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Experimental Study on Recycling of Used Engine Oil Utilizing Various Acids As Washing Agent

Monowar Wadud Hridoy[1], Md. Shawkut Ali Khan[2], Mahibuzzaman[3*]

[1,3]Chittagong University of Engineering & Technology, Chottagram-4349, Bangladesh
[2]City University, Dhaka, Bangladesh

Abstract: This research aimed to recycle used motor oils, which will be treated using acidic and formic corrosives. A reusing cycle is created which inevitably will prompt practically identical outcomes with a portion of the regular strategies. Applying the cycle, there will be possibilities to make the reused oil worthy to be reused in vehicles' motors after including the necessary added substances. The (acidic destructive or formic destructive) has the benefit of not reacting or reacting insignificantly with base oils. At room temperature, the reuse cycle takes place. The acidic destructive has been shown to have a massive effect on base oils and other compounds in oils. Two layers created after adding (corrosive acidic or corrosive formic) to the spent oil: a clear dull red concealed oil and a dim faint slop at the holder's base. The effects of the new oil will be compared to the base oils that result from various reuse procedures. The link will demonstrate that the reused oil that will be transmitted by acidic destructive and formic destructive treatment will provide astonishing results in the qualities of the oil that are essentially indistinguishable from the new oil. The critical objectives of the work will be to reach as close as possible to the properties of new engine oil.

Keywords: *Reuse; Utilized oil; Treatment; Acidic corrosive; Formic corrosive; New oil; Added substances.*

Introduction: Greasing up oils are gooey fluids utilized for greasing up moving pieces of motors and machines. These oils are made from crude oil, which is a complex mixture of hydrocarbon molecules. These hydrocarbon particles typically go from low consistency oil to high thickness oil. Greasing up oil helps to ensure scouring surfaces, reduces contact between moving and related parts, prevents temperature buildup on moving components, and makes the motor clean. Motor oil's standard organization qualities include consistency, thickness temperature characteristics, simplicity at low temperatures, compound constancy, and safeguarded characteristics. Lubricating oils have viscosities ranging from 10 to 1000 centistokes at 100°F. The investigation discovered that lubricating oil contains aromatics in the range of 4 to 12 percent free, sulphur, and other pollutants, depending on the source of hydrocarbon unrefined petroleum measure and the creative technique. The nitrogen, sulphur, and oxygen compounds moving in the raw petroleum and buildup component are mostly responsible for the color and aroma of lubricating oil. Aromatics are inhomogeneous with diverse mixes, according to an assessment of the fragrance in the lubricant base oil. The vast majority of aromatics contained in lubricant oil are poly-nuclear in nature. The lubricating oils used, such as vehicle lubricating oils, are oil determined and firstly carried out by destructive and blanching treatment, vacuum refining, dissolvable extraction, various refining stages, and hydro wrapping up. However, used lubricating oil is polluted by foreign compounds or corruptions obtained from the vexing oxidation aftereffect of the vehicle, dirt, metallic wear particles and water, polluted additional compounds, and hazardous compounds from the lead component. These contaminants or unclean oils are depleted of vehicles and discarded as utilized or waste oil. An enormous amount of motor oil is created worldwide. In Bangladesh, it is a typical practice to arrange utilized oils into canals, water channels, open plots, and so on. This prompts the contamination of streams, groundwater, lakes, and seas. According to reports, one gallon of old motor oil may degrade a million gallons of new drinking oil. Dumping spent oil on the ground diminishes soil benefit and renders earth-grown plants unfit for food and rummaging. Adsorption is one of the significant strategies for recuperation [1-2]. Examinations are being done for squander water treatment of oil ventures [3-6]. Numerous examinations are coordinated towards upgraded oil recuperation [7-9]. Recovery of utilized greasing up oil implies the expulsion of contaminants or polluting influences by sulfonating types of sand layers are considered for analysis. Various number of stories such

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Corresponding author details: Mahibuzzaman
E-mail address: mridulmd1@gmail.com
Tel: +8801640830128

as 0, 5, 10, 15, 20, 25 and 30 nos. stand on the sloping ground. Slopes vary at an angles of 200, 250 and 300. Fig. 1 represents numerical model of this research. Sloping width (B) varies with the sloping angles. Foundation depth of mat foundation is 1m. External specialists, for example, sulphuric corrosive, oleum, or Sulfur trioxide. About 80% aromatics and diverse dirtying impacts are wiped out in the principal hover of the activity. During the activity of the motor, greasing up oil temperature develop and corrupt the oils driving the oil to decrease in significant properties like thickness, explicit gravity, and glimmer point. Apart from this, dirt particles and destroyed metal components from engine surfaces are not included into the oils. With the passage of time, these engine oils lose their practical qualities and must be replaced with new oil. Because a large amount of lubricating oil is used on a daily basis, the constant unloading of lubricating oil has now become a subject of worry. On this basis, the majority of the world's governments are immediately giving significant thought to the risk of ecological devastation caused by the evacuation of waste or used lubricating oils. The quick consumption of petroleum derivative hold which gives feedstock to the creation of greasing up oil, lack of new oil, expanding costs, and popularity for greasing up oil have required most ventures and private clients to look for or embrace methods of recovering the oil. Consequently, this work is pointed toward recovering utilized motor oil utilizing mechanical blanching earth and established carbon as the blurring administrator. The destructive and kicking the bucket treatment will be highlighted in this work.

Literature Review: Beforehand unique sort of techniques has been utilized by different researchers for motor oil reusing measure. Kannan et.al. contributed to the conceivable outcomes of reuse of utilized car greasing up oil [10]. Further refining of utilized oil fills some needs. When used oil is disposed of on land, it poses a variety of problems, including groundwater pollution. The usage of this used oil transmits the start items, which are particularly contaminated with harmful gases. The best solution to all of these issues is re-refining. The corrosive dirt treatment measure was used in their investigation. In this cycle utilized oil is treated with solid corrosive and afterward earth. To this strategy, An elective technique by them that is eco-accommodating and creates extraordinary quality refined oil. Absence of hydration, vacuum refining, and dissolvable extraction were all part of the novel approach. Natural refining can be used to refine dissolvable. Likewise, they decided properties, for example, thickness, consistency, consistency file, streak point, pour point, and absolute corrosive number. After refining, these attributes were well within the SAE criteria. Nasim et al. studied waste oil as a diesel engine fuel using various microwave pyrolysis applications in waste to imperativeness planning [11]. Factors, for example, vitality requests, severe discharge standards, and exhaustion of oil assets are the main thrusts for squandering oil reusing. Likewise, as indicated by them squander oils represent an intense situation challenge. According to them, one of the likely solutions for essentialness and normal challenges is to use waste oil as a fuel for diesel engines using various microwave pyrolysis applications. Pyrolysis techniques can reinstate the energetic and mixture assessment of waste materials. They completed tests to determine the impact of diesel-like fuel (DLF) on engine performance and exhaust radiation. Furthermore, their analysis revealed that the DLF's thermal and physical features were comparable to those of a standard diesel test. Diphare et.al. analyzed different squander greasing up oil treatment methods [12]. Procedures were looked at, like reprocessing, re-refining, and burning garbage to clean up the oil. As per their studies, the most commonly used processes for re-refining old oil include pre-treatment with heat or filtration, followed by either vacuum refining with hydrogen finishing or earth, or dissolvable extraction with mud and compound treatment with hydro-warming. Controlled high-temperature consumption at solid handling factories can be beneficial when oil has been contaminated with polychlorinated biphenyls (PCB) and polychlorinated terphenyls (PCT). The temperature of more than 200^0 C is adequate to pulverize organics and kill corrosive mixes. As per them, re-refining is the best method that delivers the consistency of near-unique oil. Kannan and Saravanan investigated the use of used engine oil (WEO) as a fuel source for the reactant fuel reformer (CFR) [13]. To separate the waste oil, they used alumina as a catalyst. Solidified reformulated merging fuel was tested for express gravity, kinematic consistency, glimmer and fire point, net calorific worth, pour point, and thickness for waste engine oil. They discovered that all of the qualities were similar to those of diesel fuel. Danane et al. investigated the recovery of used engine oils [14]. They separated the various stages of the recovery cycle using a comparable evaluation of a model obtained from a limit tank and new engine oil. Pretreatment, metal removal by substance administration, finishing, and filtering were all part of their cycle. The elimination of carbonaceous elements and flighty blends improved the stream point and glint point. Finished engine oil had significantly improved properties similar to those

of base oil that was derived by them. Uddon completed a study on the reuse of spent oil and distinguished the various phases of the cycle of recovery by a similar examination between the model is taken from a limit tank and new engine oil [15]. His investigations were based on a detailed analysis of four ways for recycling spent grease oils: destructive/mud treatment, refining/soil treatment, destructive treatment, and approved charcoal/mud treatment techniques. He focuses on qualities such as streak point, pour point, explicit gravity, metal substance, consistency, and sulphur substance. His analysis revealed that the thickness ranged from 25.5 for old lube oil to 86.2 for refining. It went all the way up to 89.10 for destructive/earth treatment. This figure was scarcely low for intensive soil treatment, at 80.5 percent. Jhanani and Joseph researched the oil age and the board in the vehicle undertakings for the capable use of oil [16]. The oil age and the strategies employed by Tamil Nadu's automobile ventures were investigated. They are staring at the oil as the board is rehearsing. hem. A couple of ventures use rotators, electrostatic fluid cleaners, and attractive separators, and so on for oil the executives, that were investigated. The impact oil tests taken on two different days by one of the automobile companies were considered by them. They discovered that machining procedures such as cutting and entering comprise 85% of the utilized oil age in the vehicle division. Effective reuse of the oil before evacuation might reduce half of the spent oil age proved. Mekonnen and Yimam finished point by point focuses on the Corrosive Dirt Treatment Cycle for Reusing of Utilized Greasing up oil [17]. They completed the evaluation with reusing experiments at 15%, 20%, and 25% destructive and adsorbent (Bentonite mud) extents with various combinations. During their evaluation, they received a yield of 55% to 74.7% percent. A destructive degree of 20% and an adsorbent degree of 15% were optimum settings that were discovered by them [18]. The black-top cover by using waste engine oil from autos was improved. Their research revealed that used motor oil may be used to synthetically reinstate matured black-top fasteners. Zitte et al. did a study on used oil age and removal [19]. They identified the component for nonattendance oil treatment. According to their findings, just 30% of people are familiar with repurposing used oil. The need of being aware was emphasized when it comes to oil treatment and reuses. Additionally, a solid legitimate system was necessary to execute a reuse strategy. Emam and Shoaib analyzed two unique cycles to refine the wasted oil [20]. They built up a research center scale set up for dissolvable extraction/earth and corrosive/mud permeation measures. Likewise, they differentiated virgin base oil and standard recuperation lubing up oil brand name. They watched 0.42 wt.% and 0.81 wt.% Sulfur content for corrosive/dirt permeation and dissolvable/mud.

Methodology: Engine oils generally have some properties which can indicate its condition. In this study, it was aimed to reach those properties of used engine oil by some chemical extraction close to fresh engine oil. Generally, two different types of acids were used for this purpose.

Different Stages of the Recycling process

Treatment with formic and acetic acid: Above all, 300 ml of used motor oil was estimated by the estimating chamber and transferred to a 500 ml container. Similarly, 30 ml of acids (acidic corrosive, formic corrosive) were measured in a separate 50 ml measuring utensil. The pre-owned oil measurement utensil was placed in a broiler to provide heat at that time. The temperature of the base oil (used motor oil) was maintained at 40-45 degrees Celsius. The (acidic corrosive, formic corrosive) was added to the pre-owned motor oil at this temperature while the mixture was being mixed for 10 minutes.

Sedimentation /Decantation: The acidic oil was allowed to settle for 24 hours after the corrosive treatment phase to delineate residual at the base of the holder. The acidic oil was silted and purged into a new 500 ml estimating utensil with a touch of texture after this interval, while the development (acidic slop) at the bottom of the compartment was discarded.

Bleaching: The estimating glass's acidic oil was exposed to blurring. By keeping the acidic oil in a burner, the temperature was raised to 110°C. After that, 6 wt.% initial blanching earth was added to the oil, and the mixture was continuously mixed for 15 minutes. The colored oil was destroyed at the end of the fading process.

Neutralization: To correct the pH of the acidic oil, the fading oil was put through an equilibrium cycle. By considering the pH of the blanched oil at a certain point, 4 wt. percent of sodium hydroxide oil was brought into the fading oil at this movement. With steady hand mixing for 10 minutes, the blanched oil was destroyed. The oil was allowed to settle in the estimating glass for 24 hours after the perishing and equilibrium stages were completed, and then used in the repository, while the accumulation at the base of the holder was discarded.

Sedimentation /Decantation: During this step, the oil was kept warm in the compartment for 24 hours before being purged into another estimating glass and the accumulation at the repository's base was removed.

Filtration: Finally, using a channel material, the residue oil was separated, and the filtrate was constructed in a filtering flask and examined honestly, while the development (channel cake) was eliminated.

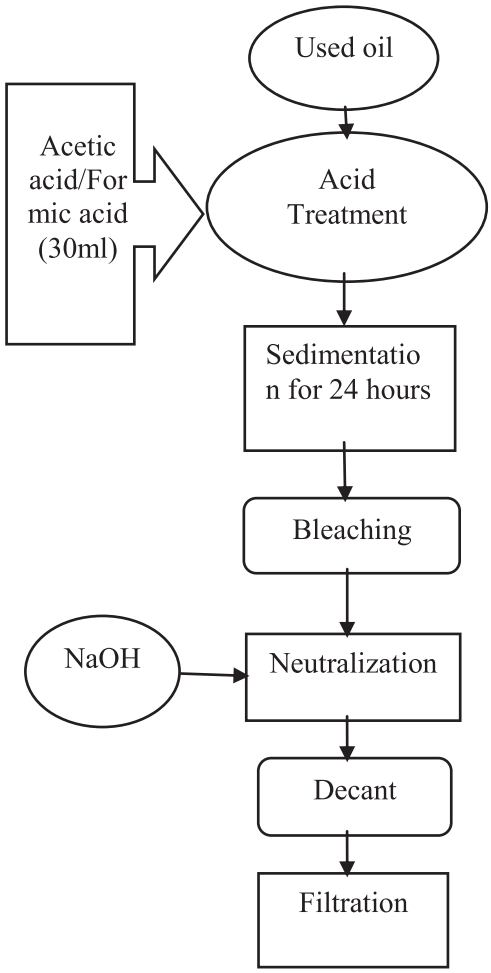

Fig.1: Flow diagram of recycling of used engine oil.

Measurement of Properties: The qualities of used motor oil, unused (fresh) motor oil, and refined or recovered motor oil were estimated in this study. Consistency, explicit gravity, thickness, programming interface, and shading were all factors in the estimate.

Viscosity Measurement: The viscosities of fresh, used, and recovered oils were measured using the viscometer. A silver line test vessel with an agate orifice placed in a bundle is included in the viscometer setup. In the test vessel, 50 ml of each model was placed and heated until it reached the required temperature. It was then left to flow naturally, with the hour of flow being recorded. The hour of stream of a set volume of the test via a certain thin viscometer is used to determine thickness. $V=CT$ gives the kinematic thickness. Where V denotes the kinematic

thickness in mm2/s, *C* denotes a predictable (0.08), and T is the time it takes for the oil to flow through the viscometer. In any scenario, *U=Ve* gives the thickness. Where *U* denotes consistency, *V* denotes kinematic thickness, and e is the substance's thickness.

Specific Gravity, API, and Density Measurement: With the use of a 25 ml explicit gravity container and a gauging balance, the specific gravities and densities of the oil were determined. The empty express gravity bottle oil's mass was determined independently. The mass of the oil is determined through distinction. Separating the mass of the oils from the volume of the oils yielded the densities of the oils. Separating the thickness of water yielded explicit gravity. Programming interface will be found from the formula: API= 141.5/sp. gravity – 131.5.

Color Measurement: The color was determined sporadically by usual perusal of the samples.

Result & Discussion: After completing the experiment, results were calculated and then compared them with fresh engine oil. Properties like density, API, flash point, etc. were measured at ambient temperature and viscosity was measured at 40°C temperature. The fresh oil that used to compare with the recycled oil was of SAE 20W-50 grade and it was of Total brand. Because the used oil was also of the same grade.

Experimental Setup:

Fig.2: Used engine oil.

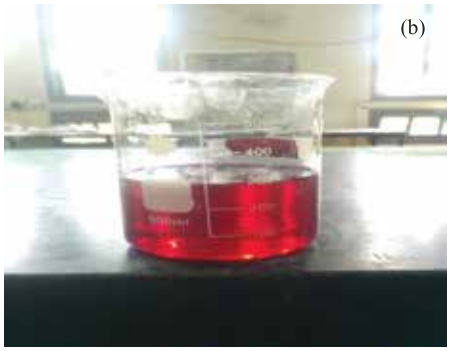

Fig.3: Fresh engine oil.

Fig.4: Recycled oil treated with formic acid.

Fig.5: Recycled oil with acetic acid.

Table 1 summaries the differences between fresh engine oil, old engine oil, and oil treated with formic acid and acetic acid.

Table 1: Test analysis of the used engine oil, fresh oil, and recycled oil.

Parameters	Fresh Engine Oil (SAE 20W-50)	Used Engine Oil	Treated Oil with acetic acid	Treated Oil with Formic acid
Density (g/ml)	0.908	0.924	0.917	0.914
Kinematic Viscosity at 40º C (cp)	27.5	17.85	23.4	25..05
Dynamic Viscosity at 40º C (cp)	25	16.5	21.5	22.9
API	31.4	22.30	25.7	27.4
Color	Dark Red	Very Dark	Dark Brown	Dark Brown

In Fig. 6, the thickness of the pre-owned oil was discovered higher appeared differently in relation to the new oil, considering the way that the thickness of the used oil increase with oil start in the motor with the fuel, which achieves corruptions, by then the thickness is extended. When formic and acidic acids are mixed with the used oil, the result is the thickness decreased. The investigation was driven at oil: corrosive extent anyway it was done after our module acid from 10:1.

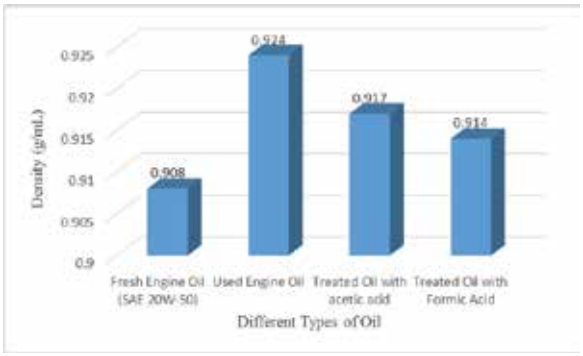

Fig. 6: Fresh engine oil, used engine oil, and oils treated with formic acid and acetic acid have different densities.

In Fig. 7 and 8, the consistency of the used oil was watched lower when it stood out from the new oil considering the way that the thickness of the used oil decay with oil start in the motor with the fuel, which achieves toxins, the results exhibited the treated oil with formic acid and acidic acid shut to the new oil and this shows the effectiveness of using the acid treatment. The examination was driven at a comparative extent of 10:1.

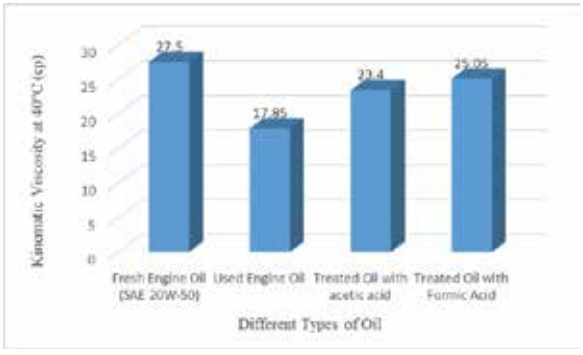

Fig.7: Fresh engine oil, old engine oil, and formic acid and acetic acid-treated oils all have kinematic viscosity.

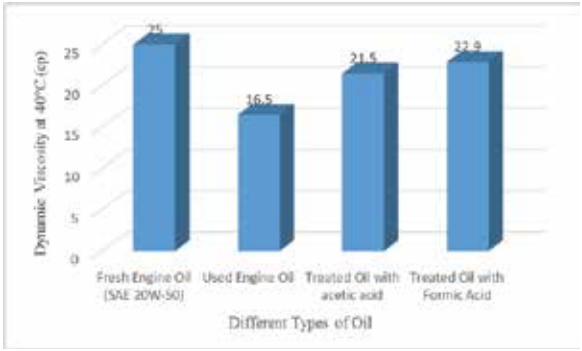

Fig.8: Fresh engine oil, old engine oil, and oils treated with formic acid and acetic acid have different dynamic viscosities.

In Fig. 9, the API of fresh, used and recycled oil is compared. The comparison shows that the API of the old oil decreases which indicates whether the oil is lighter or heavier than water. In this study, the API of the recycled oil increases by treating with acids. API with more than 10 indicates that the oil will float on water. So, here the API of the recycled oil is greater than 10 and it is lighter than water.

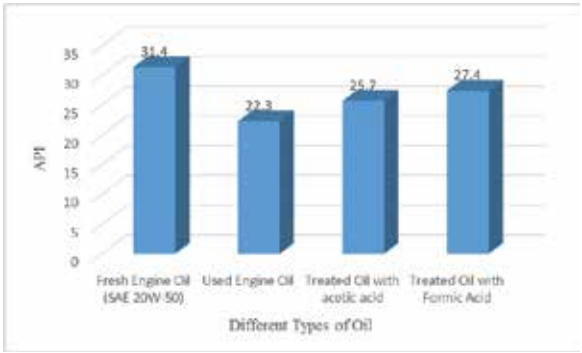

Fig.9: Fresh oil, old oil, and oils treated with formic acid and acetic acid have different APIs.

From the above trial results and charts, clearly the properties of the treated oil are near the new motor oil. But it is not as close as it was expected [21]. The thickness of the new motor oil is 0.87 and the pre-owned oil is 0.92. After treating them with formic acid, density turns into 0.89, and with acetic acid, density was 0.90. While measuring the viscosity, the same type of result was found. But a little bit more precise result than this was expected. Especially, from acetic acid, it was expected a better result. But it was not found as expectation [22]. It may happen because the acetic acid that was used was old. That's why the properties of the used oil treated with acetic acid is not as close as fresh oil. But the result of using formic acid was better. A large portion of the properties of the pre-owned oil treated with formic corrosive was exceptionally near the new motor oil. Actually, in most of the experiment that was carried out for recycling engine oil, sulphuric acid was used. Because the result of using sulphuric acid is better than using other acids. However, it is extremely damaging to the environment. As a result, it attempted to treat old oil with several acids that are not hazardous to human health. The result was not as better as expected but it is very conducive to the environment. Firstly, the color of the treated oil didn't change as expected. Secondly, the internal properties of the treated oil like viscosity, density, etc. also didn't change very precisely. However, I believe that adding other chemicals, such as activated carbon, might improve the outcome. The results show that acidic acids and formic acids have no effect on the oil's initial structure. In this approach, using acidic corrosive and formic corrosive in the reuse of used motor oil is advantageous. Moreover, frosty acidic corrosive and formic acids have to a lesser extent a negative effect on the handling gear contrasted and sulphuric corrosive. A lower number of added substances might be needed for the base oil reused by the acidic corrosive earth strategy because of its low reactivity with the pre-owned oil. To advance this cycle to the business stage, more investigation is required. While this

investigation has focused on a number of aspects, there are still a number of others that need to be investigated, such as temperature, pressure, settling time, blending, centrifugation speed, and the type of adsorbent.

Conclusion: From the outcomes introduced, obviously, the strategy successfully eliminated contaminants from used lubing up base oil and reestablished the oil to a quality equivalent to oils conveyed by new lube oil stocks. Based on the results obtained, the refining approach using reveals a better option. It is visualized that; it will cost less to obtain the pre-owned lube oil and has demonstrated to yield about 80% while the yield from raw petroleum is between 5 to 10%. The recycling of used oil will reduce the natural worry that it has previously presented. It will also reduce demand for oil-rich unrefined, which is a finite resource. The refined oil obtained from the test is unlikely to be useful for use in cars. However, modifying this method will result in better results, and the qualities of the used oil will be adequate for use in automobiles. However, the reusing cycle will keep us from unloading a ton of waste oils in water sources, which will lessen water contamination.

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