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Effects of ZnO Nano-Particles' on The Performance Study of CI Engines Utilizing a Combination of Diesel and Neem Biodiesel

Rohit Singh[1*], Rajesh Kumar Porwal[1] and Vijay Verma[2]

[1]*Faculty of Mechanical Engineeirng, Shri Ramswaroop Memorial University, Lucknow - 225003, Uttar Pradesh, India; rohitsingh.ids@srmu.ac.in*

[2]*Faculty of Mechanical Engineering, Bundelkhand Institute of Engineering and Technology, Jhansi - 284128, Uttar Pradesh, India*

Abstract

Study on the exploitation of nano-materials has produced promising results in several applications, including medicine and reversing ecological damage. ZnO nanoparticles are added to diesel and biodiesel blends in this investigation. The primary purpose of this investigation was to examine the impact of ZnO nanoparticle incorporation on engine outcome measures. Developing countries are currently investing in the development of better diesel and petrol better options. In the present investigation, diesel is merged with biofuel made from neem oil at a range of mixtures (5%, 10%, 15%, 20%, and 25%), with ZnO nanoparticles added to the B25% mixture at a range of percentages (25, 50, 75, 100 ppm). The chemical composition and utility of these combinations are examined. Increases in biodiesel and ZnO nanoparticle mixtures are followed by increases in calorific value and kinematic viscosity. As more biofuel and zinc oxide nanoparticles were introduced, BTE and BSFC in the performance test rose.

Keywords: Biodiesel, Calorific Value, CI Engine, Kinematic Viscosity, Nanoparticles

1.0 Introduction

The importance of energy to a country's development cannot be understated. Data on the availability and use of energy can be used to determine a nation's level of development. A country's wealth can also be determined by looking at its annual energy consumption in addition to its GDP. The depletion of conventional energy sources and rising energy demand have spurred research into new energy reservoir choices as well as the most economical and efficient use of currently available resources. Compared to other fuels, it is predicted to decrease by 6% in 2021. The necessity for research in the relevant sector has increased due to global environmental concerns and the possibility of fossil fuel scarcity[1–5].

Researchers are working on a number of projects to find ways to make the current machines more functional and efficient. Some of these projects include finding the best machining settings and joining techniques, reducing the weight of vehicle components, and improving comfort levels when using inductive reasoning. For powering cars, rural infrastructure, agricultural machines, and other large-scale items, diesel engines are now the most cost- effective source of electricity. For this reason, a diesel engine is now the most efficient prime mover available[6–9].

*Author for correspondence

With the supply of hydrocarbon fossil fuels declining quickly and their cost increasing, biodiesel has emerged as a more profitable option. Experts believe that there are only a few decades left in the current oil and gas supplies. Similarly, the same amount was done to reduce CO and HC emissions.

In order to optimize efficiency and minimize unwanted emissions generated by diesel engines, numerous researchers have added nanoparticles to diesel and biodiesel blends. A planned study aims to improve the performance of a diesel engine by utilizing zinc oxide in blends of ethanol and biodiesel. In addition to improving combustion, this may reduce the time it takes for the ignition to commence. Particles, CO_2, and unburned hydrocarbon emissions have all been greatly decreased by adding ceria nanoparticles to diesel emulsion fuel[10–14].

To ascertain the effects of zinc oxide nanomaterial addition on the characteristics, efficiency, combustion, and exhaust emissions of different mixes of diesel and neem biodiesel in a diesel fuel with varying compression ratios. For the investigation, neem oil that was purchased commercially was trans esterified to create neem biodiesel. Different ratios of diesel and neem biodiesel were combined with different concentrations of ZnO nanoparticles. Using an enhanced ultrasonication, ZnO nanoparticles were combined with diesel and neem biodiesel.

Other options to conventional fossil fuel are being explored by several scientists. Biodiesel is a fuel substitute that can be used in place of normal diesel oil. Fossil fuels are replaced with it. Production inputs include discarded cooking oil, hydrogenated fats, and scrap vegetable oil. Biodiesel is produced chemically through the process of fermentation using oil. Global transportation is mostly dependent on natural gas-based power sources like gasoline and diesel. A rise in output causes an average annual increase in the amount of power needed for transportation and power generation of 1.1 per cent. Around 63% of all liquid fuel expenditures globally are expected to come from the transportation sector alone between 2010 and 2040, according to studies[15–19].

2.0 Neem Biodiesel

In an integrated plan, using neem trees for development must play a significant role in sustainable development. Neem supports sustainable development by enhancing human health, protecting the environment, and managing pests and nutrients more effectively. More than twice as safe and less harmful to the environment as synthetic pesticides, neem-based pesticides eradicate nearly 500 pests worldwide.

In order to kill a pest, chemical insecticides assault its neurological and digestive systems. Nevertheless, neem constituents affect an insect's reproductive mechanism, limiting the ability to grow stronger in more generations. It is hard to support, cultivate, or transform insects due to the way the components in neem alter the way living things grow. Sustainable agriculture is essentially taken care of by it thanks to its numerous organic uses, one of which being farming. Because it has several times more plant nutrients than manure, the leftover seed bite is used as a great organic fertilizer before oil is extracted. Potash (1.5%), phosphorus (1%), and nitrogen (2 to 3%), all have high concentrations in it. The economics and effects of using neem cake fertilizers, such as urea, superphosphate, etc., were investigated by researchers. It was discovered that a 25–50% reduction in urea nitrogen could result in an increase in yield[20–24].

3.0 Admixtures

Lower temperatures have a number of negative effects on biofuel, such as higher emissions and decreased efficiency from oil thickening. Problems with biodiesel can be resolved with the application of fuel additives. Modernity and competition have brought about advancements in the properties and mechanical behavior of current materials[25–27]. Using nano additives in mixed fuels has the following benefits:

Softer Flash
Reduced viscosity kinematically
Increased energy content

Figure 1. Neem seeds.

Enhanced fuel combustion and quicker ignition delay
Shorter burning time

4.0 Fuel Preparation

Using an acid-catalyzed and then a base-catalyzed esterification process, neem biofuel was produced for the study using a variety of neem leaves. The base catalyst for the aspiration process was sulfuric acid, while the acid catalyst was sodium hydroxide. The best possible dispersion of nanoparticles in the blends was achieved by using a 120 W sonicator for 40 minutes at 20 s "ON" and 20 s "OFF" cycle. The random dispersion of nanoparticles in mixes was verified at IIT Kanpur using TEM. The result of this is seen in Figure 1. It is evident from Figure 1 that ZnO nanoparticles are dispersed randomly and equally throughout diesel and biodiesel mixtures[28,29].

Biodiesel was made by the transesterification method. With particle sizes less than 100 nm, the nano-sized zinc oxide was acquired using Tech4Nano. Nanoparticles have the following characteristics: an average particle size of 30 nm, a purity of 99%, a density of 5.606 gm/cc, a single crystal's crystal phase, and white hue. Variable amounts of diesel and biodiesel were combined with the particles in a continuous ultrasonicator blend until a clear mixture was achieved. Figure 2, shows the SEM Image of Nanoparticle-Dispersed Diesel.

Because of the physical and chemical properties of zinc oxide nanoparticles, we employ them as fuel additives because of their high catalytic activity. Furthermore, a lot of researchers have been found to blend Zinc Oxide (ZnO) with different diesel and biodiesel mixtures in past investigations. Table 1 shows the Properties of Zinc Oxide Nanomaterials, Table 2 shows the Biodiesel and Diesel Mixture and Table 3 shows the Biofuel 20 and ZnO Mixture.

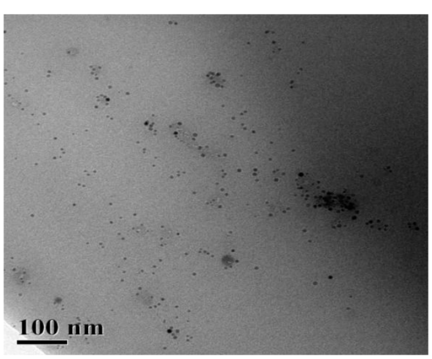

Figure 2. SEM image of nanoparticle-dispersed diesel.

5.0 Testing Setup

This investigation used a 4-stroke, 1-cylinder diesel engine linked to an electrodynamic dynamometer. The system has the tools needed to calculate the combust intensity and crank angle. Supported by the design are the following: brake thermal effect, indicated mean effective pressure, specified power, isentropic efficiency, volumetric efficiency, and brake thermal effect.

Table 1. Properties of zinc oxide nanomaterials

S. No	Parameter	ZnO Particles
1	The mean particle dimension	67nm
2	Equation	ZnO
3	Formula Weight	81.39g/mol
4	Specific Surface Area	$16m^2/g$
5	Appearance	White
6	Structure	Powder
7	MF	81.39g/mol
8	MP	2350°C
9	BP	3450°C
10	Solubility in water	Intractable

Table 2. Biodiesel and diesel mixture

	Formulations				
	Biofuel 5	Biofuel 10	Biofuel 15	Biofuel 20	Biofuel 25
% of Diesel	95	90	85	80	75
% of Biodiesel	5	10	15	20	25

Table 3. Biofuel 20 and ZnO mixture

	Formulations			
	50 Zinc Oxide	100 Zinc Oxide	150 Zinc Oxide	200 Zinc Oxide
Biofuel 20+Diesel 80% + Zinc Oxide(ppm)	25	50	75	100

6.0 Results and Discussion

Using a 2-stage transesterification process using diesel and ZnO nano-materials as mistures, neem (*Azadirachta indica*) biodiesel was created in this work and utilized in a 4-stroke, 1-cylinder, water-cooled VCR engine.

6.1 Properties of Various Concentrations

a) Calorific Value: The term "calorie value" refers to the amount of energy that is produced, stored, and released when one kilogram of a specific material is burned.

b) Kinematic Viscosity: This example uses kinematic viscosity to calculate the different formulations of diesel and biodiesel. The fluid's intrinsic resistance to flow is measured when gravity is the only external force acting on it. It is the density to viscosity ratio of the fluid. Figure 3 shows the CV of Different Blends and Figure 4 shows the K V of various Mixture. Moreover, Figure 5 shows the TEVs Load and Figure 6 shows the BSFCVs Load. Table 4 shows the calorific value of various mixtures, Table 5 shows the kv of various Mixture, Table 6 shows the Mean BTE of a Differentiable Mixture on Differentiable Loads and Table 7 shows the Biosolid-state fraction on distinct loads for a distinct mixture Sample.

c) Performance Evaluation of Engine

(i) **BTE**

BTE = BP/(mass of fluid * CV)

(ii) **BSFC**

BSFC = B.P./ (F.C.*C.V.)

Table 4. The calorific value of various mixtures

S. No	Name of Sample	CV (kJ/kg)
1	Diesel	42698
2	B-5	41285
3	B-10	41353
4	B-15	41887
5	B-20	42736
	B-25	43102
6	B-25ZnO-25	44882
7	B-25ZnO-50	45101
8	B-25ZnO-75	45708
9	B-25ZnO-100	46908

(iii) Justifications on Why Adding ZnO Nanoparticles to Various Formulations Improved their Performance and Emissions

Yes, ZnO in nano form has been used; this has increased fuel efficiency and led to a much lower fuel consumption rate by providing the fuel with a much

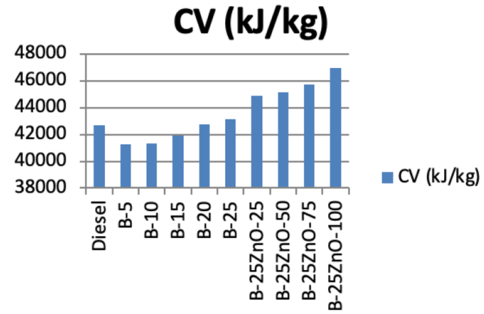

Figure 3. CV of different blends.

Table 5. kv of various mixture

S. No.	Name of Sample	Outcome (Cst)
1	Diesel	3
2	5-B	3.1
3	10-B	2.9
4	15-B	2.8
5	20-B	2.5
6	25-B	2.8
7	B-25ZnO-25	3.4
8	B-25ZnO-50	3.5
9	B-25ZnO-75	3.6
	B-25ZnO-100	3.8

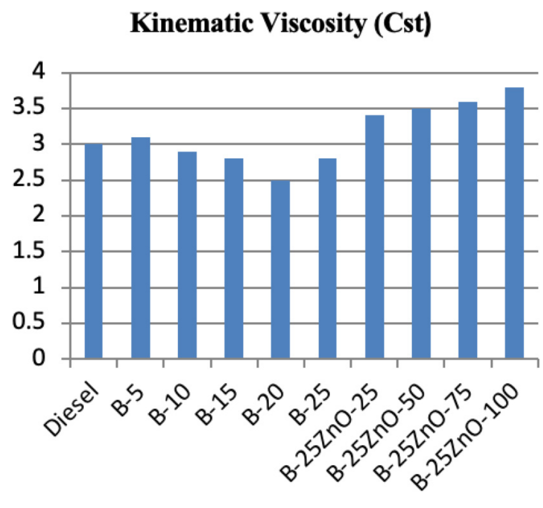

Figure 4. K V of various mixture.

Table 6. Mean BTE of a differentiable mixture on differentiable loads

S. No.	Name of a Particulars	Load (Kg)		
		1	2	3
1	Diesel	18.34	27.24	31.01
2	25B	14.98	23.88	26.04
3	B-25ZnO-25	17.88	26.75	27.02
4	B-25ZnO-50	18.98	26.88	28.88
5	B-25ZnO-75	19.35	27.05	30.22
6	B-25ZnO-100	19.55	27.88	32.78

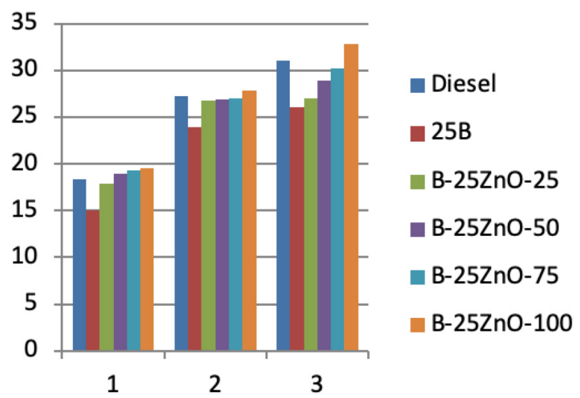

Figure 5. TEVs load.

Table 7. Biosolid-state fraction on distinct loads for a distinct mixture

S. No	Sample Name	Load (Kg)		
		1	2	3
1	Diesel	0.69	0.9	0.8
2	25B	0.62	0.68	0.69
3	B-25ZnO-25	0.41	0.41	0.51
4	B-25ZnO-50	0.30	0.33	0.32
5	B-25ZnO-75	0.25	0.23	0.24
6	B-25ZnO-100	0.18	0.15	0.14

bigger surface area to burn on and causing a sharp decline in the fuel rate.

7.0 Conclusion

Based on the test, inferences will be drawn.

1. According to reports, the highest CV for a 3 kg weight with ZnO-100 ppm in B-25 is 46908 KJ/kg, while the maximum CV for diesel is 42698 KJ/kg.

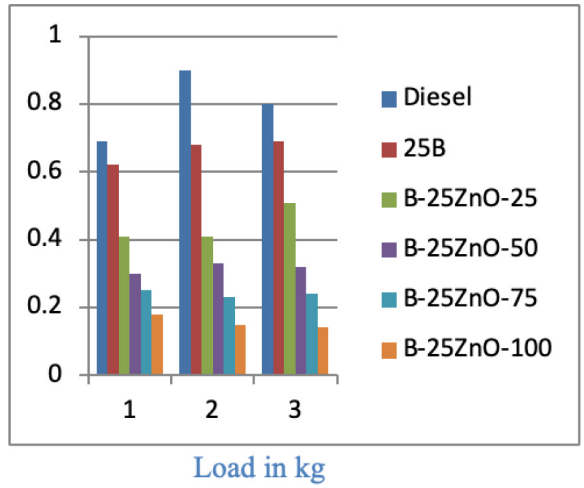

Figure 6. BSFCVs load.

2. The highest KV attained at 3.8Cst is in the mix B-25 with ZnO-100 ppm, while the diesel has a 3Cst at a 3 kg load.
3. The highest BTE is 32.78% when diesel at a 3 kg load is contrasted to a mixture B-25 with nano addition ZnO-100ppm.
4. In comparison to plain diesel with a 3 kg load, the B-25 mix containing 100 parts per percent zinc has a reduced BSFC of 0.18 kg.

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