
[IREME] Editor Decision

8 pesan

Editorial Staff <editorialstaff@praiseworthyprize.org>
Kepada: marth.me.unm@gmail.com

24 September 2016 pukul 17.55

Dear dr. syaloom marthen - Paloboran:

We have reached a decision regarding your paper ID 9968: "Performances and Emissions Characteristics of Three Main Types Composition of Gasoline–Ethanol Blended In Spark Ignition Engines", submitted to: International Review of Mechanical Engineering (IREME).

The paper has been accepted with minor revisions.

You should change the paper according to the remarks of the reviewers included at the foot of this email, then you should re-submit the revised paper by our on-line submission system, selecting the cited paper and uploading the Author Version in the section "Editor Decision". The new text and the modifications introduced for answering the remarks of the reviewers should be indicated in red colour.

Sincerely,
Dr. Ethirajan Rathakrishnan, Editor-in-Chief of International Review of Mechanical Engineering (IREME)
erath@iitk.ac.in

Remarks of the Reviewers:

Reviewer: 1

Recommendation: Accepted with minor revisions.

Comments:

1

The introduction should more underline the highlights of the proposal.

2

Once more, the text in some parts is unreadable due to the grammar and lack of ability to clearly explain the work.

Reviewer: 2

Recommendation: Accepted with minor revisions.

Comments:

1

English grammar needs to be corrected from the abstract to the conclusion of the paper.

2

The figures 1 and 3 have in superscript the numbers 41 and 111 ??? It is not clear the meaning of these numbers. If they indicate the bibliographic references are incorrect since then the references are only 27.

Reviewer: 3

Recommendation: Accepted with minor revisions.

Comments:

1

The English needs editing for grammatical errors and style. We suggest to use our service "English Language Editing". More information can be found to http://www.praiseworthyprize.com/english_service.htm

2

The paper should be submitted with the photo and the curriculum of the Authors.

For any questions don't hesitate to contact us.

Best regards,

Editorial Staff

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Marth End Paloboran <marth.me.unm@gmail.com>
Kepada: Editorial Staff <editorialstaff@praiseworthyprize.org>

26 September 2016 pukul 09.44

Dear Staf Staff

How long the deadline to re-submit the paper revision??

Best Regards

Marth EN Paloboran

[Kutipan teks disembunyikan]

Praise Worthy Prize Editorial Staff <praiseworthyprize@gmail.com>
Kepada: Marth End Paloboran <marth.me.unm@gmail.com>

27 September 2016 pukul 20.46

Dear dr. Paloboran,
thank you for your e-mail.

The deadline to send us the revised version of the paper for being included in the current issue of IREME is not later
that the end of next week.

For any further questions, I'm at your disposal.

Best Regards



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Performances and Emissions Characteristics of Three Main Types Composition of Gasoline-Ethanol Blended in Spark Ignition Engines

Marthen E. N. Paloboran^(1*), I. Nyoman Sutantra⁽²⁾, Bambang Sudarmanta⁽³⁾

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Abstract

Ethanol as an alternative fuel will become the prime feed of vehicles for replacing the fossil fuel in the future. It is due to the combustion of ethanol producing the lowest particulate and it could be renewed, respect to gasoline. Some properties of ethanol have several advantages when applied in engine spark ignition. It has high octane number, allowing to improve the compression ratio to minimize knocking and increasing torque and power as well. Furthermore, the high heat of vaporization reduces the peak of cylinder temperature so NOx radiation is overcast. Moreover, the oxygen content of ethanol helps to the stoichiometric combustion therefore CO and HC emissions are lower if compared to gasoline. This paper will explain the combustion characteristic of ethanol in spark ignition engine with port and direct injection system, even in carburettor system. The characteristic will describe when being run with three main composition of gasoline-ethanol blends; those are 0–20, 25–40 and 50–100% respectively. The result shows that ethanol will act as an octane booster when it is added in gasoline up to 20% (E20). The blends have some impact on improving engine performances and to reduce emissions without any adjustment on the engine. In concentration, 25 to 40% of ethanol needs to adjust a suitable compression ratio as an increasing of ethanol percentage. Finally, in high



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concentration setting simultaneously of CRs, ignition timing and excess air will be applied to produce high performances and low emissions.

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