

# Sustainable Combustion Systems and Their Impact

Edited by

S.M. Ashrafur Rahman and Islam Md Rizwanul Fattah

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**Editors** 

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## **About the Editors**

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Dr S M Ashrafur Rahman is currently working as an Environmental Consultant at Trinity Consultants Australia. He is also working as a Visiting Fellow at Queensland University of Technology (QUT). He obtained his Doctoral degree in Mechanical Engineering from QUT in 2018. Previously, he completed his Master of Engineering Science from the University of Malaya in 2015 and Bachelor of Science in Mechanical Engineering from Bangladesh University of Engineering and Technology in 2012. His research work focuses on evaluating various bio-oils as possible supplements to petro-diesel.

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Dr IMR Fattah is a Postdoctoral Research Fellow in the School of ISM, Faculty of Engineering and IT at the University of Technology Sydney (UTS), researching the effective use of waste for sustainable energy applications. He has accomplished his Ph.D. in reducing PM and soot emissions from diesel combustion from the University of New South Wales (UNSW, Sydney) in 2019. Previously, he completed his Master of Engineering Science from the University of Malaya (UM) in 2014 and Bachelor of Science in Mechanical Engineering from Bangladesh University of Engineering and Technology (BUET) in 2011. He has been actively engaged in the field since 2012 by publishing over 60 articles and gaining over 4500 citations of his works. He serves as an Editorial board member at *Energies* (MDPI). He also has peer-reviewed over 200 journal articles of many WOS-indexed journals throughout his career.





Article

# Maximising Yield and Engine Efficiency Using Optimised Waste Cooking Oil Biodiesel

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Abstract: In this study, waste cooking oil (WCO) was used as a feedstock for biodiesel production, where the pretreatment of WCO was performed using mineral acids to reduce the acid value. The response surface methodology (RSM) was used to create an interaction for different operating parameters that affect biodiesel yield. The optimised biodiesel yield was 93% at a reaction temperature of 57.50 °C, catalyst concentration 0.25 w/w, methanol to oil ratio 8.50:1, reaction stirring speed 600 rpm, and a reaction time of 3 h. Physicochemical properties, including lower heating value, density, viscosity, cloud point, and flash point of biodiesel blends, were determined using American Society for Testing and Materials (ASTM) standards. Biodiesel blends B10, B20, B30, B40, and B50 were tested on a compression ignition engine. Engine performance parameters, including brake torque (BT), brake power (BP), brake thermal efficiency (BTE), and brake specific fuel consumption (BSFC) were determined using biodiesel blends and compared to that of high-speed diesel. The average BT reduction for biodiesel blends compared to HSD at 3000 rpm were found to be 1.45%, 2%, 2.2%, 3.09%, and 3.5% for B10, B20, B30, B40, and B50, respectively. The average increase in BSFC for biodiesel blends compared to HSD at 3500 rpm were found to be 1.61%, 5.73%, 8.8%, 12.76%, and 18% for B10, B20, B30, B40, and B50, respectively.

**Keywords:** biodiesel; waste cooking oil; transesterification; response surface methodology; central composite design

### 1. Introduction

Over the last few decades, the rapid decline of fossil fuels has become a significant problem. On the other hand, the energy demand is continuously rising owing to the rapidly expanding population coupled with the increased rate of urbanisation [1–3]. This scenario demands the adoption