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#### Home > Vol 22, No 4 (2024)

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# **Table of Contents**

Vol 22, No 4 (2024): August

Selection of drive system and chassis structure basic design and analysis for medium-sized urban electric bus ODI: 10.30811/jpl.v22i4.4905   شُلُ Abstract views : 20 times   Scheck in Scholar Naufal Aflah Hibatullah, Rachman Setiawan	PDF 361-370
The Influence of Fuel Type on MotorcycleVehicle Exhaust Emission Tests OI: 10.30811/jpl.v22i4.5318   🛍 Abstract views : 52 times   😵 Check in Scholar Hezron Elyakim Potto, Agung Sudarsono, Mulus Harliady Pamungkas, Annisa Bhikuning	PDF 371-377
Optimization of TIG welding parameters for tensile load testing on dissimilar material joints of galvanized steel (SGCC) and low carbon steel (SPCC-SD) ODI: 10.30811/jpl.v22i4.5025   III Abstract views : 28 times   S Check in Scholar Arul Basit, khoirudin khoirudin, Sukarman Sukarman, Tegar Dwi Cahyo, Syahrul Taufik Hidayat, Ridhwan Shalahuddin Saputra, Trisa Ramadan, Nana Rahdiana	PDF 378-382
The Influence of Al-Ti-B on the microstructure of unidirectionally solidified Al-10wt.%Cu- 10wt.%Si ④ DOI: 10.30811/jpl.v22i4.5234   شُلْ Abstract views : 16 times   영 Check in Scholar	PDF 383-388



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Search	
Browse	

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Utilization of Sengon Wood Sawdust as Bio-Pellet Feedstock: Characteristics, Potential, and       PDF         Feasibility for Renewable Energy       389-395         DOI: 10.30811/jpl.v22i4.4916   III Abstract views : 12 times   III Check in Scholar       Scheck in Scholar         Eko Yohanes Setyawan, Semuel Poumer Paepenan       KeryWORDS         Kinematics, singularity, and workspace analysis of a spatial parallel robot with pure translational motion in a plane for pick-and-place operations       BDF         DOI: 10.30811/jpl.v22i4.4994   IIII Abstract views : 20 times   IIII Check in Scholar       BDF         Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       Check in Scholar	
Feasibility for Renewable Energy       389-395       * For Additions         Image: Dol: 10.30811/jpl.v22i4.4916       Image: Dol: 10.30811/jpl.v22i4.4994       Image:	
Eko Yohanes Setyawan, Semuel Poumer Paepenan       KEYWORDS         Kinematics, singularity, and workspace analysis of a spatial parallel robot with pure       PDF         translational motion in a plane for pick-and-place operations       396-403         DOI: 10.30811/jpl.v22i4.4994   III Abstract views : 20 times   III Check in Scholar       Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin	
Kinematics, singularity, and workspace analysis of a spatial parallel robot with pure translational motion in a plane for pick-and-place operations       PDF       3D printing : Oil Tr         Motor bensin, Viskosi       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       Steele analysis of a spatial parallel robot with pure 396-403       BO printing : Oil Tr	
ranslational motion in a plane for pick-and-place operations       396-403       3D printing : Oil Tr Motor bensin, Viskosi         Dol: 10.30811/jpl.v22i4.4994   IIII Abstract views : 20 times   S Check in Scholar       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       306-403       Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       396-403       306-403	
Dol: 10.30811/jpl.v22i4.4994   III Abstract views : 20 times   I Check in Scholar       Motor bensin, Viskosi         Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       Hour, crack-strength CAD/C/	
DOI: 10.30811/jpl.v22i4.4994   IIII Abstract views : 20 times   S Check in Scholar       Aditif. : pure-polyester, rice-t         Adriyan Adriyan, Muhammad Ridha Fauzi, Zaki Anwar, Dimas Ahmad Mutaqin       Aditif. : pure-polyester, rice-t	
Tower, Number of Holes, Temp Difference, Heat Transfer Rate.	AE Cooling perature
hermodynamic Analysis of Gas Turbine Power Plant of PT PLN Belawan Generation     PDF     Transfer Coefficient. DDE Entransfer Coeffici	ergy
DOI: 10.30811/jpl.v22i4.5365   🛍 Abstract views : 30 times   🕙 Check in Scholar alloy, vehicle technology FDI	
Sarwo Edhy Sofyan, Hamdani Umar, Akram Tamlicha, Fitra Ilham Ramafunna rivet, FSSW, double rivet lap Joint T3 Gears, 3D printing, filament,	
he investigation of the properties of filaments fabricated from carbon biomass and LLDPE PDF poling Modeling Iow alloy stee	
DOI: 10.30811/jpl.v22i4.5084   🛍 Abstract views : 7 times   🕄 Check in Scholar 410-415 Artificial Neural Network (ANN)	
properties OPEFB composite, F	
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printing, bending strength, print	nting time
ffect of Feed Rate on Shear Strength and Macrostructure of Friction Stir Welding Dissimilar PDF Signer Generation, Single Owner system, Grid, Loc	
igh Density Polyethylene-Polypropylene Joint 416-419 (PLN) Tobacco Leaves,	
DOI: 10.30811/jpl.v22i4.5285   🛍 Abstract views : 9 times   🛞 Check in Scholar refrigeration system,	
Nur Ardiyansyah, Totok Suwanda, Totok Suwanda, Fitroh Anugrah Kusuma Yudha, Fitroh Anugrah SCADA Turning CNC machin geometric error, experimental sector of the sector of	
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PDF	
Hilling and High Velocity Particle Methods       420-431	inslational
DOI: 10.30811/jpl.v22i4.5296   🛍 Abstract views : 30 times   🧐 Check in Scholar	
Mahruri Arif Wicaksono, Bambang Suharno, Widi Astuti, Yayat Iman Supriyatna, Slamet Sumardi	
Visitors	See
umerical study of downwash flow on rice plant protection drone with computational fluid PDF 160,229 12,79 160,229 12,79 130,200 115,306 115,30	
DOI: 10.30811/jpl.v22i4.5036   🛍 Abstract views : 17 times   🧐 Check in Scholar	
Mahamad Yamin, Muhammad Zidan Alfacha 🔰 📫 1,54	42 1 5
11,602	Concession of the local division of the loca
he influence of heating and cooling on the precision and microstructure of 3D printing	
esults with PLA+ material 441-447	34
DOI: 10.30811/jpl.v22i4.3851   🛍 Abstract views : 8 times   🧐 Check in Scholar 🔤 9, 361 💽 786	<u>s</u> 3
Dikky Antonius Hutauruk, Steven Austin Tondang	3
esign optimization of shell and tube type heat exchanger of G.A Siwabessy multi-purpose	FLAG CO
eactor cooling system 448-452 Web Traffic Analysis	
DOI: 10.30811/jpl.v22i4.5297   🛍 Abstract views : 21 times   🧐 Check in Scholar WRITING TOOLS	
Yogi Sirodz Gaos, Bagus Dwi Nurtanto, Hablinur Al Kindi, Edi Sutoyo	
ffect of Perforated Aluminum on Calotropis Gigantea Fiber Material's Ability to Absorption PDF ound	/
ound -	EV
DOI: 10.30811/jpl.v22i4.5245   M Abstract views : 8 times   O Check in Scholar	
suhaeri suhaeri, Husaini Husaini, Muhammad Dirhamsyah, Iskandar Hasanuddin Mendeley Citation	
haracterization of the Mechanical Properties of Fiberglass/Epoxy Prepreg Composites as PDF G gramm	narly
orizontal Axis Wind Turbine Blade Material: Influence of Fiber Orientation on Impact and 457-461	
ending Strength	
DOI: 10.30811/jpl.v22i4.5363   🛍 Abstract views : 289 times   🧐 Check in Scholar 🕺 🕨 🖿 🖿 🖿	-
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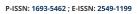
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KEYWORDS

#### 3D printing : Oil Treatment, Motor bensin, Viskositas,

Aditif. : pure-polyester, rice-husk, sagoflour, crack-strength CAD/CAE Cooling Tower, Number of Holes, Temperature Difference, Heat Transfer Rate, Heat Transfer Coefficient. DOE Energy absorption, toughness, FSW, aluminum

alloy, vehicle technology FDM FSW, rivet, FSSW, double rivet lap joint, AA 2024-T3 Gears, 3D printing, filament, tensile stress, acrylonitrile butadiene styrenee ITO poling Modeling, low alloy steel, algorithm, Artificial Neural Network (ANN), mechanical properties OPEFB composite, Finite element, ANSYS, Natural frequency, dynamic character Optimization, 3D printing, bending strength, printing time PVDF Solar Energy, System Advisor Model, Single Owner system, Grid, Local Electricity (PLN) Tobacco Leaves,

refrigeration system, PLC, SCADA Turning CNC machine tools, geometric error, experimental study, ISO 13401-6. COCONUT fiber convergence, FEA, mesh, shaft, electric motorcycle mobility, singularity, workspace, 2(RRPaRR)-PRRR kinematic chains, and translational parallel manipulators.

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# The influence of fuel type on motorcycle vehicle exhaust emission tests

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# Abstract

A vehicle engine's performance can be determined through exhaust emission tests. Exhaust emissions contain air pollutants that result from incomplete fuel combustion in the vehicle's combustion chamber. This is usually due to improper oxygen and air mixture conditions. Gasoline (C<sub>x</sub>H<sub>y</sub>) burns and reacts with oxygen  $(O_2)$  to produce carbon dioxide  $(CO_2)$ , water  $(H_2O)$ , as well as non-toxic gases like nitrogen (N<sub>2</sub>) and water vapor (H<sub>2</sub>O (g)). However, it also generates toxic gases such as CO, HC, and Nitrogen Oxides (NO<sub>x</sub>). Motorcycle exhaust emission tests are commonly conducted using a gas analyzer. In this study, a gas analyser was used to measure the amount of CO, CO<sub>2</sub>, HC, O<sub>2</sub>, and NO<sub>x</sub> emitted from motorcycle exhausts. The tests were carried out using the Vario 160 ABS motorcycle with different types of fuel: RON 92 (S), RON 92 (P), RON 90, RON 98, and RON 92 (R). The data was collected at idle, as well as at 1600 rpm, 1800 rpm, and 2000 rpm. Three measurements were taken for each variable, and the average was calculated. The results showed that RON 98 fuel resulted in better combustion compared to RON 90 and RON 92, as indicated by the CO<sub>2</sub> content at idle, which was 13.95%. Additionally, when the motorcycle's engine was throttled, RON 98 fuel did not produce any NO<sub>x</sub>. The study also revealed that RON 92 (S) fuel led to better combustion compared to both of RON 92 (P) and RON 92 (R), as evidenced by the CO content of 0.05%, CO<sub>2</sub> content of 13.63%, HC content of 204 ppm, O<sub>2</sub> content of 0.03%, and NO<sub>x</sub> content of 4 ppm at idle.

#### **Keywords:**

Exhaust emissions, fuel, motorcycle vehicles, gas analyzer, combustion.

#### 1 Introduction

Exhaust emission testing allows motorcyclists to gain a better understanding of their vehicle's performance. A vehicle with excellent performance is typically defined by its efficient fuel consumption and low levels of pollutant emissions. According to Hafiz Al Farisi [1], exhaust emissions are the residual particles of fuel combustion in the combustion chamber that are released through the engine's exhaust system. The incomplete fuel combustion of fuel leads to the release of exhaust emissions, which occur due to unfavorable oxygen and air mixture conditions. Gasoline ( $C_xH_y$ ) combines with oxygen ( $O_2$ ) to produce carbon dioxide ( $CO_2$ ), water ( $H_2O$ ), non-toxic gases like nitrogen ( $N_2$ ), water vapor ( $H_2O$  (g)), and toxic gases such as CO, HC, and nitrogen oxides ( $NO_x$ ). Several factors can contribute to incomplete combustion in motorcycle engines, including short burning durations, valve overlap, the presence of air that is not purely oxygen, impure fuel, and imperfect compression tightness.

Manufacturers in the automotive sector, especially motorcycle manufacturers, are faced with an interesting challenge: ensuring a seamless combustion process within the combustion chamber. As a result, Fuel Injection (FI) technology has been developed, utilizing sensors in the fuel intake to ensure that the fuel entering the combustion chamber is purer, thereby reducing exhaust emissions [2]. However, there are other factors that play a crucial role in facilitating the complete combustion process within the combustion chamber. For instance, the type of fuel used during combustion is a significant factor, as higher octane fuels can lead to greater compression in the vehicle. With increased compression, the fuel and air mixture becomes more uniform, resulting in improved motor vehicle exhaust emission test results. To illustrate, tests conducted using RON 92 (P) and RON 90 fuels demonstrate superior outcomes when RON 92 (P) is utilized for all the particulates tested. This assertion is further supported by research conducted by Prasetyo et al. [3], which showed that a higher RON will reduce CO and HC but increase CO<sub>2</sub>, indicating that the mixture is more homogeneous.

Another crucial aspect of motorcycle exhaust emissions is engine speed which is usually divided into three categories: low revs (< 1000 rpm), medium revs (1000-2500 rpm), and high revs (> 2500 rpm). As the engine speed increases, the mixture of fuel and air becomes more homogeneous, leading to complete combustion and higher CO<sub>2</sub> emissions. Conversely, low engine speed predominantly produces a fuel-rich mixture, leading to increased HC emissions. This statement is supported by Prasetyo et al. [3]. Similar results were also obtained by Bhikuning et al. [4], [5], [6] and Zainulsjah et al. [7].

This study investigated the influence of fuel type (RON 90–RON 98) on motorcycle exhaust emissions at idle and moving (1600-2000 rpm) conditions.

#### 2 Materials and Methods

According to Mishra et al. [8], research methods encompass all the techniques and methods utilized in conducting research. On the other hand, research methodology refers to the approach employed to systematically address research problems. In this study, an experimental method was adopted, involving the testing of motorized vehicles with various fuels and the measurement of exhaust emissions produced by each fuel.

#### 2.1 Time and Place of Research

This research was conducted at *Kios Uji Emisi Minyung Motor Mobil*, located at Jl. Raya Wijaya Kusuma No. 6B RT18/RW7, Duren Sawit, East Jakarta. The research process, from the literature review to data collection was conducted from September to November 2023.

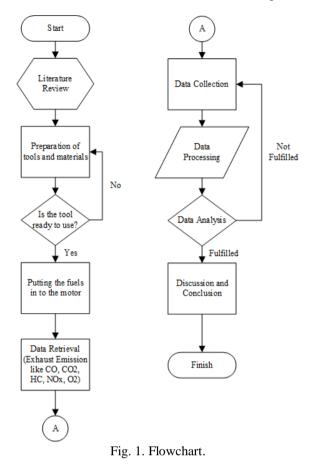
# 2.2 Research Variables

According to Soegiyono [9], research variables are the basic units of the information studied and interpreted, from which conclusions are drawn. The three variables are used in this study:

- 1. Independent variable: type of fuel (RON 92 (P), RON 90, RON 98, RON 92 (S), and RON 92 (R).
- Dependent variable: exhaust emissions like Carbon Monoxide (CO), Carbon Dioxide (CO<sub>2</sub>), Oxygen (O<sub>2</sub>), Nitrogen Oxide (NO<sub>x</sub>), and HC.
- 3. Controlled variable: the motorcycle used was a Honda Vario 160 ABS, using a Nanhua brand gas analyzer. Testing was performed when the motorcycle was idle and moving (1600 rpm, 1800 rpm, and 2000 rpm).

# 2.3 Research Flowchart

This research began by conducting a literature review and preparing research tools and materials. The researchers then checked that the tools were ready for use and inserted the fuel to be tested into the motorcycle. Next, data of exhaust emissions such as CO, CO<sub>2</sub>, HC, NO<sub>x</sub> and O<sub>2</sub> were collected. After that, the researcher processed and analyzed the results obtained. Then, the researcher discussed the research findings against previous literature and stated the conclusion of this research (Fig. 1).



# 2.4 Research Tool Scheme and Specifications

This study primarily used the materials and tools:

- 1. Fuels
- 2. Motorcycle
- 3. Gas analyzer
- 4. Tachometer

#### 2.4.1 Fuel Specifications

One of the research tools used in this study was the fuel filled into the motorcycle and tested for motor exhaust emissions. The procedure is shown in Fig. 2.



Fig. 2. Research tool scheme.

This research used five fuels: RON 92 (P), RON 90, RON 98, RON 92 (S), and RON 92 (R). Table 1 is the specifications of the fuels used.

Table 1. C	Comparison	of fuel s	specifications
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Specification	RON 90	RON 92 (P)	RON 92 (S)	RON 98
Octane number	90	92	92	98
Sulfur content (%m/m)	Max. 0.05	Max. 0.05	Max 0.05	Max. 0.005
Lead (Pb) content (mg/l)	Lead (Pb) injection is not permitted	0.013	0.013	Lead (Pb) injection is not permitted
Oxygen content (%m/m)	2.7	2.7	2.7	2.7
Specific gravity (@15°C)	715-770	715-770	715-775	715-770
Color	Green	Blue	Yellow	Red

#### 2.4.2 Vehicle Specifications

The vehicle used in this study was a Honda Vario 160 ABS (Fig. 3). Table 2 is the specifications of the motorcycle used.



Fig. 3. The motorcycle used in this study (Honda Vario 160 ABS).

Table 2. Honda Vario 160 ABS specifications		
Specification	Description	
Engine type	4-stroke, 4-valve, eSP+	
Cooling system	Cooling liquid	
Ignition system	PGM-FI (programmed fuel injection)	
Stroke volume	156.9 cc	
Dimension	$\emptyset60 \times 55.5 \text{ mm}$	
Compression	12:1	
Max. power	11.3 kW (15.4 PS)	
Max. torque	13.8 Nm (1.4 kgfm)	
Transmission type	Automatic, V-type	
Starter type	Electric	
Clutch type	Automatic, centrifugal, dry	
Lubricant type	Oil	
Lubricant capacity	0.8 liter	

#### 2.4.3 Gas Analyzer Specifications

The emission tests conducted in this research used a calibrated gas analyzer from the Nanhua brand (Fig. 4). The specifications of the gas analyzer used are described in Table 3.



Fig. 4. Gas analyzer.

Table 3. Gas analyzer sp	ecification
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Tuble 5. Ous undryzer specification	
Specification	Description
Merk	Nanhua
Type/model	NHA-506 EN
Serial number	A2001968
Voltage	220–240 V AC
Frequency	50/60 Hz
Power	60 VA
Fabricator	Nanhua instruments Co., Ltd

Table 4 describes what gases can be measured in this gas analyzer. The gas analyzer has been calibrated as shown in Fig. 5.

Table 4. Measurable gases in a gas analyzer		
Gas	Measuring range	Accuracy
НС	0 – 2000 ppm	± 5% rel
пс	2001 – 9999 ppm	± 10% rel
CO	0 - 10%	± 5% rel
$CO_2$	0 - 20%	
$O_2$	0 - 25%	
NO	0 – 5000 ppm	± 4% rel



Fig. 5. Proof that the gas analyzer has been calibrated.

# 2.4.4 Tachometer

A tachometer is a device used to measure engine speed. The unit measured is revolution per minute (rpm). The specifications of the tachometer used in this study is shown in Fig. 6.



Fig. 6. Tachometer.

Specification	Description
Dimension	$73.5 \times 46.7 \times 10 \text{ mm}$

# 2.5 Data Collection

The steps were taken in this study's data collection process:

# 2.5.1 Motorcycle when Idle

The steps motorcycle when idle:

- 1. Prepare the tools and materials.
- 2. Insert one of the tested fuels into the motorcycle's fuel tank, and install the tachometer on the spark plug wire.
- 3. Turn on the motorcycle engine.
- 4. Set the motorcycle to the idle condition.
- 5. Attach the gas analyzer probe to the exhaust channel.
- 6. Record the first emission test result displayed on the gas analyzer.
- 7. Record the second and third emission test results.
- 8. Record and print the average of the exhaust emission test results.
- 9. Repeat steps 2-7 with the other 4 fuels.

# 2.5.2 Motorcycle at a High-Speed Condition (Throttled)

The steps motorcycle at a high-speed condition:

- 1. Fill the motorcycle's fuel tank with one of the tested fuels.
- 2. Turn on the motorcycle and slowly throttle it to show 1600 rpm on the installed tachometer.
- 3. Record the data point when the vehicle is at a stable condition and 1600 rpm.
- 4. Record the second data point when the exhaust gas emission test results are visible when the motorcycle is at 1600 rpm.
- 5. Obtain the average emission test results.
- 6. Print the emission test results.
- 7. Repeat steps 1-5 at engine speeds of 1800 rpm and 2000 rpm.

# **3** Results and Discussion

The types of data measurements recorded in this study as shown in Table 6.

Table.	5. Resi	ults
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Gas	Results
Carbon Monoxide	Gas test results when the motorcycle is idle,
(CO)	1600 rpm, 1800 rpm and 2000 rpm on 5 fuels.
Carbon Dioxide	Gas test results when the motorcycle is idle,
(CO <sub>2</sub> )	1600 rpm, 1800 rpm and 2000 rpm on 5 fuels.
HC Hydrocarbon	Gas test results when the motorcycle is idle,
(HC)	1600 rpm, 1800 rpm and 2000 rpm on 5 fuels.
Oxygen	Gas test results when the motorcycle is idle,
(O <sub>2</sub> )	1600 rpm, 1800 rpm and 2000 rpm on 5 fuels.
Nitrogen Oxide	Gas test results when the motorcycle is idle,
$(NO_x)$	1600 rpm, 1800 rpm and 2000 rpm on 5 fuels.

# 3.1 Carbon Monoxide (CO) Gas Test Results

#### 3.1.1 Motorcycle when Idle

Data from CO gas emission test from when the motorcycle was idle are as shown in Table 7.

Table 7. CO gas emission test results

Fuels	Amount of CO gas
RON 92 (P)	0.76%
RON 92 (S)	0.05%
RON 92 (R)	0.83%
RON 98	0.29%
RON 90	0.17%

Fig. 7 is the results of the CO gas emission test when the motorcycle was idle.

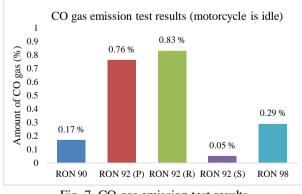


Fig. 7. CO gas emission test results.

Fig. 7 shows that the highest level of CO gas was observed when RON 92 (R) fuel was used at 0.83%, followed by RON 92 (P) at 0.76%, RON 98 at 0.29%, RON 90 at 0.17%, and RON 92 (S) at 0.05%.

The results show that RON 92 (S) fuel has the lowest CO content, suggesting that it is easier for the RON 92 (S) fuel to achieve a homogeneous mixture and achieve complete combustion.

Previous studies have found that the higher the octane number, the faster the mixture can be homogeneous. According to Prasetyo et al. [3] and Suryati et al. [10], complete combustion will result in a lower CO value. However, in this study, RON 92 (P) and RON 92 (R) fuel with octane number 92 and RON 98 with octane number 98 have a higher CO gas content value than RON 90 fuel with octane number 90. This result may be caused by the fuel being injected just before the combustion process, resulting in a fuel-rich mixture and incomplete combustion, thereby making CO.

#### 3.1.2 Motorcycle at a High-Speed Condition (Throttled)

Data from the CO gas emission test from when the motorcycle was throttled are as shown in Table 8.

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Fuels/engine speed	1600 rpm	1800 rpm	2000 rpm
RON 92 (P)	0.05%	10%	10%
RON 92 (S)	10%	10%	0.12%
RON 92 (R)	9.38%	10%	0.12%
RON 98	0.17%	10%	10%
RON 90	9.76%	10%	10%

Fig. 8 is the results of the CO gas emission test when the motorcycle was throttled.

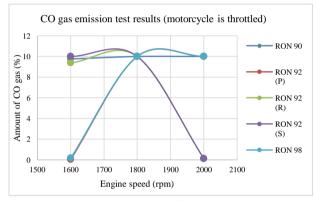


Fig. 8. CO gas emission test results from when the motorcycle was throttled.

Fig. 8 shows the CO gas emission test results from when the motorcycle was throttled at 1600 rpm, 1800 rpm and 2000 rpm using 5 fuels (RON 92 (P), RON 92 (S), RON 92 (R), RON 98 and RON 90).

The CO gas emissions from RON 92 (R) and RON 92 (S) indicate that as the engine speed increases, the CO gas emissions will decrease. This finding aligns with the theory and research conducted by Prasetyo et al. [3] and Suryati et al. [10], which found that as engine speed increases in an engine filled with RON 92 (P), CO gas levels will decrease. Conversely, based on Prasetiyo's research [11], the combustion of RON 92 (P) fuel mixture in engines at 1600-2000 rpm is still rich in fuel, resulting in incomplete combustion.

This study observed variations in the outcomes of emission tests for RON 92 (P), RON 98, and RON 90 fuels. This discrepancy may be attributed to the fuel-oxygen mixture remaining rich in fuel during the 1600-2000 rpm conditions, leading to incomplete combustion.

#### 3.2 Carbon Dioxide (CO<sub>2</sub>) Gas Test Results

#### 3.2.1 Motorcycle when Idle

Carbon dioxide is a product of complete combustion. Table 9 are the  $CO_2$  gas emission test results from when the motorcycle was idle.

Fig. 9 exhibits the  $CO_2$  emission test results from 5 fuels. The highest  $CO_2$  emission observed was from RON 98 (13.95%), followed by RON 90 (13.88%), RON 92 (S) (13.63%), RON 92 (P) (12.76%), and RON 92 (R) (11.94%).

Table 9. CO<sub>2</sub> gas emission test results

Fuels	Amount of CO <sub>2</sub> gas	
RON 92 (P)	12.76%	
RON 92 (S)	13.63%	
RON 92 (R)	11.94%	
RON 98	13.95%	
RON 90	13.88%	

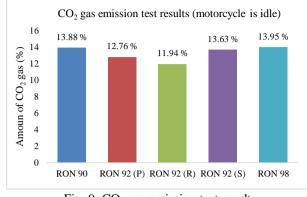


Fig. 9. CO<sub>2</sub> gas emission test results.

RON 98 fuel produced more  $CO_2$  than RON 92 and RON 90 indicates that the RON 98 fuel achieves better combustion than the other tested fuels. Between the RON 92 fuels tested, RON 92 (S) had the highest  $CO_2$  emission, followed by RON 92 (P) and RON 92 (R). This result may be because when the motorcycle is idle, RON 92 (S) fuel was able to produce a more homogeneous mixture than RON 92 (P) and RON 92 (R), resulting in complete combustion.

According to Prasetyo et al. [3] and Suryati et al. [6], a higheroctane number results in a more uniform mixture, leading to complete combustion and, consequently, higher  $CO_2$  emissions. In this study, fuels with octane number 92 (RON 92 (S), RON 92 (P) and RON 92 (R)) had a lower  $CO_2$  content than fuel with octane number 90 (RON 90). This result may be due to the octane number 92 fuel's inability to reach a homogeneous stage or fuelrich mixture when the motorcycle was idle.

#### 3.2.2 Motorcycle at a High-Speed Condition (Throttled)

Data from the  $CO_2$  gas emission test from when the motorcycle was throttled are as shown in Table 10.

Table 10. CO<sub>2</sub> gas emission test results

Fuels/engine speed	1600 rpm	1800 rpm	2000 rpm
RON 92 (P)	14.72%	6.88%	6.81%
RON 92 (S)	6.34%	6.46%	13.79%
RON 92 (R)	5.94%	5.43%	5.97%
RON 98	14.35%	6.91%	6.37%
RON 90	5.89%	6.48%	6.69%

Fig. 10 is the results of the  $CO_2$  gas emission test when the motorcycle was throttled.

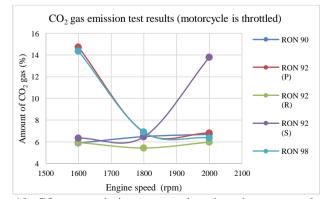


Fig. 10.  $CO_2$  gas emission test results when the motorcycle was throttled.

Fig. 10 shows the  $CO_2$  gas emission test results at 1600 rpm, 1800 rpm, and 2000 rpm with 5 fuels (RON 92 (P), RON 92 (S), RON 92 (R), RON 98 and RON 90).

There was a noticeable rise in the  $CO_2$  emitted from RON 92 (S) and RON 92 (R) fuels as the engine speed rose. These findings align with research conducted by Prasetyo et al. [3] and Suryati et al. [10]. Conversely, when RON 92 (P) fuel was used, the  $CO_2$  gas released decreased as the engine speed increased. This result is supported by Suhaldin et al. [12]. Such results may be caused by more fuel being pumped into the combustion chamber or less air entering the chamber when the engine increases speed, resulting in a fuel-rich mixture and incomplete combustion.

The test results regarding  $CO_2$  content from 5 fuels with engine speeds of 1600-2000 rpm showed that 2 fuel types, RON 92 (P) and RON 98, emitted less  $CO_2$  as the engine speed increased. These results are caused by more fuel being pumped to the combustion chamber at the time of higher rotation, but because the air valve moves faster, it was difficult to achieve a homogeneous mixture.

# 3.3 Hydrocarbon (HC) Gas Test Results

#### 3.3.1 Motorcycle when Idle

Table 11 is the HC gas emission test results from when the motorcycle was idle.

Table 11. HC gas emission test results

6	
Fuels	Amount of HC gas (ppm)
RON 92 (P)	1054
RON 92 (S)	204
RON 92 (R)	655
RON 98	376
RON 90	335

HC or hydrocarbon is a residual gas from incomplete combustion due to the fuel's failure to mix with air. Fig. 11 shows the results of the HC emission tests with 5 fuels. The highest result HC emission was from RON 92 (P) (1054 ppm), followed by RON 92 (R) (655 ppm), RON 98 (376 ppm), RON 90 (335 ppm), and RON 92 (S) (204 ppm).

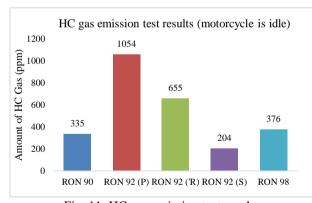


Fig. 11. HC gas emission test results.

This study found that RON 92 (P) and RON 92 (R) released more HC than the other tested fuels. This result may be caused by the fuel-rich mixture in the combustion chamber, resulting in incomplete combustion.

The results also showed that the HC value of RON 98 fuel surpasses that of RON 92 (S). This finding is unusual, as fuel with a higher octane number would typically obtain a uniform mixture. Nevertheless, this result may be caused by more fuel being pumped into the combustion chamber, resulting in a fuel-rich mixture and producing HC.

#### 3.3.2 Motorcycle at a High-Speed Condition (Throttled)

Data from the HC gas emission test when the motorcycle was throttled are as shown in Table 12.

Table 12. HC gas emission test results (in ppm)

ruolo 12. me gas emission test results (in ppin)			
1600 rpm	1800 rpm	2000 rpm	
95	1791	1289	
2558	1644	59	
1895	1660	1638	
172	1530	1625	
1768	1576	1422	
	1600 rpm 95 2558 1895 172	1600 rpm         1800 rpm           95         1791           2558         1644           1895         1660           172         1530	

Fig. 12 is the results of the HC gas emission test when the motorcycle was throttled.

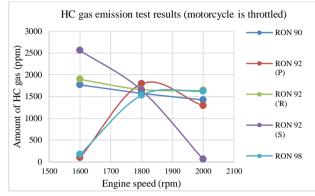


Fig. 12. HC gas emission test results when the motorcycle was throttled.

This study's results for the HC gas emitted from using RON 92 (P), RON 92 (S), and RON 92 (R) align with established theories and research as all three fuels demonstrated a decrease in HC gas levels as the engine speed increased. Additionally, Ningrat et al. [13] state increasing engine speed will reduce HC exhaust gas levels.

However, Fig. 12 shows that RON 98 fuel resulted in higher HC exhaust gas levels as the engine speed increased. This result may be due to the higher combustion chamber temperature as the engine speed increases, which results in the faster mixing of fuel with air and incomplete combustion.

# 3.4 Oxygen (O<sub>2</sub>) Gas Test Results

#### 3.4.1 Motorcycle when Idle

Data from the  $O_2$  gas emission test when the motorcycle was idle are as shown in Table 13.

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Table 13. O	2 gas emission	test results

Fuels	Amount of $O_2$ gas
RON 92 (P)	4.72%
( )	,.
RON 92 (S)	0.03%
RON 92 (R)	0.03%
RON 98	0.02%
RON 90	0.02%

Oxygen or  $O_2$  is a reactant in the combustion process. If  $O_2$  can produce a homogeneous mixture with fuels, then the level of  $O_2$  exhaust gas produced would be smaller [3], [12], [13]. Fig. 13 shows  $O_2$  exhaust gas levels when using RON 92 (P) (4.72%), RON 92 (S) (0.03%), RON 92 (R) (0.03%), RON 98 (0.02%), and RON 90 (0.02%).

This study found that RON 92 (S), RON 92 (R), RON 98, and RON 90 obtained low  $O_2$  gas content. Meanwhile, the  $O_2$  exhaust gas level from using RON 92 (P) fuel was high, indicating that the mixture of this fuel with air failed to mix to produce a homogeneous mixture.

# 3.4.2 Motorcycle at a High-Speed Condition (Throttled)

Data from the  $O_2$  gas emission test when the motorcycle was throttled are as shown in Table 14. Several previous studies [2], [3], [12] have shown that as the engine speed increases, the  $O_2$  exhaust gas content will decreases. This phenomenon happens

because  $O_2$ , as a reactant of the combustion process, mixes with fuel homogeneously and produces a fire in the combustion chamber.

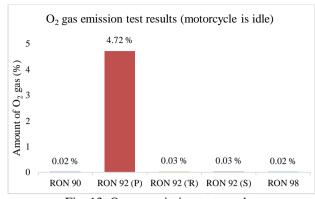


Fig. 13. O<sub>2</sub> gas emission test results.

Table 14.  $O_2$  gas emission test results

Fuels/engine speed	1600 rpm	1800 rpm	2000 rpm
RON 92 (P)	0.59%	0%	12.67%
RON 92 (S)	0.03%	0.03%	0.04%
RON 92 (R)	0.03%	0.03%	0.03%
RON 98	0.03%	0.03%	0.02%
RON 90	0.02%	0.02%	0.02%

Fig. 14 shows that the  $O_2$  exhaust gas content aligns with theoretical expectations when using RON 92 (S), RON 92 (R), RON 98, and RON 90 fuels. However, the use of RON 92 (P) fuel resulted in an unusual increase in  $O_2$  exhaust gas levels with engine speed. This anomaly can be attributed to inadequate fuel and air mixing in the combustion chamber, leading to incomplete combustion and the presence of residual  $O_2$ .

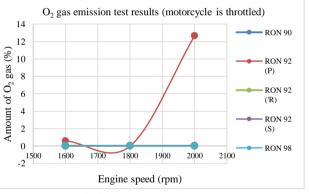


Fig. 14.  $O_2$  gas emission test results when the motorcycle was throttled.

# 3.5 Nitrogen Oxides (NO<sub>x</sub>) Gas Test Results

#### 3.5.1 Motorcycle when Idle

Data from the  $NO_x$  gas emission test when the motorcycle was idle are as shown in Table 15.

Table 15. $NO_x$ gas	emission test	results
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Fuels	Amount of HC gas (ppm)	
RON 92 (P)	24	
RON 92 (S)	4	
RON 92 (R)	42	
RON 98	56	
RON 90	72	

 $NO_x$  gas consists of Nitrogen Monoxide (NO) and Nitrogen Dioxide (NO<sub>2</sub>).  $NO_x$  gas is formed during fuel combustion with air because air contains 79% Nitrogen and 21% Oxygen. Fig. 15 shows the NO<sub>x</sub> exhaust gas levels from using RON 90 (72 ppm), RON 98 (56 ppm), RON 92 (R) (42 ppm), RON 92 (P) (24 ppm), and RON 92 (S) (4 ppm).

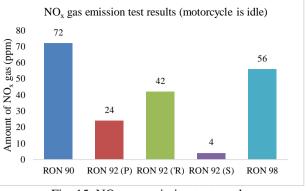


Fig. 15.  $NO_x$  gas emission test results.

The results show that fuels with an octane rating of 92 could produce a uniform mixture, which leads to complete combustion. On the contrary, fuels with octane ratings of 98 and 90 tend to produce higher levels of  $NO_x$  gas because they are unable to create a homogeneous blend of fuel and air.

# 3.5.2 Motorcycle at a High-Speed Condition (Throttled)

Data from the  $NO_x$  gas emission test when the motorcycle was throttled are as shown in Table 16.

|--|

Fuels/engine speed	1600 rpm	1800 rpm	2000 rpm
RON 92 (P)	42	61	31
RON 92 (S)	49	28	37
RON 92 (R)	12	11	17
RON 98	0	0	0
RON 90	39	0	0

Fig. 16 is the  $NO_x$  gas emission test results when the motorcycle was throttled.

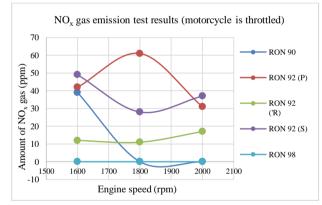


Fig. 16.  $NO_x$  gas emission test results when motorcycle is throttled.

Fig. 16 shows the results of  $NO_x$  gas emission tests at 1600 rpm, 1800 rpm and 2000 rpm with 5 fuels (RON 92 (P), RON 92 (S), RON 92 (R), RON 98, and RON 90). The results indicate that RON 92 (R) fuel has the highest  $NO_x$  exhaust gas content compared to other fuels with an octane number of 92. This finding suggests that using RON 92 (R) fuel in motorcycles can result in a uniform fuel-air mixture. Furthermore, RON 98 fuel emerges as the preferred choice due to its complete lack of  $NO_x$  exhaust emissions in this study.

# 4 Conclusion

The conclusions can be made from this research's results:

1. Based on the octane numbers (RON 90, RON 92, and RON 98), RON 98 was more likely to achieve complete combustion than RON 90 and RON 92. This is evidenced by the  $CO_2$  content when the motorcycle was idle at 13.95%. Moreover, when the motorcycle was throttled, the engine filled with RON 98 did not produce  $NO_x$  at all.

2. Next, when comparing fuels with an octane number of 92, RON 92 (S) was found to be more likely to achieve complete combustion than RON 92 (P) and RON 92 (R). This is evidenced by the CO content being 0.05%, the CO<sub>2</sub> content being 13.63%, the HC content being 204 ppm, the O<sub>2</sub> content being 0.03% and the NO<sub>x</sub> content being 4 ppm when the motorcycle was idle.

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