

**Studies on the Nitrogen Oxides Emissions and
Performance of a Spark Ignition Engine with
Exhaust Gas Recirculation (E.G.R.) using
Gasoline and Methanol Fuels**

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THESIS SUBMITTED IN FULFILMENT
OF THE REQUIREMENT FOR THE DEGREE OF
DOCTOR OF PHILOSOPHY

DEPARTMENT OF MECHANICAL ENGINEERING
INDIAN INSTITUTE OF TECHNOLOGY, DELHI

SEPTEMBER — 1984

CERTIFICATE

I, the undersigned, certify that the thesis entitled
"STUDIES ON THE NITROGEN OXIDE EMISSIONS AND PERFORMANCE
CHARACTERISTICS OF A SPARK IGNITION ENGINE WITH EXHAUST GAS
RECIRCULATION (E.G.R.) USING GASOLINE AND METHANOL FUELS"
which is being submitted by Mr. J.P. Subrahmanyam in fulfilment
of the requirements for the award of the degree of 'Doctor of
Philosophy' in the Faculty of Engineering of the Indian
Institute of Technology, New Delhi, is a record of the
candidate's own bonafide research work carried out under my
guidance. The matter embodied in this thesis has not been
submitted in part or in full, elsewhere, for the award of
any degree or diploma.



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TO MY PARENTS

ABSTRACT

Theoretical and experimental investigations have been carried out to study the effect of exhaust gas recirculation (EGR) on performance and nitric oxide emission characteristics of a spark ignition engine operating on gasoline and methanol.

The theoretical study involves the application of a combustion model to predict the engine combustion characteristics, a chemical kinetic model to predict exhaust nitric oxide emission characteristics, and calculations to predict performance characteristics. Significant parametric studies have also been carried out to indicate the capabilities of the model.

Extensive experiments have been conducted on a single cylinder and two different automotive type four cylinder four stroke spark ignition engines. Exhaust gas has been tapped from the exhaust manifold and cooled to ambient temperature before being admitted into the intake manifold below the carburetor.

Experiments have been conducted not only to validate the theoretical model but also to generate extensive data at different operating conditions like speed, equivalence ratio, and quantity of recirculated exhaust gas for methanol relative to gasoline.

An empirical correlation between equivalence ratio and exhaust nitric oxide for different rates of EGR has been obtained.

A very good correlation has been found between the theoretical predictions and experimental observations for both gasoline and methanol fuels.

These studies show that for low rates of EGR (upto 10 per cent), there is a considerable reduction in emission of exhaust nitric oxide with a very small loss in power and a slight gain in specific energy consumption. The superior combustion characteristics of methanol relative to gasoline makes it more tolerant to charge dilution by EGR. By providing charge dilution, flame speeds are reduced. This is beneficial when fuels with high flame speeds, like hydrogen, are used in spark ignition engines.

ACKNOWLEDGEMENTS

The author wishes to express his sincere gratitude to Professor H.B. Mathur of the Mechanical Engineering Department without whose help and guidance this work would not have seen the light of day. Professor Mathur is more than a supervisor and senior colleague; he is a confidant, philosopher, and guide. His able guidance, encouragement, fruitful suggestions, and helpful attitude have gone a long way in bringing this project to completion.

The author wishes to accord his heart felt thanks to Dr. M.K. Gajendra Babu, Assistant Professor in the Centre of Energy Studies. His profound knowledge of Computer Simulation and Instrumentation have been of immense help.

The author would like to thank Dr. P.L. Dhar, Dr. R.R. Gaur, Dr. Lajpat Rai, Dr. D.P. Agrawal, Dr. A. Malhotra, Dr. R.S. Agarwal, and Dr. V.P. Agrawal for their many valuable suggestions which helped bring this work to its present form.

Thanks are due to Dr. K. Subba Reddi and Mr. K.C. Singhai for the help rendered at many occasions. Thanks are also due to Dr. R.N. Mittal and Dr. A. Mishra for their encouragement and moral support.

The author would like to place on record the help and assistance rendered by Dr. Y.B. Reddy and the other staff of the Computer Services Centre of the Institute.

The author would be failing in his moral obligation if he did not record his sincere thanks to the technical staff who helped him in experimental work. Among them were Mr. Ram Prasad, Mr. G.P. Singh, Mr. Attar Singh, Mr. Kuldip Singh, Mr. O.P. Chawla, Mr. P.S. Negi, Mr. Sultan Singh, and Mr. Mohan Singh.

The author would like to thank all his friends and well wishers whose names do not find a place here although there is place for them all in his heart.

Thanks are due to Mr. V.P. Gulati for undertaking the arduous task of typing the thesis and to Mr. P.R. Gauba for his painstaking efforts in making the drawings with monumental patience and perseverance.

Last but not the least, the author wishes to humbly thank his parents who stood by him through thick and thin. It is with their blessings that this work could be completed.

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