



SDI FINAL EVALUATION FORM 1.1

PART 1:

Journal Name:	British Journal of Applied Science & Technology
Manuscript Number:	2013_BJAST_3655
Title of the Manuscript:	Performance, Emissions and Combustion Characteristics of Waste Fried Vegetable Oil Based Biodiesel in High Grade Low Heat Rejection Diesel Engine

PART 2:

FINAL EVALUATOR'S comments on revised paper (if any)	Authors' response to final evaluator's comments
1. Your biodiesel was made from waste fried vegetable oil. Did its properties is similar to that in Table 1? 2. I think "injection pressure" is injector opening pressure. 3. Exhaust temperature is related to the occurrence of ignition and combustion duration, besides the amount of fuel burned in the cylinder. 4. How does air fuel ratio change during experiment in your research? 5. The level of smoke is affected by the amount of fuel burned in diffusion mode. So ignition timing and the amount of fuel burned are important.	Properties were similar in Table. Comparative column of ASTM standard was removed. Yes. It is injector opening pressure. Changed in the Manuscript Exhaust gas temperature is related to calorific value of the fuel, mass of the fuel burned, duration of combustion and occurrence of ignition. On these aspects only the value of EGT was discussed in different versions of the engine with different test fuels. Air fuel ratio we have not changed. According to the load, it was changed. At no load, higher fuel ratio, at peak load lower air fuel ratio was observed. Ignition timing and amount of fuel burned in diffusion mode are favourable factors for LHR engine in reducing smoke levels with vegetable oil operation.