

## CHAPTER V

### CONCLUSION

Several engine parameters and dispersant concentration affect engine emission. A spark timing of °BTDC was found to give low emission and was used in subsequent experiments. Engine speed was found to be the key engine parameter and the lowest emissions were obtained at 1500 ppm. The effect of engine speed on individual aldehydes was variable, although all were at a maximum at 3,000 ppm, the highest engine speed used.

When dispersant was added in the range of 300-500 ppm, HC and CO were reduced. Emission of aldehydes was also least at 500 ppm, hence this represents a suitable concentration of dispersant.



ศูนย์วิจัยทรัพยากร  
จุฬาลงกรณ์มหาวิทยาลัย