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Retraction

Retracted: Performance and Exhaust Emission Characteristics of C.I Engine Using Biofuels and Its Diesel Blend with Nano-Additives

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This article has been retracted by Hindawi, as publisher, following an investigation undertaken by the publisher [1]. This investigation has uncovered evidence of systematic manipulation of the publication and peer-review process. We cannot, therefore, vouch for the reliability or integrity of this article.

Please note that this notice is intended solely to alert readers that the peer-review process of this article has been compromised.

Wiley and Hindawi regret that the usual quality checks did not identify these issues before publication and have since put additional measures in place to safeguard research integrity.

We wish to credit our Research Integrity and Research Publishing teams and anonymous and named external researchers and research integrity experts for contributing to this investigation.

The corresponding author, as the representative of all authors, has been given the opportunity to register their agreement or disagreement to this retraction. We have kept a record of any response received.

References

[1] S. Jacob, L. Karikalan, J. I. JoshuaRamesh Lalvani, A. Sharma, and M. Kannappan, "Performance and Exhaust Emission Characteristics of C.I Engine Using Biofuels and Its Diesel Blend with Nano-Additives," *Advances in Materials Science and Engineering*, vol. 2022, Article ID 9185388, 5 pages, 2022.

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Research Article

Performance and Exhaust Emission Characteristics of C.I Engine Using Biofuels and Its Diesel Blend with Nano-Additives

S. Jacob,[1] **L. Karikalan**,[1] **J. Isaac JoshuaRamesh Lalvani**,[2] **Aman Sharma**,[3] **and Maghalengam Kannappan**[4]

[1]*Department of Automobile Engineering, VELS Institute of Science, Technology & Advanced Studies, Chennai 600117, Tamilnadu, India*
[2]*Department of Mechanical Engineering, Faculty of Mechanical and Production Engineering, AMIT, Ethiopia*
[3]*Department of Mechanical Engineering, GLA University, Mathura, UP 281406, India*
[4]*Faculty of Automotive Engineering, Sawla Campus, Arba Minch University, Ethiopia*

Correspondence should be addressed to L. Karikalan; karilk1972@gmail.com and Maghalengam Kannappan; maghalengam.kannappan@amu.edu.et

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Depletion of fossil fuel assets makes it critical that we find biodiesel sources in the contemporary world. This work investigates dual biofuels of jatropha methyl ester and mahua methyl ester in various proportions, such as 15 : 5, 10 : 10, and 5 : 15. The performance and emission characteristics of JME15MME5, JME10MME10, and JME5MME15 blends of jatropha methyl ester and mahua methyl ester are suitable for diesel engines with little air pollution. Biodiesel blends with titanium dioxide nano-additives, such as jatropha methyl ester and mahua methyl ester, might be more efficient at the conclusion of the experiment, preserving fossil fuel assets for future generations. Performance parameters like BTE and SFC with different load conditions are analyzed for various blends, and then final results are drawn.

1. Introduction

Biodiesel is a fuel produced using standard sustainable sources like vegetable oil. It is called mono-alkyl esters [1]. Since it has comparable properties to biodiesel, diesel fuel blended with JME can give better results [2]. The engine discharges have also been discovered to diminish with the use of biodiesel when compared with vegetable oil [3]. The property of raw jatropha, the methyl ester of jatropha oil, is associated with diesel. If ethanol is utilized, it is called an ethyl ester [4]. These fuels are essentially nonpetroleum and outcome in bioenergy reliability and have natural advantages [5]. Distinguishing proof of elective powers to utilize in an I.C. engine exposed to concentration all over the world [6]. A bioenergy emergency is because of the two following reasons: the populace of the world has expanded quickly, and the way of life of individuals has expanded [7]. A few examinations around the globe reveal that if biodiesel energy is utilized instead of petroleum products, there will be a net decrease in CO outflows and CO_2 emanation [8]. SO_2 discharges from utilizing biodiesel energy will in general be extensively lower on the grounds that important plants and trees contain just low amounts of sulfur, measured with the significantly higher outflows from coal-based fuel [9–11].

2. Experimental with Loading Unit and Fuel Measurement Setup

Experiments have been performed inside the laboratory. A 5horsepower 4-S direct injection C.I engine was opted to analyze the performance and emission aspect [12]. The mass flow with the sensor quantified the airflow rate into the engine, and the burette method quantified the gasoline consumption [13]. Loading became carried out on the C.I engine with the use of a modern-day dynamometer. The test was achieved at special masses [14]. All through the investigation, diverse sensors were utilized to accumulate, save, and analyze the facts by using an automated statistics

Figure 1: Experimental setup.

Figure 2: Loading unit.

acquisition machine [15] as shown in Figure 1. The titanium dioxide nano-additives (20 ppm) is blended with jatropha methyl ester and mahua methyl ester with the aid of an ultrasonicator. TiO_2 has the property of reducing harmful emission gases. The TiO_2 nanoparticle addition reduces emissions and improves the performance of the CI engine.

2.1. Loading Unit. The eddy-current dynamometer's theory is based on eddy-current (Fleming's Law of Right Hand). The construction of an eddy-current electro brake as shown in Figure 2 has a notched disc (rotor) that is driven by a prime mover (such as an engine), and magnetic poles (stators) are located outside of it with a gap. The coil that excites the magnetic pole is wound in the circumferential direction.

2.2. Fuel Measurements. The measurement of fuel in this Kirloskar engine is manual. The fuel consumption is measured manually with the help of a burette and a stopwatch. The time taken by the engine to consume 10 cc of diesel is noted with the help of a stopwatch. The burette has the marking of cubic cm of fuel in it. Figure 3 shows the fuel burette mounted in the engine. The amount of fuel consumed by the engine is calculated manually in this manner.

3. Results and Discussion

The major parameters such as brake thermal efficiency (BTE) and specific fuel consumption (SFC) are evaluated for B20 (JME15MME5, JME10MME10, and JME5MME15).

3.1. BTE for Various Blends. The variation of BTE with load% for various blend mixes is shown in Figure 4. The BTE of

Figure 3: Fuel measurement.

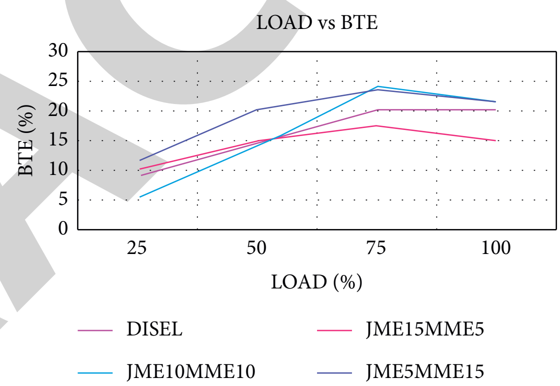

Figure 4: Variation of BTE with different load.

biodiesel is more than in contrast with diesel, particularly in full load conditions [15]. From the graph, it is clearly understandable that the BTE has expanded with an increase in the blend proportion of mahua methyl ester (MME) biodiesel [16, 17]. The BTE of blended mixes like JME15MME5, JME10MME10, and JME5MME15 at full load conditions are 22%, 23%, and 25%, slightly higher than diesel's 18%.

3.2. Specific Fuel Consumption for Various Blends. The variety of BSFC with percentage loads is shown in Figure 5. As the load expands the brake-specific fuel consumption decreases for the dual biodiesel blended mixes [18]. The maximum full load conditions in (compression ratio 17.5 : 1), the estimation of the BSF utilization of blended mixes proportion B20 in JME15MME5, JME10MME10, and JME5MME15 estimated to be 0.51, 0.53, and 0.43 kg/kW·h though diesel has 0.48 kg/kW·h [19].

3.3. Emission Characteristics-CO for Different Blend. The variety of CO with % of the load is shown in Figure 6. It was seen that as the load increases, the CO also increases. The carbon monoxide of hybrid biodiesel blended mixes of

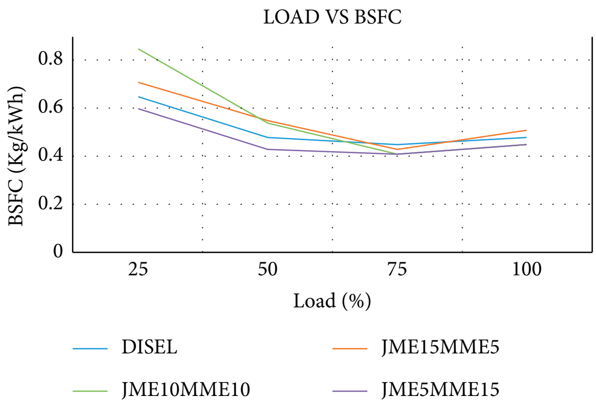

Figure 5: BSFC vs. load.

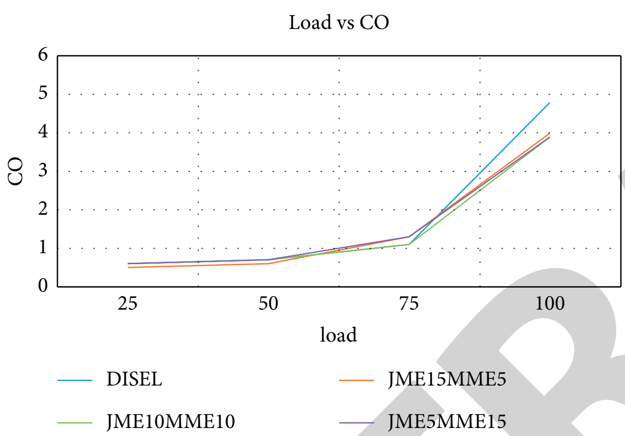

Figure 6: Variation of carbon monoxide by load.

proportion B20 (JME15MME5, JME10MME10, and JME5MME15) diminishes once contrasted with diesel at a pressure ratio of 17.5 to 100% load condition; the estimation of CO of blend proportion B20 in JME15MME5 remains at 4.0%, JME10MME10 is at 3.9%, and JME5MME15 is at 3.9%, while diesel consumes a maximum of 4.8% [19].

3.4. Hydro Carbons for Various Blends. The hydrocarbons with % loads are appeared in Figure 7. The result observed as the load raises, the hydrocarbon also increases. The hydrocarbon of dual biodiesel blended mixes ratio B20 (for example, JME15MME5, JME10MME10, and JME5MME15) decreases when compared with diesel during full load conditions in pressure ratio 17.5; the estimation of HC of blended mixes proportion B20 in JME15MME5 is 410 ppm, JME10MME10 is 420 ppm, and JME5MME15 is 400 ppm, while diesel has 470 ppm. The emissions consumed decreased by 15.6% with B20 compared with diesel at full load condition.

3.5. Carbon Dioxide for Various Blends. The variety of carbon dioxide (CO_2) with rate load is shown in Figure 8. From the plot, it was seen that as the heap increased, the carbon

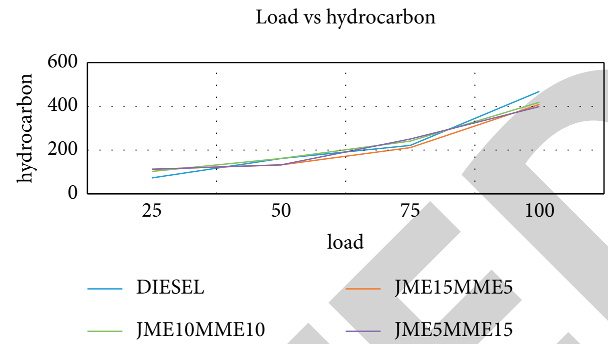

Figure 7: Load vs. hydrocarbons.

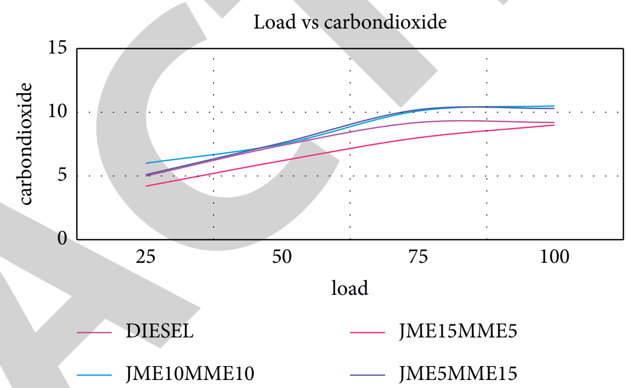

Figure 8: Load vs. CO_2.

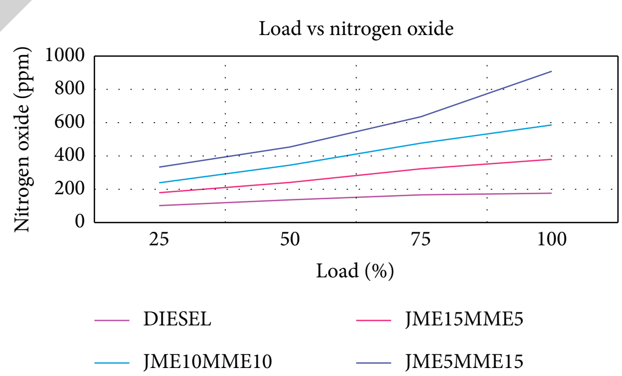

Figure 9: Emission of nitrogen oxides at various load.

dioxide expanded. The CO_2 of the dual biodiesel blended mixes B20 (for example, JME15MME5, JME10MME10, and JME5MME15) at full load is 9, 10.5, and 10.3 ppm, respectively, which is diminished when contrasted with the diesel during full load conditions. As a product of combustion, CO_2 is formed once there is an essential measure of O_2 present during the formation of CO.

3.6. Nitrogen Oxides for Various Blends. The impact load on NOx is shown in the Figure 9. The nitrogen oxides expanded during fuel load conditions for individually blended mixes of proportion B20 (for example, JME15MME5, JME10MME10, and JME5MME15). For the pressure ratio 17.5 (CR 17.5 : 1) in the most extreme full load conditions, blended mix proportion JME15MME5 gives 205 ppm while diesel gives 170 ppm, JME10MME10 gives 208 ppm, and JME5MME15 gives 325 ppm at a similar full load condition. From the consequences, nitrogen oxide discharge is more for dual biodiesel blended mixes proportion than diesel. Nonetheless, the nonedible oil-based biodiesel contains an essential amount of nitrogen, which contributes to NOx emissions.

4. Conclusions

This investigation gives measurable information about the advent of engines with dual biodiesel. The evaluation summarizes the record base for bio-diesel are as follows:

(i) For minimum load conditions, the JME10MME10 biofuel blend gives better brake thermal efficiency compared to other blends. For maximum load conditions JME5MME15 provides better brake thermal efficiency than other blends.

(ii) Brake-specific fuel consumption is minimum for JME5MME15 at minimum load conditions compared to other blends. Brake-specific fuel consumption is the minimum for JME5MME15 at maximum fuel load condition compared to different blends.

(iii) Carbon monooxide is the minimum for JME15MME5 at 25% load conditions compared to other blends. Carbon monooxide is the minimum for JME10MME10 at 100% load conditions. Carbon dioxide emissions are at a minimum for JME15MME5 at full load conditions.

(iv) Nitrogen oxide is the minimum for JME15MME5 at full load condition.

(v) In the future, various types of additives can be added to different types of biodiesels and can be optimized for better performance.

Data Availability

The data used to support the findings of this study are available from the corresponding author upon request.

Conflicts of Interest

The authors declare that there are no conflicts of interest.

Acknowledgments

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