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Experimental Studies on Performance and Combustion Characteristics of a DI Engine Fueled with sunflower Blends

Kirankumar Sureddy[1] and Dr. N.Govind[2]

[1]*Research Scholar, Department of Mechanical Engineering,*
Acharya Nagarjuna University- College of Engineering and Technology, Guntur, Andhra Pradesh, India.
[1]*Orcid Id: 0000-0003-4326-6231*

[2]*Associate Professor, Department of Mechanical Engineering,*
RVR & JC College of Engineering and Technology, Guntur, Andhra Pradesh, India.

Abstract

Biodiesel is an option fuel which will be created from varied sorts of vegetable oils. It's an oxygenated, non lethal, sans sulfur, biodegradable, and inexhaustible fuel and may be utilised as a neighborhood of diesel motors while not crucial adjustment. Be that because it could, the execution, outflows and ignition attributes are distinctive for a similar biodiesel utilised as a part of assorted varieties of motor. In this investigation, the biodiesel delivered from sunflower seed oil was got wind of by a method for transesterification and its mixes of 25%, half, 75% and 100% in volume, and customary fuel severally. The impacts of biodiesel growth to diesel fuel on the execution, emanations and burning qualities of an unremarkably suctioned DI pressure begin motor were inspected. Biodiesel has various properties from diesel fuel. A minor increment in especially fuel utilization (SFC) and brake warm proficiency (BTE) for biodiesel and its mixes were watched contrasted and diesel fuel. The crucial modification in drop off Hydro carbon (HC) and smoke discharge were found for biodiesel and its mixes at high motor burdens. Carbon monoxide gas (CO) had no apparent selection for each tried fuel. Nitrogen oxides (NOx) were somewhat higher for biodiesel and its mixes. The crucial modification in drop off NOx and a minor increment in CO2 and O2. Biodiesel and its mixes showed comparative burning stages to diesel fuel. The use of transesterified sunflower seed oil can be somewhat substituted for the diesel fuel at the most operating conditions as so much because the execution parameters and emanations with no motor modification.

Keywords: sunflower seed oil, Emission, Combustion, Carbon dioxide, performance, biodiesel, vegetable oils

INTRODUCTION

Biodiesel has gotten much consideration in the previous decade because of its capacity to supplant petroleum derivatives, which are probably going to run out inside a century. Particularly, the ecological issues worried about the fumes gasses emanation by the use of petroleum products likewise support the utilization of biodiesel, which has ended up being ecofriendly much more than non-renewable energy sources. Bio energizes produced using rural items (oxygenated by nature) decrease the world's reliance on oil imports, bolster nearby agrarian enterprises and upgrade cultivating livelihoods and, besides, offer advantages regarding typically lessened emanations. Among those, vegetable oils, their determined bio-diesels (methyl or ethyl esters) and bio-alcohols are considered as exceptionally encouraging energizes. Exploratory chips away at the utilization of bio-ethanol in diesel motors have been accounted for instance in [2, 3, 4]. Bio-fuel generation is a quickly developing industry in many parts of the world. Bio-ethanol is the essential option at present to gas for start motors, and vegetable oils, their determined bio-diesels and bio-ethanol blended with diesel fuel for pressure start (diesel) motors. In any case, other bio fills, for example, biobutanol , biomass inferred hydrocarbon powers and hydrogen are being looked into at show, being viewed as cutting edge bio-energizes.

The fundamental weaknesses of vegetable oils, as diesel powers, are related with the profoundly expanded thickness, 10– 20 times more noteworthy than the ordinary diesel fuel. Along these lines, albeit here and now tests utilizing flawless vegetable oils indicated promising outcomes, issues showed up after the motor had been worked for longer periods. To take care of the issue of the high consistency of slick vegetable oils, the accompanying regular strategies are received: mixing in little mix proportions with diesel fuel, small scale emulsification with methanol or ethanol, breaking, and transformation into bio-diesels for the most part through the transesterification procedure [7, 8].

The benefits of bio-diesels as diesel fuel are the insignificant sulfur and sweet-smelling content, and higher glimmer point, lubricity, cetane number, biodegradability and non-lethality. Then again, their disservices incorporate the higher consistency and pour point, and the lower calorific esteem and instability. Besides, their oxidation soundness is lower, they are hygroscopic, and as solvents may cause consumption in different motor segments. For all the above reasons, it is for the most part acknowledged that mixes of diesel fuel, with up to 20% bio-diesels and

vegetable oils, can be utilized as a part of existing diesel motors without adjustments. Test chips away at the utilization of vegetable oils or bio-diesels in mixes with diesel fuel for diesel motors have been accounted for instance in References. [9, 10].A current work by the creators [9] contemplated and looked at a broadened assortment of vegetable oils and bio-diesels of different starting points tried in mixes with the typical diesel fuel, running from the palm oil related with warm atmospheres to soybean and rapeseed oil related with calm atmospheres, fusing in the middle of vegetable oils developed in mild to warm atmospheres (e.g. in the Mediterranean region, for example, cottonseed oil, sunflower oil, corn oil, olive piece oil and their methyl esters. Therefore, a clearer picture was created demonstrating the relative execution and emanations qualities of these powers.

In the present examination, crude sunflower oil was considered as a potential option fuel for an unmodified diesel motor since it has high oil content (around 40%) for biodiesel creation. Fundamental point of this examination is to explore the motor execution, discharge and ignition qualities of a diesel motor fuelled with sunflower oil and its diesel mixes contrasted with those of standard diesel. It is likewise trusted that the new information introduced here will help in growing new prescient strategies or techniques for this genuine issue.

BIODIESEL PRODUCTION AND CHARACTERIZATION

Biodiesel Production Procedure

The biodiesel fuel utilized as a part of this investigation was created from the transesterification of crude sunflower oil with methanol (CH3OH) catalyzed by potassium hydroxide (KOH). A titration was performed to decide the measure of KOH expected to kill the free unsaturated fats in crude sunflower oil. The measure of KOH required as impetus for each liter of crude sunflower oil was resolved as 12 g. For transesterification, 210 mL CH3OH in addition to the required measure of KOH were included for each liter of crude sunflower oil, and the responses were completed at 45^0C. The water wash process was performed by utilizing a sprinkler which gradually sprinkled water into the biodiesel compartment until there was an equivalent measure of water and biodiesel in the holder. The water biodiesel blend was then fomented tenderly for 20 min, enabling the water to settle out of the biodiesel. After the blend had settled, the water was depleted out.

Biodiesel Properties

A progression of tests was performed to portray the pieces and properties of the created biodiesel. The fuel properties of biodiesel and its mixes with diesel fuel are appeared in Table 1. It is demonstrated that the consistency of biodiesel is clearly higher than that of diesel fuel. The thickness of the biodiesel is roughly 6.02% higher than that of diesel fuel. The lower warming quality is roughly 9.08% lower than that of diesel fuel. Along these lines, it is important to build the fuel add up to be infused into the burning chamber to create same measure of energy. Powers with streak point over 52 ^{0}C are viewed as protected. Subsequently, biodiesel is a greatly safe fuel to deal with contrasted with diesel fuel. Indeed, even 25% biodiesel mix has a blaze point much over that of diesel fuel; settling on biodiesel a best decision to the extent security is concerned. The examination aftereffects of frosty channel obstructing temperature, a standard utilized for low temperature execution of the fills, recommend that the execution of biodiesel is in the same class as diesel fuel in chilly environment. With the expansion of biodiesel rate in mixes, hardening purpose of mixes increments [11]

Table 1: Properties of biodiesel in comparison with commercial diesel and best blends

FUEL	VISCOSITY mm^2/s at 45^0C	Calorific value MJ/kg	Density kg/m^3 at 45^0C	Flash point at ^{0}C
B100	3.94	37.1	876	108
B75	3.91	38.4	867	96
B50	3.86	40	857	92
B25	3.82	41.2	842	88
DIESEL	3.8	42.6	830	58
SUNFLOWER OIL	17.8	36.4	916	202

EXPERIMENT

Equipment and strategy

The motor utilized (as appeared in Fig.1) for examinations on SME mixes to assess the execution and emanation qualities was a modernized single barrel four stroke, normally suctioned coordinate infusion and water cooled diesel motor. The details of the test motor are appeared in table 2. It was straightforwardly coupled to a whirlpool current dynamometer that allowed motor motoring either completely or incompletely. The motor and the dynamometer were interfaced to a control board which is associated with an advanced PC. The PC programming Engine delicate form 2.4 provided by the test fix provider was utilized for recording the test parameters, for example, fuel stream rate, temperatures, wind current rate, stack and so on and for figuring the motor execution attributes, for example, brake warm productivity, brake particular fuel utilization and volumetric effectiveness. The calorific esteem and the thickness of the specific powerswere nourished to the product. The infusion timing was set to 27 preceding TDC. The fumes gas temperature, water channel and outlet temperatures, wind current rate, fuel utilization, brake control, brake particular fuel utilization, torque and so on were measured through the PC by utilizing the product 'Motor SOFT'.

Table 2: Specifications of the engine

Make	Kirloskar
Rated Power	3.7 kw(5hp)
Bore	80mm
Stroke Length	110mm
Swept volume	562 cc
Compression ratio	16.5:1
Rated power	1500rpm

Figure 1: Experimental Setup

Motor Test Procedure

The tests were completed by utilizing perfect diesel as the gauge fuel (meant as B0), 25% biodiesel+75% diesel (meant as B25), half biodiesel + half diesel (meant as B50), 75% biodiesel + 25% diesel (meant as B75) and 100% flawless biodiesel (signified as B100) at various motor burdens from 0% to 100% evaluated motor load in surmised ventures of 25%. Before running the motor to another fuel, it was permitted to keep running for adequate time to expend the rest of the fuel from the past investigation. To assess the execution parameters, critical working parameters, for example, motor speed, control yield, fuel utilization, and debilitate outflows and barrel weight were measured. Huge motor execution parameters, for example, particular fuel utilization (SFC), and brake warm productivity (BTE) for biodiesel and its mixes were figured.

RESULT AND DISCUSSION

Performance and discharge qualities

The expansion of biodiesel as an oxygenated fuel was best in rich burning at high motor burdens. At low motor loads, the measure of fuel provided to the motor was diminished, and the general blend was additionally inclined out. In this manner, the biodiesel expansion brought about various impacts on the execution and the emanations at various motor burdens.

SFC is the proportion between mass stream of the tried fuel and viable power. Figure 2 demonstrates the SFC variety of the biodiesel and its mixes concerning brake energy of the motor. All in all, the SFC estimations of the biodiesel and its mixes are somewhat higher than those of diesel fuel under all scope of motor burdens. The most minimal SFCs are 0.648, 0.639, 0.635, 0.292, and 0.640 kg/kW h for B0, B25, B50, B75 and B100 separately. The SFC of diesel motor relies upon the relationship among volumetric fuel infusion framework, fuel thickness, consistency and lower warming worth. More biodiesel and its mixes are expected to create a similar measure of vitality because of its lower warming an incentive in examination with diesel fuel. As found by Ekrem Buyukkaya [1] the SFC was expanded with the expanding extent of biodiesel in the mixes.

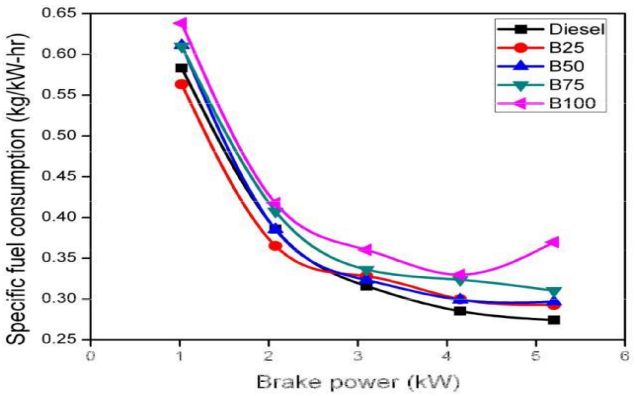

Figure 2: Variety of SFC with brake control for different biodiesel mixes

Brake warm productivity (BTE) is the proportion between the power yield and the vitality presented through fuel infusion, the last being the result of the infused fuel mass stream rate and the lower warming quality. BTE ascertained for biodiesel and its mixes with diesel fuel are appeared in Figure 3. The brake warm productivity of the B25% mix was superior to anything that of different mixes. The lessening in thickness prompts enhanced atomization, fuel vaporization and burning. It might likewise be because of better usage of warmth vitality, and better air entrainment. Also, the start defer time of the above mix is nearer to that of diesel. Because of quicker consuming of biodiesel in the mix, the warm effectiveness was made strides. This will be demonstrated later in the warmth discharge bends. The proficiency of the B25% at full load is 32.987%.

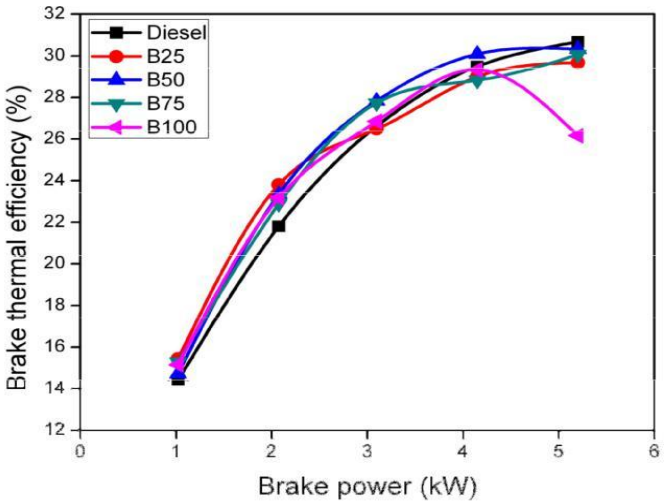

Figure 3: Variety of Brake warm proficiency with brake control for different biodiesel mixes

Figure 4 demonstrates the varieties of CO outflows concerning brake energy of the motor. The air fuel blending process is influenced by the trouble in atomization of biodiesel because of its higher consistency. Likewise, the subsequent locally rich blends of biodiesel make more CO are delivered amid ignition. Be that as it may, biodiesel, which contains more number of oxygen molecules, prompts more total burning. At low and center motor loads, the biodiesel has just a slight impact on the CO outflows because of the prevailing premixed lean ignition with abundance air. The contrasts between the CO discharges of biodiesel and its mixes with diesel fuel are genuinely little. At high motor loads, the CO outflows of biodiesel and its mixes are clearly lower than those of diesel fuel. The CO outflow of diesel fuel is 0.11%, yet those of biodiesel and its mixes are under 0.089% at high motor load. This might be because of more oxygen substance of biodiesel contrasted and diesel fuel. What's more, it is likely this is on account of the biodiesel has C/H proportion that is not exactly for diesel fuel [12]. In any case, the measure of lessening in CO emanations does not rely upon biodiesel rate in the mixes. Last et al. [13] likewise announced that a decline in CO discharges can be watched when utilizing biodiesel and its mixes with diesel fuel yet slant in lessening isn't straight [14]

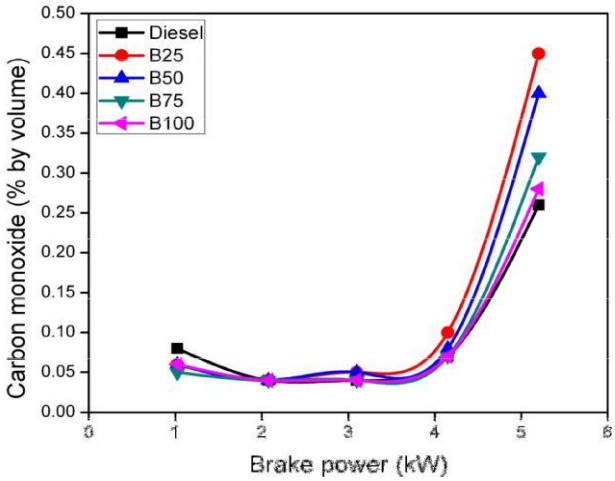

Figure 4: Variety of carbon monoxide with brake control for different biodiesel mixes

The variety of HC outflow for sunflower biodiesel mix energizes under different motor burdens is appeared in figure 5. At a lower stack, the mixes containing higher rates of diesel will have higher HC discharge. It might be because of the lower thickness of higher rates of diesel in the blends, and a larger diesel dispersion region in the combustion chamber. Be that as it may, at full load, diesel had the most elevated HC emanation. There was a decrease of 25% HC outflow for the B 100 mix.

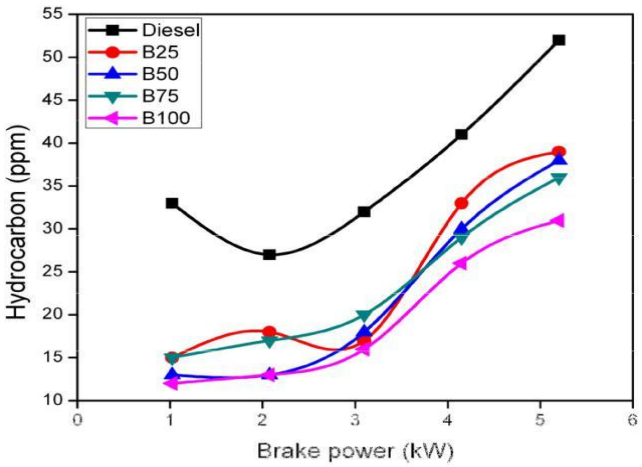

Figure 5: Variety of Hydrocarbon with brake control for different biodiesel mixes

Figure 6 demonstrates the varieties of NOx outflows with regarded to motor burdens. There are mostly three elements, oxygen focus, burning temperature and time, influencing the NOx emanations. NOx emanations of biodiesel and its mixes are marginally higher than those of diesel fuel. The distinction of NOx outflow between diesel fuel and biodiesel and its mixes is close to 75 ppm. The higher temperature of burning and the nearness of oxygen with biodiesel cause higher NOx outflows, particularly at high motor burdens. Similarly, Nabi et al. [15] has revealed NOx outflows were found to increment because of the nearness of additional oxygen in the atoms of biodiesel mixes. Roughly 4% expansion in NOx emanation was acknowledged with 25% biodiesel mixes. It has likewise been accounted for by Zheng et al. [16] that the biodiesel with a cetane number like the diesel fuel delivered higher NOx emanations than the diesel fuel. Be that as it may, the biodiesel with a higher cetane number had tantamount NOx emanations with the diesel fuel. A higher cetane number would bring about an abbreviated start postpone period along these lines permitting less time for the air/fuel blending before the premixed consuming stage. Therefore, a weaker blend would be produced and consumed amid the premixed consuming stage bringing about generally decreased NOx arrangement. Diminishment of NOx with biodiesel might be conceivable with the best possible change of infusion timing and acquainting with fumes gas distribution (EGR).

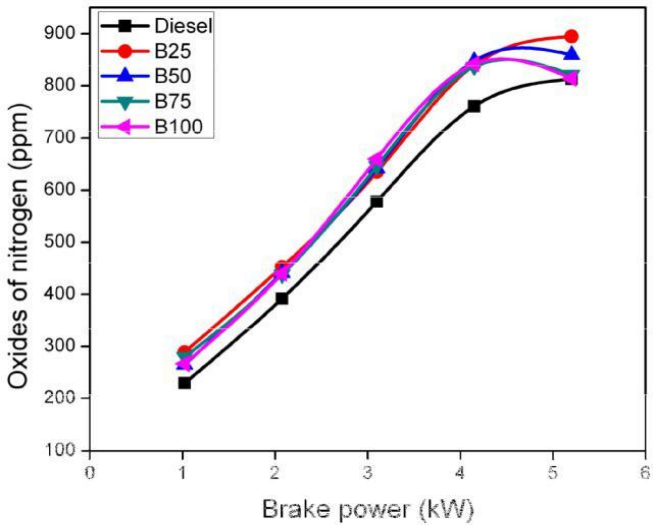

Figure 6: Variation of Oxides of nitrogen with brake power for various biodiesel blends

The variety of smoke discharge at various burdens for biodiesel mixes is appeared in figure 7. The huge diminishment in smoke emanation might be expected to the oxygenated mixes. Smoke is chiefly delivered in the diffusive burning stage; the oxygenated fuel mixes prompt a change in diffusive ignition for the B 75 mix. Diminishment in smoke discharge around 36% was recorded at full load for the B 75 mix. Another reason of smoke diminishment when utilizing biodiesel is bring down C/H proportion and nonattendance of aromatics mixes as contrasted and diesel fuel. The carbon content in biodiesel is lower than diesel fuel. The more carbon a fuel atom contains, the more probable it is to deliver residue. Then again, oxygen inside a fuel diminishes the inclination of a fuel to deliver ash [17].

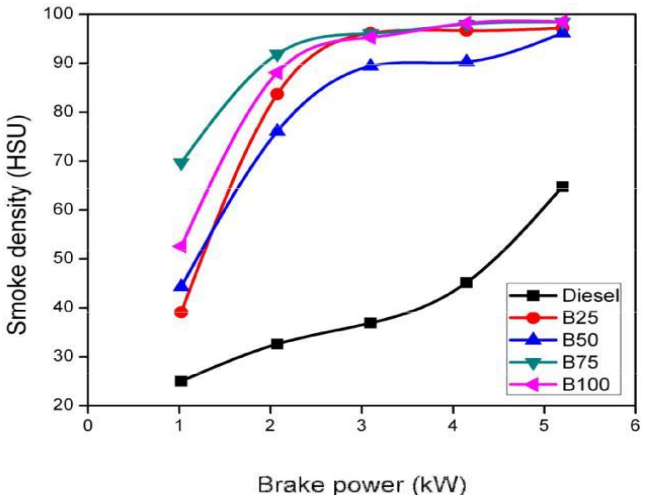

Figure 7: Variety of Smoke thickness with brake control for different biodiesel mixes

Combustion qualities

Figure 8 demonstrates the variety of barrel weight with wrench plot for diesel, biodiesel and its mixes at 1500 rpm and full load conditions. From this figure, plainly the pinnacle barrel weight is diminished with the expansion of biodiesel expansion in the mixes. In any case, the ignition procedure of the test energizes is comparative, comprising of a period of premixed burning after by a period of dissemination ignition. Premixed burning stage is controlled by the start defer period and splash envelope of the infused fuel [18, 19]. Along these lines, the consistency and unpredictability of the fuel have essential part to build atomization rate and to enhance air fuel blending arrangement. The barrel crest weight in view of the high thickness and low instability of biodiesel and its mixes is somewhat higher than that of standard diesel. It is watched that the pinnacle weights of 92.76, 96.76, 95.15, 93.61 and 92.905 bars were recorded for standard diesel, B25, B50, B75 and B100, individually. Comparable conclusions were drawn by different creators in the writing [18, 20]. In any case, the chamber top weight of biodiesel powers was near diesel fuel because of the change in the readiness of air fuel blend because of low fuel consistency [20,21]

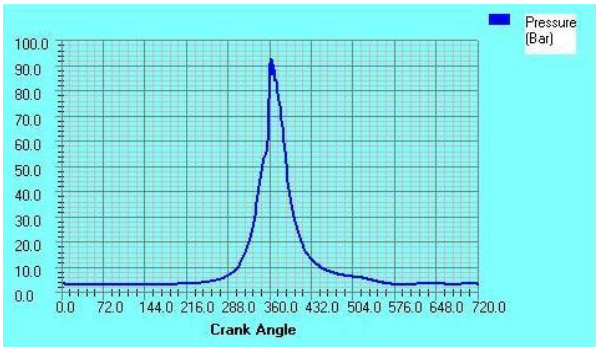

Figure 8: Variety of Cylinder weight with wrench edge B25 keep running at full Load

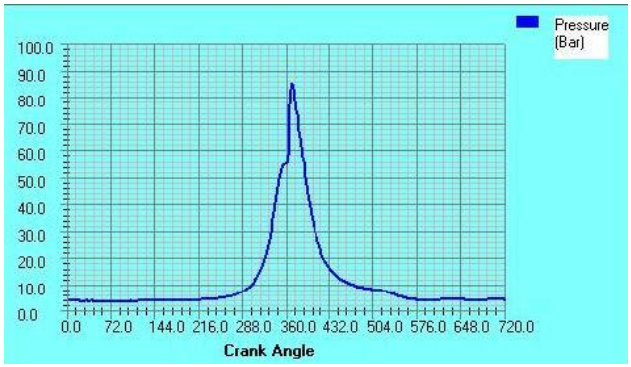

Figure 9: Variety of Cylinder weight with wrench edge B50 keep running at full Load

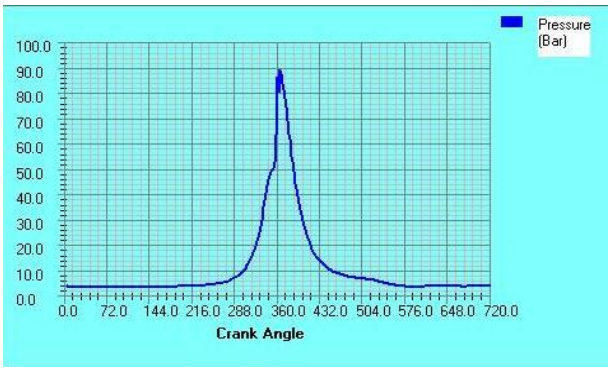

Figure 10: Variety of Cylinder weight with wrench point B75 keep running at full Load

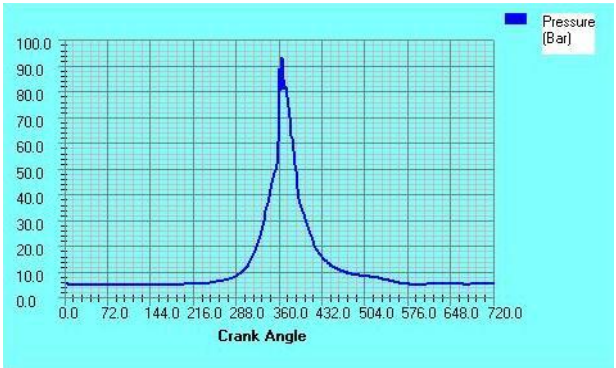

Figure 11: Variety of Cylinder weight with wrench edge B100 keep running at full Load

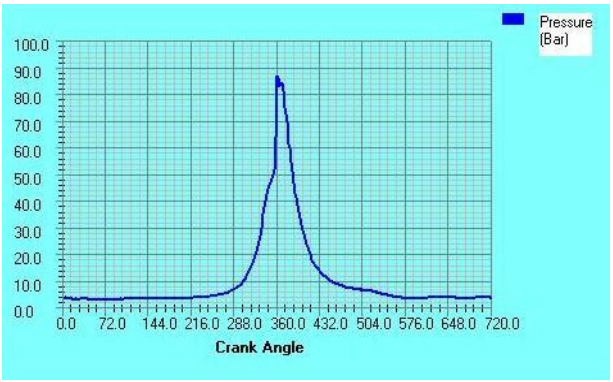

Figure 12: Variety of Cylinder weight with wrench point diesel oil keep running at full load

The warmth discharge rate is utilized to distinguish the begin of ignition, the part of fuel copied in the premixed mode, and contrasts in burning rates of fills [22]. Examinations of chamber weight information to get the warmth discharge rate for biodiesel and its mixes were directed. Figure 9 demonstrates warm discharge rate showing that the start delay for B100 and its mixes was longer than that for diesel. The greatest warmth discharge rate of standard diesel, B25, B50, B75 and B100 is 86.58, 95.96, 94.24, 92.89 and 90.26 separately. This is on the grounds that, expanded amassing of fuel amid the moderately longer defer period brought about higher rate of warmth discharge. For B25, B50, B75 mixes, the warmth discharge crest was higher than that of B100 because of lessened consistency and better splash development. The less extreme premixed burning stage was because of the shorter start postponement of biodiesel contrasted and that of diesel. This was most likely the consequence of the compound responses amid the infusion of vegetable oil at high temperature. The comparative conclusions were drawn by different creators in the writing, there were at various conclusions. Ozsezen et al. [22] clarified that the rough sunflower-oil showed, in normal, 2.080 longer start delays because of its lower cetane number when contrasted and diesel fuel.

CONCLUSIONS

The execution, emanations and burning qualities of an immediate infusion pressure start motor energized with biodiesel and its mixes have been broke down, and contrasted and the diesel fuel. The biodiesel is created from crude sunflower oil by a technique for transesterification. The tests for properties of biodiesel exhibit that all the imperative properties of biodiesel are in close concurrence with the diesel motor. This diesel motor can perform agreeably on biodiesel and its mixes with diesel fuel with no motor changes.

1) The SFC increments with increment in level of biodiesel in the mixes because of the lower warming estimation of biodiesel. The BTE of

biodiesel and its mixes are marginally higher than that of diesel at high motor loads, and keep practically same at bring down motor burdens.

2) The oxygen content in the biodiesel brings about better burning and builds the ignition chamber temperature, which prompts higher NOx outflows, particularly at high motor burdens. The huge change in lessening of NOx and a minor increment in CO were recognized utilization of specific reactant decrease (SCR).

3) HC discharges of biodiesel and its blendes have little distinction from diesel fuel. It is additionally watched that there is a noteworthy decrease in CO and smoke discharges at high motor burdens.

4) The burning begins prior for biodiesel and its mixes than for diesel. The pinnacle barrel weight of biodiesel and its mixes is higher than that of diesel fuel, and practically indistinguishable at high motor burdens. The pinnacle weight rise rate and pinnacle warm discharge rate of biodiesel are higher than those of diesel fuel.

The investigation implicitly proposes that abundance oxygen substance of biodiesel assume a key part in motor execution and biodiesel is turned out to be a potential fuel for finish or mostly substitution of diesel fuel.

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