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Evaluation of Traffic Safety with Biodiesel Fuel: A Study Based in Hong Kong

YANG MAOLIN[1], DR MOHAMMAD NIZAMUDDIN INAMDAR[2a], DR NUR SYAZA BINTI RASHDI[3b]

[1] PhD. Research Scholar in Engineering, Lincoln University College, Malaysia
[2, 3] Professor in Lincoln University College, Malaysia
Contact Details: [a]nizamuddin@lincoln.edu.my, [b]nursyazana@lincoln.edu.my

Abstract

As a result of the "Because of the impending implementation of new emission regulations, the car industry is hard at work perfecting new engine management systems and pollution control technology. The European Regulation for Heavy-Duty Diesel Vehicle Emissions Limits was the inspiration for this concept back in 1992. (Euro-I). The Euro-II standard was introduced in 1996, while the Euro-III standard was implemented in 1999. As new energy sources and technologies become available, stricter standards are expected to be implemented in 2005 (Euro-IV) and 2008. (Euro-V). Poor vehicle maintenance is a common cause of excessive emissions from automobiles. Inspection and maintenance (I&M) programmes are the most reliable method for identifying high emitters within a fleet of currently operating vehicles. In addition, civic and vocational education are essential for promoting safe driving practises and increasing employment rates "automobile maintenance and repair shop Over in Japan and the US, "In most U.S. states, diesel vehicles, whether new or old, are subject to comparable restrictions, but testing procedures vary. HKEPD has mandated that all vehicles in Hong Kong comply to an emission and noise standard. In addition to preventing the spread of smoke, annual inspection and testing of emissions is also a part of "Projects in Instruction and Management.

Cars, trucks, and buses currently on the road "fleets' emissions are tracked and analysed. These mandated rules do more than only reduce pollution from cars' exhaust systems; they also help save a lot of money by promoting more efficient car design "combustion.

Keyword: Emissions, Exhaust Systems, Pollution Control Technology

INTRODUCTION

About 7 million "people live in Hong Kong, which has a population density of more than 500,000 automobiles. In Hong Kong, there are few natural resources, and most raw materials

and consumer goods are imported from other countries including China. Because of its strategic location at the crossroads of Asia and the Pacific and its proximity to China, Singapore's airports and container terminals can handle an annual cargo volume of over 200 million metric tonnes. Fossil fuel, road network growth, and infrastructure development have all been heavily impacted by the transportation sector's fast" rise since the 1980s.

Vehicle emissions "are a major source of air pollutants in Hong Kong, as they are in other developed cities around the world, and they have serious consequences for the environment and human health. For example, particulate matter (PM) and nitrogen oxides (NOx) cause respiratory illnesses in humans and environmental degradation. As packed streets and high-rise structures in the metropolitan regions hinder air circulation and ventilation, the public has expressed worry over air pollution. Vehicle emissions trap air contaminants, which can build up to deadly concentrations due to poor circulation and ventilation. The Hong Kong Special Administrative Region (HKSAR) Government has implemented a number of measures over the past several years to decrease the effect of automotive emissions and to reduce hazardous emissions. Cleaner fuels tax discount, incentives for exhaust after treatment equipment, and stricter emission regulations were all included in these policies. Low emission technology regulations and several pilot projects have received widespread support and showed some positive outcomes. Despite this, the majority of them have failed to enhance energy efficiency or reduce fuel use in any" meaningful way. As a result, they have a limited impact on Hong Kong's air quality and energy efficiency.

LITERATURE REVIEW

As of today, gasoline "and diesel are the most commonly used motor fuels, and yearly petroleum consumption has risen significantly over the past several decades. This trend is expected to continue. A variety of new fuels have been developed in response to the rising concern about the depletion of fossil fuels, the conservation of natural resources, and the preservation of our environment. But just a few are allowed for widespread use, In Europe and the US, biodiesel has been widely utilised for more than a decade and continues to rise in popularity. Feedstocks that can be used include vegetable oils, animal fats, and even lipids that have already been used. Additionally, biodiesel" can help diversify energy sources and minimise air pollution as well as greenhouse gas emissions.

Although biodiesel and petroleum "diesel are used interchangeably, their physical and chemical qualities are vastly different. Variations in engine performance, exhaust emission behaviour, and fuel efficiency are directly influenced by these changes. Biodiesel has been the subject of several studies, although the vast majority of them have been done on an engine dynamometer that does not accurately" reflect the actual emissions of an in-service vehicle fleet under varying power requirements.

Roadworthiness has become an "important aspect in determining whether or not biodiesel is introduced into the local fuel market. In reality, dynamometer testing does not disclose the influence of biodiesel on engine components' compatibility and durability. It has been found in previous research that biodiesel has detrimental impacts on engine functioning, such as attacking particular types of elastomers, loosening deposits and diluting engine oil, among

other issues. Despite the fact that biodiesel has inherent drawbacks, they may be remedied by increasing the quality of the biodiesel and" using appropriate materials to replace the afflicted sections in the fuel system. As a result, biodiesel may still be used by the public without fear of harm.

STATEMENT OF THE PROBLEM

Biodiesel fuel was investigated "as a motor fuel in Hong Kong in light of worries regarding the introduction of biodiesel into Hong Kong's fuel market. Biodiesel fuel mixes and their effects on vehicle exhaust emissions and roadworthiness are the study's key objectives. Data on engine performance, exhaust emissions, and engine durability were collected through a series of chassis dynamometer tests conducted on a local in-service motor vehicle fleet. Rubber elastomers' compatibility with different biodiesel mixes and operation periods was also studied in an accelerated laboratory simulation. Measurement" variation and deterioration of physical properties were used to evaluate gasoline hoses.

Objective of the Study

The primary objectives of the study are

- To perform "an accelerated laboratory simulation to reveal the compatibility of rubber elastomers with different biodiesel blends" and operating periods.

Research Questions

- What are the "impacts of various biodiesel fuels and their fuel blends on vehicular exhaust" emissions?

RESEARCH METHODOLOGY

It was decided to "start with an ultralow sulphur diesel (ULSD), which is made from petroleum and has just 0.01 percent sulphur in its composition by weight. Instantaneous reduction in PM and Sulfur Oxide emissions can be seen through the use of Ultra Low Sulphur Diesel Diesel (ULSD) in comparison to low sulphur diesel (0.035 percent sulphur). Because of these advantages, ULSD is a better choice for crowded city traffic. With the help of the HKSAR Government, the introduction of ULSD began in 2000. Tax deductions were given to promote the fuel. Today, ULSD is Hong Kong's sole" statutory motor diesel fuel, and is readily available at all of the city's fueling stations.

Biodiesel A, "Biodiesel B, and Biodiesel C are the three biodiesel fuels tested in this inquiry. Europe imported Biodiesel A and C, but Biodiesel B was created locally. With the exception of the second biodiesel, all three were made from waste lipids. All of the fuels were subjected to a full fuel analysis to confirm that they met the" Hong Kong biodiesel criteria.

RESEARCH DESIGN

The Clayton "Industries model ECCT500108 chassis dynamometer contains an air-cooled eddy current power absorption unit (PAU) with a maximum capability of 500 horsepower at 50 mph. Smoke opacity of tailpipe emissions was measured using two opacity metres, namely SPX Dieseltune model DX230 (for dynamometer test) and Lucas model YDA309 (for on-road emission test). Engine tachometers AVL model 490 (for the dynamometer test) and Lucas type

YDA133 were used to monitor engine speed (for on-road emission test). CO and NOx emissions were measured using a chemical" cell combustion analyzer (Richard Oliver Ltd. model IGD Tocsin 310) whereas HC emissions were measured using a Beckman Industrial Model 400A FID non-heated HC analyzer.

Vehicle performance "may be tested in-house with the use of a chassis dynamometer emission testing system that is completely automated. A computer console is used to control the system, which simulates driving traces that are exact and repeatable. Allows the vehicle to be tested in a predetermined manner. Since 1999, the HKSAR government has used this cutting-edge technology to administer the Smoky" Vehicle Control Program, and up to this point, more than 100,000 cars have been tested using this method.

DATA ANALYSIS

As part of a comprehensive testing programme, it was suggested that fuel be changed by firefighters at a neighbouring fire station while emissions were tested using a chassis dynamometer. The full procedure was executed in a test run to validate and evaluate this proposed technique.

After discovering tyre slippage during the start-up run, the initial dynamometer testing procedure was replaced with two-power steady speed tests to more accurately simulate real-world driving conditions. Two different power set-points, 20% and 50% of rated engine output, were used to simulate operations under differing workloads.

Due to the time and effort involved, this testing could not be "finished in a single day" since "inter-day and" day-to-day variations were assessed to guarantee the validity of the test methods and the stability of the instrument.

CONCLUSION

Extensive research was conducted to determine whether or not biodiesel could be used as a motor fuel in Hong Kong. Roadside emission and durability tests showed that biodiesel fuel did not quickly degrade the engine system. Research into the physical qualities of biodiesel blends was conducted using four different fuel hoses and three criteria, including dimension, tensile, and bursting tests.

LIMITATIONS OF THE STUDY

It is difficult to create "biofuels in the present market, despite their many advantages. There is now a modest level of interest and capital investment in the production of biofuels, but it is sufficient to meet the demand. As opposed to cultivating a wide variety of plants in a farmer's fields, monoculture is the practise of cultivating the same crop each year. Even while it may be more profitable for farmers to cultivate the same crops year after year, this practise may deplete the soil of nutrients that are replenished by crop rotation. In order for crops to generate biofuels, they need fertilisers in order to thrive. Using fertilisers has the potential to damage the ecosystem and pollute nearby water supplies. Nitrogen and phosphorus are found in fertilisers, which" are applied to crops. There is the potential for them to wash away from the soil and into surrounding waterways, such as rivers, lakes, and ponds.

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