Characteristics of the MQ-135 Sensor for Testing Medium Speed Ship Engine Exhaust Gases

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Abstract. International Convention that regulates air pollution caused by shipping activities as is indicated in Annex VI. So far, many ships' exhaust gases still contain a lot of NOx and SOx gases which can damage the air and are one of the contributors to air pollution. The aim of this research is to analyse the use of the MQ-135 sensor as a ship exhaust gas detection sensor connected to an Arduino Uno and a computer. Testing ship exhaust gas was using the medium speed ship's main engine in the engine laboratory of the Indonesian State Maritime Polytechnic. The measuring point was at the end of the exhaust chimney. The measurement variations consisted of low, medium and high engine speed (RPM) of the main engine. The result suggested that the higher the engine RPM, the higher the reading on the serial monitor. The average of measurement results from three measurements concluded that the high RPM is 96, for medium RPM is 81 and low RPM is 66 as displayed on the Arduino IDE serial monitor. From the results of the equipment testing that has been carried out, it can be concluded that the MQ-135 sensor can be used to detect ship exhaust gas from medium ship engine.

Keywords: MQ-135 sensor, ship exhaust gas, ship engine, diesel engine

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1. Introduction

Exhaust gases produced by diesel engine as the main propulsion of ships include CO, HC, CO2, NOx, SOx and PM, where these gases are very dangerous for human health and have an impact on global warming [1][2][3]. The regulation that controls pollution at sea is Marine Pollution (MARPOL) 1973/1978 which consists of annexes I-VI, including annex VI discusses preventing pollution in the sea by air [4][5]. The convention that controls ship exhaust gas is Marine Pollution (MARPOL) 73/78 annex VI with the aim of controlling pollution resulting from exhaust gas produced by diesel engine as the main propulsion of ships, one of them is Nitrogen Oxide gas (NOx). Nitrogen Oxide is formed due to the combustion of fuel in ship diesel engines.[6] Air pollution by NOx gas or NO and NO2 gas is caused

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by high temperature of combustion in engine [7]. The main air pollution from ship mostly dominated by carbon dioxide (CO2) [8] [9].

The MQ-135 sensor is a tool to identify the presence of carbon dioxide (CO2) gas, Nitrogen Oxide, Sulfur Oxide and then convert it into an electrical signal or voltage between 0 volts and 5 volts [10]. The MQ135 sensor is a chemical sensor or gas sensor which has a resistance value of Rs which will change when exposed to gas and also has a heater which is used to clean the sensor chamber from outside air contamination [11]. The MQ-135 air quality sensor is a sensor that monitors air quality to detect ammonia gas (NH3), sodium-(di) oxide (NO2), alcohol/ethanol (C2H5OH), benzene (C6H6), carbon dioxide (CO2), sulfur gas /sulfurhydroxide (H2S) and smoke/other gases in the air [12] [13]. This sensor reports the results of air quality detection in the form of changes in the analog resistance value at its output pin. This output pin can be connected to the ADC (analog to digital converter) pin on the Arduino microcontroller/ analog-input pin by adding just one resistor (functions as a voltage divider). Analog To Digital Converter (ADC) is an electronic device [14]

To detect NOx gas from diesel engine, the MQ-135 sensor can be used by counting concentration of NOx gas which uses the voltage increase resulting from the MQ-135 sensor output in the form of an analog output voltage [15] [16]. Hadi et.al modified MQ 135 sensor to sense common and harmful gases including Hydrogen, Carbon Monoxide, and Chlorine gases [17]. A CO2 gas detection system was designed to detect mixed gases with other gases using the MQ-135 sensor has also been studied [18]. Developing and upgrading the MQ135 sensor to adopt and sense gases such as highly explosive hydrogen, chlorine and carbon monoxide has also been examined [19]. Up to recently, there has been no study on monitor of air quality specifically exhaust gas released from medium speed ship diesel engine using the MQ135 sensor. Therefore, the aim of this research is to design a tool to monitor air quality specifically exhaust gas released from medium speed ship diesel engine using the MQ135 sensor. The MQ-135 sensor was chosen as the gas sensor in this research because the MQ-135 has relatively high sensitivity to various gases including ammonia, benzene, alcohol, CO2, smoke and other gases. Furthermore, the MQ-135 sensor is a type of inexpensive sensor compared to other sensor. It has for many purposes that can detect different gases. The MQ-135 sensor has many advantages including a long lifespan, low cost, a straightforward drive circuit [20] [21].

2. Methods
2.1. Research Procedures

This research was carried out at the Indonesian State Maritime Polytechnic (Polimarin) using medium speed ship main engine which is usually used for practical class for cadets majoring in engineering. The engine used is a medium speed engine with the range of 250 rev/min to about 1200 rev/min supplied by Stem Isi Impianti, Genova Italy, Ref. J744 year 2005. The experiment carried out was a direct experiment by measuring ship exhaust gas at the exhaust gas end pipe in the ship's main engine. The Medium Diesel engine and its exhaust pipe can be seen in figure 1. In this research, exhaust gas from the diesel engine was measured using a variation of 3 types of engine speed, namely: 300 RPM (low speed), 600 RPM (medium speed) and 1000 RPM (high speed). The test was carried out 3 times to get a value close to the actual value. Smoke sensor testing is carried out by applying smoke to the sensor and then observing whether the sensor can detect the presence of smoke in the air. To see the effectiveness of the sensor in detecting smoke, this is done by looking at the sensor resistance value on the serial monitor on the Arduino IDE. Measurements are made by measuring the exhaust gas from the ship's main engine at the end of the gas exhaust chimney.
2.2. Experimental set up

The equipment that was used for research purposes to detect ship exhaust gas included the MQ-135 sensor, Arduino Uno, and Personal computer (PC). The MQ-135 sensor was used to detect ship exhaust gas in accordance with Marpol annex 6 regulations. The output of the MQ-135 sensor is analog data 0 V to 5 V which is connected to the Arduino analog pin. Furthermore, analog data is processed with a program that has been created using Arduino IDE software to be converted into digital data which will be read by the Arduino serial monitor, the process as can be seen in figure 2.

![Figure 1. Medium Diesel engine and its exhaust pipe](image)

![Figure 2. Schematic Diagram of Experimental set up](image)
2.3. Data Collection

The MQ-135 sensor was chosen because it is a gas sensor that can detect compounds/levels of some gases that can disrupt air quality including NOx, alcohol, benzol, smoke, CO and CO₂. The MQ-135 sensor provides air quality detection results in the form of changes in the analog resistance value on its output pin. The MQ-135 sensor has 4 pins, as shown in figure 3, consisting of:

Pin 1: VCC: The pin refers to the 5V positive power supply that powers the MQ135 sensor module.
Pin 2: GND (Ground): This is the reference potential pin, which connects the MQ135 sensor module to ground.
Pin 3: Digital Out (DO): This pin refers to the digital output pin which provides digital output by setting the threshold value with the help of potentiometer. This pin is used to detect and measure certain gases and makes the MQ135 sensor work without a microcontroller.
Pin 4: Analog Out (AO): The pin produces an analog output signal of 0V to 5V and depends on the intensity of the gas. This analog output signal is proportional to the gas vapor concentration measured by the MQ135 sensor module. This pin is used to measure gas in PPM. It is driven by TTL logic, operates with 5V, and is mostly interfaced with a microcontroller. This sensor has good durability as an air pollution marker because it is practical and consume less of power. Adjustment of sensor sensitivity is determined by the resistance value of the MQ-135 which is different for various gas concentrations [8].

The design of the MQ-135 sensor series for ship exhaust gas detection apart from requiring software containing command sequences or programming also requires hardware devices to build a ship exhaust gas detection system. The design of hardware and software requirements in the form of a series of ship exhaust gas detectors is described as several tools or components that function as follows

a. MQ-135 sensor as a means of detecting smoke in the air.
b. Arduino is a microcontroller tool that processes the output from the MQ-135 sensor.
c. Arduino software is an idea for programming the Arduino Uno and displaying the serial monitor
d. Computer to display MQ-135 sensor readings.
The hardware circuit of the ship's exhaust gas detection system using the MQ-135 sensor and Arduino is shown in the hardware diagram as follows:

![Hardware Diagram](image)

Figure 5. Experimental set up

3. Results and Discussion

Smoke sensor testing was carried out by applying smoke to the sensor and then observing whether the sensor can detect the presence of smoke in the air. The effectiveness of the sensor in detecting smoke was done by looking at the sensor resistance value on the serial monitor on the Arduino IDE. Measurements were made by measuring the exhaust gas from the ship's main engine at the end of the gas exhaust chimney.

The results of the ship's main engine exhaust gas measurements for the MQ-135 sensor used the serial monitor found in the Arduino IDE software. Serial Monitor Arduino IDE is a feature of the Arduino IDE software to display data issued by the MQ-135 sensor via serial communication using USB connected between the Arduino Uno and the computer.

![Serial Monitor](image)

Figure 6. Display MQ-135 sensor readings

The test was carried out 3 times to get a value that was close to the actual test value. The 3 measurements were carried out, namely at low RPM speed (300 RPM), medium RPM speed (600 RPM) and high RPM speed (1000 RPM). Data collection was carried out by measuring the exhaust gas at the end of the exhaust gas chimney of the ship's main engine with the result being the value of the ship's exhaust gas
detected by the MQ-135 sensor using the Arduino IDE serial monitor. The following diagram describes the data measurement obtained.

<table>
<thead>
<tr>
<th>Table 1. Measurement of Exhaust Gas from Main Engine</th>
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<tr>
<td>RPM Main Engine</td>
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<tr>
<td>1st Measurement</td>
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<tr>
<td>1 Low RPM speed</td>
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<tr>
<td>2 Medium RPM speed</td>
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<td>3 High RPM speed</td>
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<tr>
<td>2nd Measurement</td>
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<tr>
<td>1 Low RPM speed</td>
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<td>2 Medium RPM speed</td>
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<td>3 High RPM speed</td>
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<td>3rd Measurement</td>
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</tr>
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<td>2 Medium RPM speed</td>
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<tr>
<td>3 High RPM speed</td>
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</table>

![Figure 7. Diagram of MQ-135 sensor measurements of exhaust gas](image)

The Table 1 and figure 7 above show the results of the research that has been conducted. It can be seen that the measurement results of the MQ-135 sensor when detecting ship exhaust gas in each experiment, namely for high engine RPM speed, medium engine RPM speed and low engine RPM speed. The average of the high RPM speed measurement results from three measurements is 96, for medium RPM speed is 81 and low RPM speed is 66 as displayed on the Arduino IDE serial monitor. The result indicated that the higher engine RPM speed also rises the exhaust gases produced. It can be concluded that the higher engine RPM speed resulted in a higher exhaust gas release from the exhaust pipe, and it can be detected by the MQ-135 sensor.
4. Conclusions

From the results of the equipment testing that has been carried out, it can be concluded that the MQ-135 sensor can be used to detect ship exhaust gas from medium speed ship engine. The design of a tool to detect ship exhaust gas using the MQ-135 sensor is controlled using an Arduino to be displayed on the Arduino IDE serial monitor. The tests that were carried out using the ship's main engine in the engine laboratory of the Indonesian State Maritime Polytechnic were conducted three times to get results that were close to the actual values. The test results showed that the exhaust gas of a high RPM speed from three measurements was 96, for medium RPM speed was 81 and low RPM speed was 66. The higher the RPM of the medium speed ship's main engine, the higher the value of exhaust gas displayed on the serial monitor.

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References


