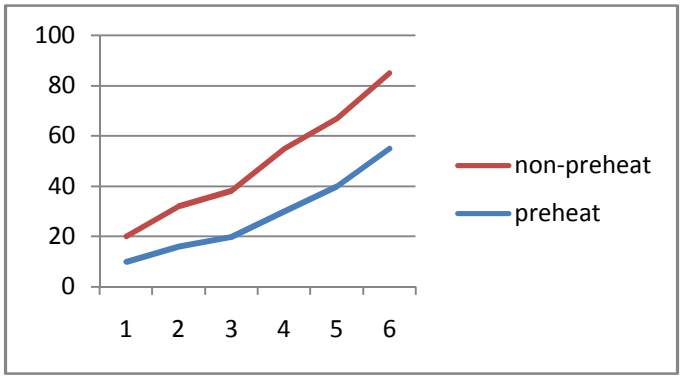

Figure 12. Temperature difference of exhaust gas Vs BMEP

From the Figure 15, it is clear that the temperature difference of air between exhaust gas at inlet and outlet of the preheating device follows the same profile for both E20 & E30. E30 shows a higher difference in temperature as the inlet temperature of air is on the higher side when compared to E20.

4. CONCLUSIONS

Keeping in mind the end goal to conquer the troubles identified with the warming normal for ethanol fuel mix an effective preheating gadget is planned and reenacted. This gadget removes the waste warmth from the consumed fumes gas and utilized for warming the fuel. With a specific end goal to concentrate the viability of preheating gadget for warming the fuel, a reenactment consider has been conveyed.

In light of the reproduction comes about got, it can be inferred that,

• Heat exchange happens with the given limit conditions for the planned preheating gadget. Subsequently the fuel preheating gadget can be tentatively tried for the distinctive fuel mixes.

• E30 mix has higher fumes temperature than E20 which is because of the particular warmth of the fuel.

• E20 mix demonstrates a superior increment in temperature of the fuel than E30, as E20 has higher warm conductivity. This checks why E20 is an ideal blending proportion.

• E30 has a lower weight drop as it is less gooey than E20 mix.

From the outcomes, obviously fuel preheating gadget is one of the effective gadget can be utilized to enhance the temperature related issue of the ethanol based energizes. Thus by means utilizing this gadget the waste warmth can be used to warm the fuel and vaporization issue identified with ethanol can be taken care of in a productive way.

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