



Correction to: Effect of varying biogas mass flow rate on performance and emission characteristics of a diesel engine fuelled with blends of *n*-butanol and diesel

Geetesh Goga¹ · Bhupendra Singh Chauhan² · Sunil Kumar Mahla³ · Amit Dhir⁴ · Haeng Muk Cho⁵

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In the original publication of the article, Figs. 6 and 7 were published incorrectly without test fuel D80/nb20+BG (0.5 kg h⁻¹). The corrected Figs. 6 and 7 along with corrected test values are given in this correction.

As shown in the Fig. 6, the peak cylinder gas pressure for conventional diesel was around 53 bar, and for dual fuel operational mode, it was 53.56, 54.05, 54.51, 54.74, 55.88 and 56.89 bar for D90/nb10 + BG 0.5 kg h⁻¹, D90/nb10 + BG 1.2 kg h⁻¹, D90/nb10 + BG 2 kg h⁻¹, D80/nb20 + BG 0.5 kg h⁻¹, D80/nb20 + BG 1.2 kg h⁻¹ and D80/nb20 + BG 2 kg h⁻¹, respectively.

As illustrated in Fig. 7, the maximum net heat release rate for conventional diesel was estimated to be 42.25 J/°CA when compared to 43.09, 44.16, 45.28, 45.67, 46.48 and 47.88 J/°CA⁻¹ for D90nb10 + BG 0.5 kg h⁻¹, D90nb10 + BG 1.2 kg h⁻¹, D90nb10 + BG 2 kg h⁻¹, D80/nb20 + BG 0.5 kg h⁻¹,

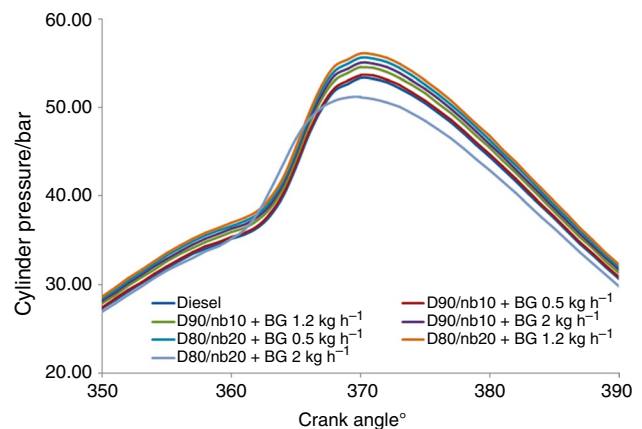


Fig. 6 Variation in cylinder gas pressure with crank angle at full engine load

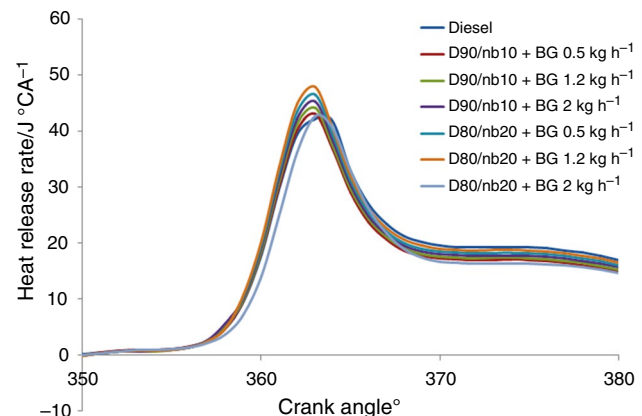


Fig. 7 Variation in NHRR with crank angle at full engine load

D80/nb20 + BG 1.2 kg h⁻¹ and D80/nb20 + BG 2 kg h⁻¹, respectively, at full engine operating load.

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✉ Sunil Kumar Mahla
mahla.sunil@gmail.com

✉ Amit Dhir
amit.dhir@thapar.edu

¹ School of Mechanical Engineering, Lovely Professional University, Phagwara, Punjab, India

² Department of Mechanical Engineering, Meerut Institute of Engineering and Technology, Meerut, Uttar Pradesh, India

³ Department of Mechanical Engineering, IKG Punjab Technical University, Kapurthala, Punjab, India

⁴ School of Energy and Environment, Thapar Institute of Engineering and Technology, Patiala, India

⁵ Department of Mechanical Engineering, Kongju National University, Cheonan, South Korea