iJRASET
International Journal For Research in Applied Science and Engineering Technology

# INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

**Volume:** 9 **Issue:** IX **Month of publication:** September 2021

**DOI:** https://doi.org/10.22214/ijraset.2021.38070

www.ijraset.com

Call: 08813907089 | E-mail ID: ijraset@gmail.com

International Journal for Research in Applied Science & Engineering Technology (IJRASET)
*ISSN: 2321-9653; IC Value: 45.98; SJ Impact Factor: 7.429*
*Volume 9 Issue IX Sep 2021- Available at www.ijraset.com*

# Study on Influence of Use of Waste Cooking and Engine Oil on the Properties of Bituminous Concrete

Mohd Ovais Beigh[1], Mufasir Manzoor Vaid[2], Ulfat Yaseen[3], Aamir Hussain Zargar[4], Arslan Aslam[5], Sadat Mubarik[6], Er. Irtiza Khurshid[7]

[1, 2, 3, 4, 5, 6]*B.E Student,* [7]*Assistant Professor, Civil Engineering Department, SSM College of Engineering, Kashmir, India*

***Abstract:*** ***Bitumen is defined as a gelatinous viscid mixture of hydrocarbons attained naturally or as a residue from petroleum refinement which is used for pavement materialization and roofing. Bitumen is employed as a binder for flexible pavements throughout the globe. Though bitumen is non-hazardous under normal conditions but when heated it becomes toxic and has consequences of environmental degradation. Also, bitumen being a product of non-renewable source of energy i.e. petroleum will led to depletion of petroleum reserves. It is a key challenge in highway industry to scale back the dependence on fossil fuels & to recycle the highway waste. The asphalt industry is undoubtedly a sector that contains a sustainable environmental impact, one amongst the main component being binder, bitumen, which is produced from petroleum. Bitumen generation results in enormous amounts of carbon dioxide emission which causes hazardous environmental impact. This research work is about the employment of waste oils as the alternative binders. The waste oils employed are waste cooking and waste engine oil. These are studied and analyzed as a step towards sustainable environment. This project work will provide an alternative or modified binder as well as will serve with the better way for safe disposal of waste oils generated. Thus, this project is beneficial concerning both the environmental aspects of alternative binder and safe disposal of waste oils.***

***Keywords: Pavements, Bitumen, Engine Oil, Cooking Oil, Addition Percentage, Highway Industry.***

## I. INTRODUCTION

The eminence of highways dictate the frugality of a republic and hence forth the standard of our survival. India has kicked off a rapid pace of road development since after late 1990s by giving a high priority to the event of highways. Major exertions are on-going to revolutionize the nation's road structure. The Indian highways or road network, encompassing Expressways, National Highways, State Highways, District Roads, Low volume roads and Village Roads, is the second leading network. Our country's road network has seen unswerving enhancement within the previous couple of eons. Connectivity has been upgraded and transportation via roads has become a spotlight of swift growth. With the up gradation of transportation via roads, country is being provided with better access to services, transportation with low costs and freedom of movement to the society. Identifying the importance of a consistent and freely working road network within the nation and also its importance with regard to its overall development, the Ministry of Road Transport and Highways (MORTH) has preoccupied the responsibility of construction of good quality pavements and highways across the India. At the identical time sustainability has been the most important principle of development across the world, and all the aspects of the society are somehow stricken by the concept. In order to have preservation of environmental resources, such that not only the demands of the present generation but also the future generations are met, sustainable development should be the pattern of resource use. Sustainability includes variety of aspects, concerning business development it means that of profits and with regard to environmental growth it indicates that of natural reserves which are to be utilized by the long run peers. Thus there is utter need to rummage around for the solutions to cut back the environmental impact. It is a key challenge in highway industry to scale back the dependence on fossil fuels and to recycle the highway waste. The bitumen industry undoubtedly is a sector that incorporates a sustainable environmental impact, one of the most important component being binder, bitumen, which is produced from petroleum. Bitumen generation results in enormous amounts of carbon dioxide emission which causes hazardous environmental impact. Commercial modifiers like fillers, extenders, polymers, fibres, antioxidants, etc. are incorporated in bitumen for improved performance. There are varied commercial modifiers which can be effectively used for improving the bituminous performance, however the cost benefit ratio of such bitumen mixes decrease on their use. Thus there is utter need to have substitute modifiers which could enhance the properties of bitumen and which will not hike the price of bitumen mixes and also does not affect the value benefit ratio of the same.

©IJRASET: All Rights are Reserved

Thus, the employment of wastes as modifiers for bitumen modification is much more attractive research objective. Contemporary developments in country's economy have resulted in an overall hike within the total usage and extent of highways in India. Not more than fifteen years after highways are constructed and allowed for the connectivity, many flexible type of pavements require differing kinds of maintenance thanks to the varied damages occurred to the pavements during their serviceability. Also the upkeep of highways have led to the production of the massive quantities of reclaimed bituminous highway materials. The disposal of such waste bitumen pavement concrete could be a big challenge to society, and therefore the improper disposal of same could be a big source of environmental pollution. Therefore the requirement for solution of recycling and reusing such waste is becoming the centre of attraction within the world with respect to energy and environmental protection and development of sustainable environment within the world. In the present world, to look for substitute of bitumen and also the regeneration of aged bitumen is a key goal to sustainable environment. Modified bitumen and regeneration of aged bitumen not only helps in reduction of the employment of non-renewable and finite resources but also helps in safe disposal of bitumen pavement waste, thus is becoming more and more attractive concerning sustainable development of the world. In the same world, on the other hand with the event of living conditions and automobile sector enormous quantities of waste oils are generated, waste oils may broadly include, Waste cooking oil (WCO) and Waste Engine Oil (WEO). Lot of research work has been done to develop various kinds of modified bitumen and bitumen rejenuvators, the current research work is aimed to review and analyse the employment of WCO and WEO as modified bitumen and as bitumen rejenuvators and their impact on the properties of modified moreover aged bitumen. It has been seen that the molecular structure of WCO and WEO is somewhat the same as that of bitumen and thus will be favorably accustomed to improve the properties of bitumen and also rejenuvate the properties of aged bitumen. Supported by the compatibility theory of rejuvenation, WCO and WEO can be used to recycle aged bitumen. Compared to other possible components, the results for flash points of WCO and WEO were above 200°C, thus compatible in hot mix bitumen mixes as they will have high structural safety. The use of these waste oils will not only reduce environmental pollution and conserves energy, but they have also signified a ground-breaking method of recycling of the waste. This methodology proposed could rejenuvate the properties of aged bitumen and supply an efficient method to rejenuvate the aged bitumen using these waste oils. Therefore, it has been practically significant and would supply a broad application of waste cooking oil and waste engine oil in the field of bituminous pavement recycling.

## II. LITERATURE REVIEW

A lot of research work has been done associated with the research work I have opted. I explored various research papers which were associated with use of varied waste products in partial replacement of bitumen particularly associated with waste cooking oil and waste engine or automobile oil or similar products having closer properties and molecular structure to it of waste oils. Before the commencement of methodology and various credentials of my research work, following are some researches that were closely associated with my work.

*1)* The Federal Highway Administration, (2011) [2] states, RAP is a treasured waste material that can be used replace precious virgin aggregates and binders. The foremost utilization of RAP can be done economically in bitumen mixtures. Reclaimed asphalt pavement can be effectively used as an alternative to virgin materials as it can be used in place of aggregates and also the quantity of virgin bitumen binder required. The utilization of RAP will be useful in the conservation of energy, will preserve aggregate and bitumen resources. Also the transportation charges in order to get materials to the site will be reduced. The employment of reclaimed asphalt pavement is principally determined by the prices of virgin materials and transportation.

*2)* Majid Zargar, et al., (2012) [4] tested applied bitumen (80/100 grad) and evaluated the properties of same. to organize aged bitumen, the initial 80/100 bitumen was heated within the oven at a relentless temperature of 160 ◦C for about one and a half hours to 2h until it had been fluid enough to pour. Then, the melted bitumen was placed on the recent plate and mixed using the propeller mixer. The ageing process was continued for 7 h at a speed of 350rpm to supply aged bitumen 40/50 penetration group. After the ageing process was completed, the aged bitumen was tested using the penetration test to see the group of aged bitumen. The 40/50 aged bitumen was then blended with 1%, 2%, 3%, 4% and 5% of waste oil using the propeller mixer for 30 min at 160 ◦C with a continuing speed of 200 rpm. The 40/50 aged bitumen was rejuvenated with WCO at 1%, 2%, 3%, 4% and 5% by weight of bitumen. Approximately 3% of added waste vegetable oil rejuvenates the aged bitumen of the 40/50 penetration group to an identical condition to the first bitumen. When approximately 1% of waste oil is added into the aged bitumen penetration groups of 50/60, they resemble the first bitumen value. Moreover, the first softening point value of 46 C is achieved when 2% of waste oil is added into the aged bitumen penetration group of 40/50. At the identical time, adding around 4%of WCO changed the aged bitumen to resemble the first bitumen. vegetable oil with bitumen as revivifying agent for used or aged bitumen result in an economic and environment friendly solution. Further modification and research are needed to induce more efficient and effective results.

©IJRASET: All Rights are Reserved

*3)* Md Tareq Rahman A, et al., (2016) [11] used bitumen 60/70 to organize the samples and was provided by Shell Singapore. Bitumen was stored at temperature in air sealed condition. Waste vegetable oil (WCO) was collected from local restaurants. It absolutely was filtered to get rid of all dirt and other suspended materials. . An optimum and efficient mixing ratio is determined by physical test which consists of penetration test and softening point test. After these tests, it had been found that fifty replacement of bitumen by waste vegetable oil is that the optimum ratio among all the blending ratios. Quite 5% of waste vegetable oil makes the sample softer and not eligible for application within the construction of flexible pavement in warmer region. With the employment of all modifiers up to fifteen of replacement of bitumen has been successfully done.

*4)* Aghazadeh Dokandari, et al., (2017) [12] investigated the implementation of Waste Oils with Reclaimed Bitumen Pavement. Mary bitumen with a 50/70 penetration grade obtained from Aliaga/Izmir Oil Terminal of Turkish oil refinery Corporation was utilized in this study. During this study, 5.4% of WEO by weight of binder and 5.1% of WVO byweight of binder are found adequate supported penetration values.

*5)* Gupta and Kumar, (2019) [17] worked on "Use of Waste Polyethylene in Bituminous Paving Mixes". Marshall-samples were prepared and tested for determination of Bulk Density, Air voids content, Percent volume of bitumen, Percent voids in Mineral Aggregates, and Percent Voids Filled with Bitumen. It was found Marshall Stability value increased up to certain percent and thereafter decreases. It is also observed that the Marshall Flow value shows minor changes upon addition of polythene. While, the mean value attained was pretty satisfactory. Percentage of Voids in Mineral Aggregate (VMA), Percentage of Air Voids in Bituminous Mix (VA) and Percentage of Voids Filled with Bitumen (VFB) were within the design requirements of bituminous mixes for pavement layers. It was seen that if regular road requires 10 tonnes of bitumen for each kilometer, plastic road will require only nine tonnes of bitumen and one tonne of waste plastic for coating. Thus for every km, the plastic roads save as much as one tonne of bitumen. Thus plastic roads are economically benefitted. This research will enhance the use of various wastes in construction of road, and mine work is also inspired by this research work.

These conclusions indicated that WCO or WEO in suitable contents could be used as modifier or to rejuvenate aged bitumen to achieve the properties of original bitumen and meet all physical requirements.

## III. METHODOLOGY

### *A. Selection of Materials*

To develop a modified alternative binder, material selection is the most vital part. Materials were selected as per the availability, cost efficiency. Samples were prepared from the mixture of Bitumen, Coarse Aggregates, Filler (Fly Ash and Lime), WCO and WEO.

The various materials used for carrying out the project work with their particular type used and the source from which they were obtained are given in the following table as under

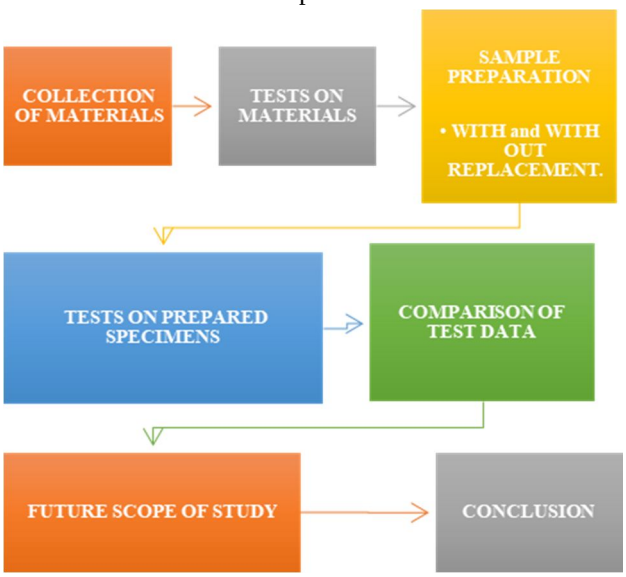
| S. No | Material | Type |
|---|---|---|
| 1 | Bitumen | Vg 40 |
| 2 | Aggregates | Stone Crushed |
| 3 | Filler | Fly Ash & Lime |
| 4 | Waste Cooking Oil | Obtained from Local Restaurant |
| 5 | Waste Engine Oil | Obtained from Local Automobile Shop |

For the conduction of research work, initially the specific gravity of various components were determined using Pycnometer test. The test results obtained are given below in the tabular form,

©IJRASET: All Rights are Reserved

| S.No | Component | Specific gravity |
|---|---|---|
| 1 | Coarse | 2.75 |
| 2 | Fine (Stone) | 2.6 |
| 3 | Filler (Lime) | 2.7 |
| 4 | Filler (Fly ash) | 2.3 |
| 5 | Bitumen | 1.12 |
| 6 | WEO | 0.94 |
| 7 | WCO | 0.79 |

To achieve the objective of study, a methodology was devised to investigate the influence of partial replacement of bitumen with waste cooking and engine oil in bituminous concrete for flexible pavement. The flow chart of the same is as under:




Methodology Flow Chart

*B. Mix Design*

The Mix is designed as per MORTH Section 500. The composition of Bituminous Concrete Pavement Layers is as per following table;

| Grading | 1 | 2 |
|---|---|---|
| Nominal aggregate size* | 19 mm | 13.2 mm |
| Layer thickness | 50 mm | 30–40 mm |
| IS Sieve¹ (mm) | Cumulative % by weight of total aggregate passing | |
| 45 | | |
| 37.5 | | |
| 26.5 | 100 | |
| 19 | 90-100 | 100 |
| 13.2 | 59-79 | 90-100 |
| 9.5 | 52-72 | 70-88 |
| 4.75 | 35-55 | 53-71 |
| 2.36 | 28-44 | 42-58 |
| 1.18 | 20-34 | 34-48 |
| 0.6 | 15-27 | 26-38 |
| 0.3 | 10-20 | 18-28 |
| 0.15 | 5-13 | 12-20 |
| 0.075 | 2-8 | 4-10 |
| Bitumen content % by mass of total mix | Min 5.2* | Min 5.4** |

©IJRASET: All Rights are Reserved

## IV. RESULTS AND DISCUSSIONS

The properties of the different samples were characterized using various tests viz, Ductility test, Flash and Fire point test, Float test, Penetration test, Softening point test, Viscosity test, Water content test and most importantly Marshall Stability test.

For carrying out the Marshall Stability test on the prepared samples Fly Ash and Lime were used as fillers. Chemical composition of fly ash and Lime in percentage (by weight) are given in the following table as under

| S. No | Constituents of Fly Ash | Percentage of Constituents |
|---|---|---|
| 1 | $Fe_2O_3$ | 2.30% |
| 2 | CaO | 4.20% |
| 3 | MgO | 3.00% |
| 4 | Silica | 56.40% |
| 5 | $Al_2O_3$ | 28.08% |
| 6 | Carbon | 6.02% |

| S. No | Constituents of Lime | Percentage of Composition |
|---|---|---|
| 1 | $Al_2O_3$ (aluminum | 0.01 |
| 2 | $Fe_2O_3$ (Iron | 0.11 |
| 3 | CaO (Calcium | 65.25 |
| 4 | MgO (Magnesium | 0.50 |
| 5 | $K_2O$ (Potassium | 0.01 |
| 6 | $Na_2O$ (Sodium | 0.01 |
| 7 | S (Sulphur) | 0.13 |
| 8 | C (Carbon) | 4.50 |
| 9 | Loss on ignition | 33.25 |

Aggregates were tested for various physical requirements and were put to various tests such as, Aggregates Impact Test, Aggregate Crushing Test, Abrasion Test, Shape Tests and Water Absorption Test. These tests were performed as per different parts of IS: 2386. The test results for the various tests conducted are given in the tabular form below

| S. No | Test Property | Test method | Test result |
|---|---|---|---|
| 1 | Aggregate Impact Value (%) | IS: 2386 (P IV) | 15.0 |
| 2 | Aggregate Crushing Value (%) | IS: 2386 (P IV) | 14.05 |
| 3 | Los Angeles Abrasion Value (%) | IS: 2386 (P IV) | 17.80 |
| 4 | Flakiness Index (%) | IS: 2386 (P I) | 18.90 |
| 5 | Elongation Index (%) | IS: 2386 (P I) | 21.0 |
| 6 | Water Absorption (%) | IS: 2386 (P III) | 0.1 |

Various lab tests were also done on the virgin bitumen in order to check the physical properties of virgin bitumen to be used. This was also necessary in order to have comparative analysis. The results of various tests performed are presented below in a tabular form,

| Sr. No. | Characteristic | Unit | Result | Test Method |
|---|---|---|---|---|
| 1 | Ductility at 25° C | Cm | 35 cm | IS 1208 : 1978 |
| 2 | Penetration at 25° C | 1/10mm | 54 mm | IS 1203 : 1978 |
| 3 | Absolute Viscosity at 60° C | Poise | 3300 | IS 1206 : 1978 |
| 4 | Softening Point | °C | 53°C | IS 1205:1978 |
| 5 | Flash Point Test | °C | 250°C | IS 1209 : 1978 |
| 6 | Fire Point Test | °C | 300°C | IS 1209 : 1978 |

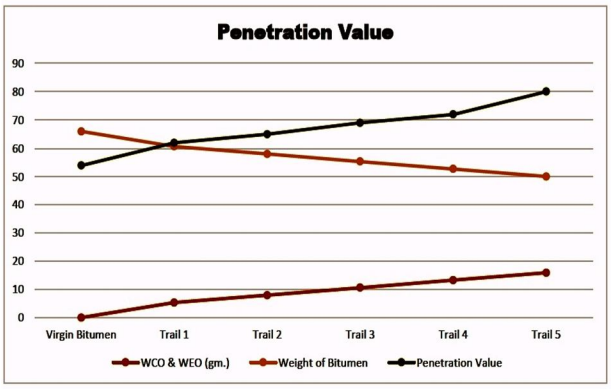
©IJRASET: All Rights are Reserved

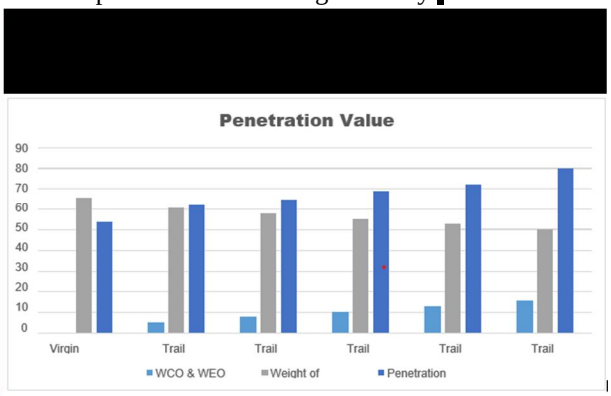
Specimens with varying percentages of waste engine oil and waste cooking oil were prepared by partial Replacement of bitumen with the oils and were tested for various bituminous properties viz, penetration, Softening point, Viscosity, Flash and Fire point and ductility. Also for the same percentages of replacement of bitumen by oils specimens for Marshall Stability test were prepared. The replacement percentages by weight of bitumen considered for the study were, 8% 12% 16% 20% and 24% (partial being that of cooking oil and partial that of engine oil). The detailed percentage of replacement of waste engine oil and waste cooking oil is presented below

| S.No. | % of replacement | | | | Weight of Bitumen |
|---|---|---|---|---|---|
| | Waste cooking oil | | Waste Engine oil | | gm. |
| | % | gm. | % | gm. | |
| 1 | 4 | 2.64 | 4 | 2.64 | 60.72 |
| 2 | 6 | 3.96 | 6 | 3.96 | 58.08 |
| 3 | 8 | 5.28 | 8 | 5.28 | 55.44 |
| 4 | 10 | 6.6 | 10 | 6.6 | 52.8 |
| 5 | 12 | 7.92 | 12 | 7.92 | 50.16 |
| 6 | 14 | 9.24 | 14 | 9.24 | 47.52 |

### *A. Penetration*

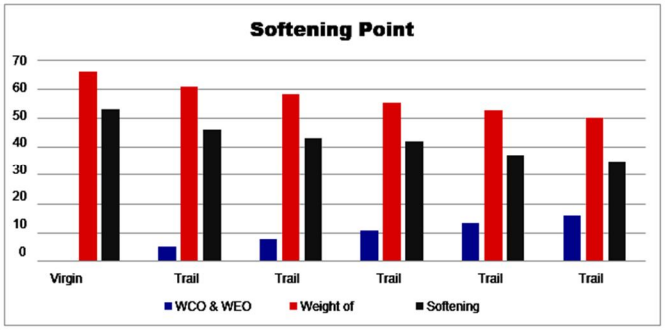
Penetration indicates degree of softness and consistency as well as the relative viscosity of bitumen. Specimens prepared with different percentages of WCO and WEO were tested for penetration and it was observed that when 8% 12% 16% 20% and 24% of bitumen was replaced with WCO and WEO penetration values were 62, 65, 69, 72, and 80 respectively. The results clearly showed hike in the penetration value corresponding to the penetration value of 54 for virgin bitumen with zero content of waste oils. This showed that incorporation of WEO and WCO in the bitumen increased the penetration values significantly.

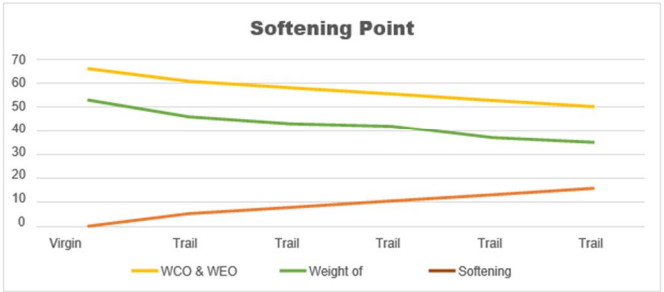



### *B. Softening Point*

Softening point is measure of viscosity of bitumen. The viscosity of bitumen decreases with decreasing softening point. Specimens prepared with different percentages of WCO and WEO were tested for Softening point and it was observed that when 8% 12% 16% 20% and 24% of bitumen was replaced with WCO and WEO Softening point values were 46, 43, 42, 37, and 35 respectively in terms of °C. The results showed significant decrease in softening point, which means on addition of WEO and WCO to bitumen, viscosity of bitumen decreases as compared to the softening point of virgin bitumen i.e. 53. This property will help in liquefying the bitumen which is necessary for road construction purposes.

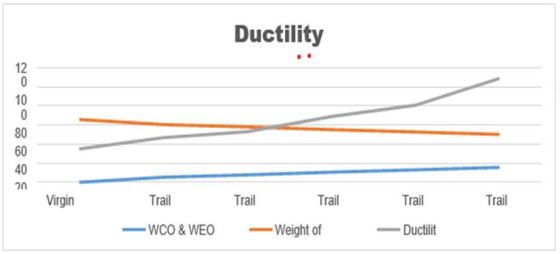


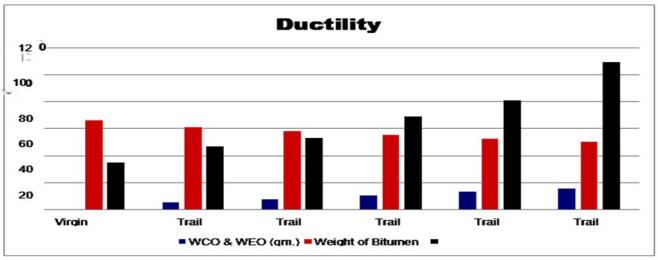




©IJRASET: All Rights are Reserved

### *C. Ductility*

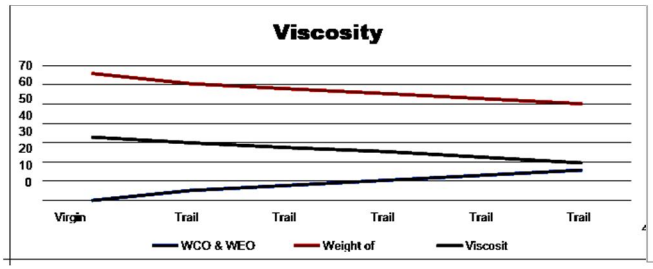
It gives us the measure of stiffness of bitumen i.e. how much elongation can bitumen undergo because of traffic loads without getting cracked in road construction works. Ductility of virgin bitumen was determined and was compared to the ductility measured for different trials carried out by adding varied percentages of WCO and WEO. Specimens prepared with different percentages of WCO and WEO were tested for Ductility and it was observed that when 8% 12% 16% 20% and 24% of bitumen was replaced with WCO and WEO Ductility values were 47, 53, 69, 81, and 109 mm respectively. The results showed significant increase in ductility value in comparison to that of virgin bitumen having ductility value of 35 mm. It implies that on increasing the content of WCO and WEO in bitumen ductility of bitumen is enhanced. Or in other words that bitumen added with the WCO and WEO will help roads to sustain more traffic load before cracking.

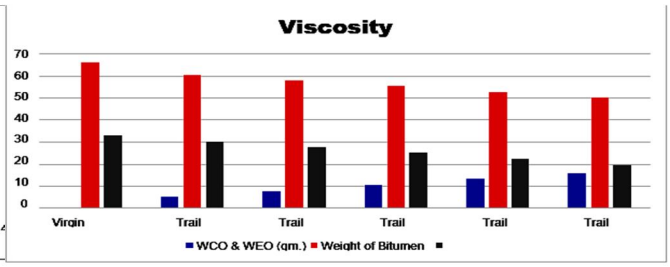



### *D. Viscosity*

Viscosity is defined as the property of bitumen which indicates its ability to flow, spread, penetrate into the voids and also how it in binds with the aggregates. That is, it is the measure of fluid property of bitumen. Higher the viscosity of bitumen, lesser will be the compactive effort of bitumen and heterogeneous mixture arises. However if the viscosity of bitumen will be lower, it will lubricate the aggregates. Specimens prepared with different percentages of WCO and WEO were tested for Viscosity and it was observed that when 8% 12% 16% 20% and 24% of bitumen was replaced with WCO and WEO Viscosity values were 3000, 2750, 2540, 2250 and 1960 poise respectively. The results showed significant decrease in Viscosity value in comparison to that of virgin bitumen having Viscosity value of 3300 poise. It implies that on increasing the content of WCO and WEO in bitumen viscosity of bitumen is decreases. Or in other words that bitumen added with the WCO and WEO will enhance fluidity of bitumen, which will help in road construction works.




### *E. Marshall Stability Test*

In order to conduct the Marshall Stability test, the aggregates were first sieved as per requirements of the Marshall Mix design with reference to MORTH Section 500 for bituminous concrete. The coarse aggregates plus filler material weighing 1200 grams were sieved through the following sieves of sizes 19, 13.2, 9.5, 4.75, 2.36, 1.18, 0.6, 0.3, 0.15, 0.07 and pan. The results are provided in the following table

| S.No. | Sieve size (mm) | Percentage finer range | Percentage finer passed | Percentage Retained | Percentage retained per sieve | Weight retained on each sieve (gm.) | Cumulative weight (gm.) |
|---|---|---|---|---|---|---|---|
| 1 | 19 | **100** | 100 | 0 | 0 | 0 | 0 |
| 2 | 13.2 | **79-100** | 91.25 | 8.75 | 8.75 | 105 | 105 |
| 3 | 9.5 | **70-88** | 76.25 | 23.75 | 15 | 180 | 285 |
| 4 | 4.75 | **53-71** | 53.7 | 43.3 | 19.55 | 234.6 | 519.6 |
| 5 | 2.36 | **42-58** | 45.35 | 54.65 | 11.35 | 136.2 | 655.8 |
| 6 | 1.18 | **34-48** | 37.14 | 62.86 | 8.21 | 98.4 | 754.2 |
| 7 | 0.6 | **26-38** | 29.04 | 70.96 | 8.10 | 97.2 | 851.4 |
| 8 | 0.3 | **18-28** | 21.8 | 78.20 | 7.24 | 86.88 | 938.28 |
| 9 | 0.15 | **12-20** | 13.66 | 86.34 | 8.14 | 97.68 | 1035.96 |
| 10 | 0.07 | **4-10** | 4.42 | 95.58 | 9.24 | 110.88 | 1146.84 |
| 11 | Pan | **0** | 0 | 100 | 4.42 | 53.04 | 1200 |

©IJRASET: All Rights are Reserved

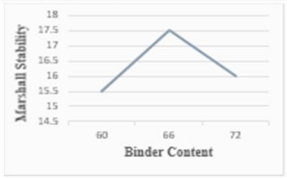
In order to find out the optimum bitumen content three samples were prepared with bitumen content ranging 5% to 6% by weight of total mix of Aggregate & filler. Weight of Aggregates along with Filler was taken as 1200 mg.

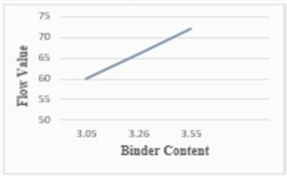
| S. No | % of Bitumen, (Pb) | % of Aggregates, [Ps=(100-Pb)] |
|---|---|---|
| 1 | 5.00 | 95.00 |
| 2 | 5.50 | 94.50 |
| 3 | 6.00 | 94.00 |

*F. Optimum Bitumen Content*

Specimens for Marshall Stability test were prepared using virgin bitumen i.e. in this trial zero content of waste engine oil and waste cooking oil was used and different parameters evaluated were, weight in air, Weight in water, Bulk volume, Bulk specific gravity, theoretical specific gravity, Voids in mineral aggregates, Air voids, voids filled with bitumen, Stability, and Flow Value. The results along with graphical representations of the Marshall Stability test conducted on specimen with virgin bitumen and zero content of waste oils are presented below.

| S.No. | A | | | B | | | C | | |
|---|---|---|---|---|---|---|---|---|---|
| % of Bitumen Pb | 5 | | | 5.5 | | | 6 | | |
| % of Aggregates Ps = 100-Pb | 95 | | | 94.5 | | | 94 | | |
| Aggregate Specific Gravity Gsb | 2.59 | | | | | | | | |
| Sample No. | $A_1$ | $A_2$ | $A_3$ | $B_1$ | $B_2$ | $B_3$ | $C_1$ | $C_2$ | $C_3$ |
| Wt. in Air (gm) Wa | 1236.8 | 1235.7 | 1239.6 | 1236.4 | 1243.9 | 1247.2 | 1241.3 | 1235.6 | 1236.3 |
| Wt. in water (gm) Ww | 705.3 | 700.2 | 704.8 | 708.5 | 707.2 | 707.5 | 713.3 | 711.7 | 712.8 |
| SSD Weight (gm) $W_{SSD}$ | 1237.3 | 1236.2 | 1241 | 1237.6 | 1242.4 | 1245.2 | 1242 | 1237.3 | 1239.8 |
| Bulk Volume Bv= WssD-Ww | 532.21 | 536.31 | 535.3 | 528 | 540.6 | 535.9 | 528.6 | 525.4 | 528 |
| Bulk Sp. Gr. Of specimen Gmb | 2.334 | 2.306 | 2.32 | 2.335 | 2.308 | 2.33 | 2.349 | 2.353 | 2.32 |
| Avg. Sp. Gr. Of Specimen Gmb | 2.321 | | | 2.323 | | | 2.350 | | |
| Theoretical Sp. Gr. Of Mix Gmm | 2.44 | | | 2.41 | | | 2.40 | | |
| Va | 4.75 | | | 3.26 | | | 1.720 | | |
| VMA | 14.78 | | | 14.96 | | | 14.46 | | |
| VFB | 67.96 | | | 78.28 | | | 88.22 | | |
| Stability (KN) | 14.91 | 15.61 | 16.2 | 16.7 | 17.6 | 18.01 | 15.91 | 16.32 | 15.81 |
| Avg. Stability (KN) | 15.51 | | | 17.4 | | | 16.01 | | |
| Flow Value (mm) | 2.9 | 3.12 | 3.21 | 3.51 | 3.2 | 3.4 | 3.12 | 3.4 | 3.71 |
| Avg. Flow Value (mm) | 3.08 | | | 3.28 | | | 3.54 | | |

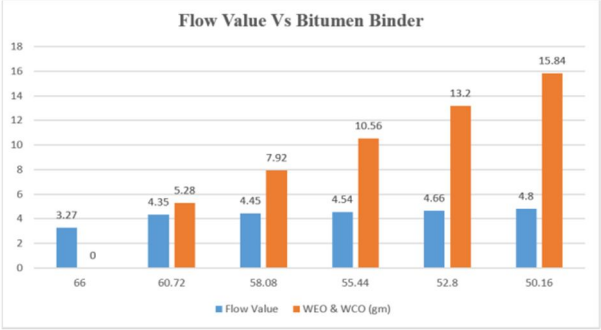


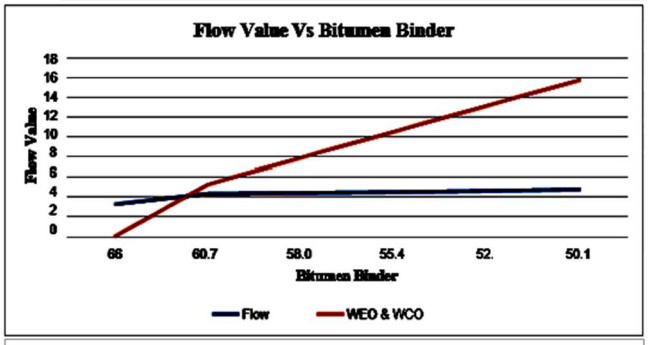



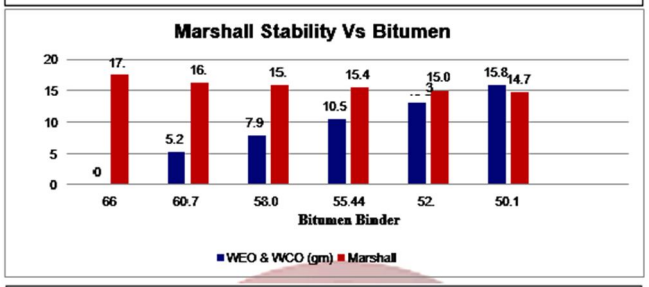

As per the results carried out on control mix with three different contents of bitumen, it was observed that 5.5% of bitumen to the weight of aggregates is optimum. Thus to carry out further trials bitumen content as taken as 5.5% to the weight of aggregates. Specimens with varying percentages (three samples for each percent) of waste engine oil and waste cooking oil were prepared by partial replacement of bitumen with the oils and were tested for Marshall Stability. The replacement percentages by weight of bitumen considered for the study were, 8% 12% 16% 20% and 24%. The results for all the trials along comparative analysis and with the graphical representations of the Marshall Stability test conducted on specimens of virgin bitumen (0% waste oils) and those having 8% 12% 16% 20% and 24% content of waste oils are presented below,

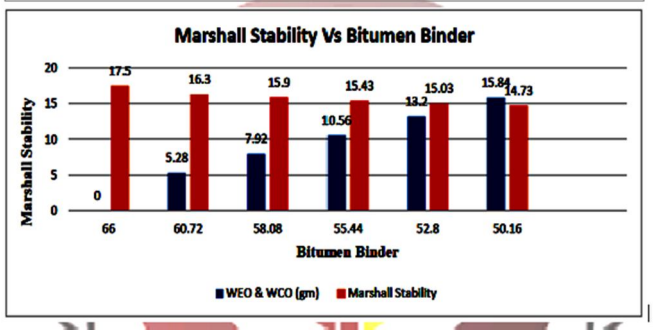
©IJRASET: All Rights are Reserved

| S.No. | A | | | B | | | C | | |
|---|---|---|---|---|---|---|---|---|---|
| % of Bitumen Pb | 5 | | | 5.5 | | | 6 | | |
| % of Aggregates Ps = 100-Pb | 95 | | | 94.5 | | | 94 | | |
| Aggregate Specific Gravity Gsb | 2.59 | | | | | | | | |
| Sample No. | $A_1$ | $A_2$ | $A_3$ | $B_1$ | $B_2$ | $B_3$ | $C_1$ | $C_2$ | $C_3$ |
| Wt. in Air (gm) Wa | 1236.8 | 1235.7 | 1239.6 | 1236.4 | 1243.9 | 1247.2 | 1241.3 | 1235.6 | 1236.3 |
| Wt. in water (gm) Ww | 705.3 | 700.2 | 704.8 | 708.5 | 707.2 | 707.5 | 713.3 | 711.7 | 712.8 |
| SSD Weight (gm) $W_{SSD}$ | 1237.3 | 1236.2 | 1241 | 1237.6 | 1242.4 | 1245.2 | 1242 | 1237.3 | 1239.8 |
| Bulk Volume Bv= WssD-Ww | 532.21 | 536.31 | 535.3 | 528 | 540.6 | 535.9 | 528.6 | 525.4 | 528 |



The results showed that when samples were prepared upon addition of WEO and WCO along with bitumen binder Marshall Stability of samples was decreased as the content of WEO and WCO was increased. This indicates that partial replacement of bitumen with WEO and WCO decreased the load carrying capacity of mix. The results of Marshall Stability at 0% 8% 12% 16% 20% and 24% were 17.5, 16.3, 15.9, 15.43, 15.03 and 14.73 Respectively. Also results showed that when samples were prepared upon addition of WEO and WCO along with bitumen binder Flow Value of samples was increased as the content of WEO and WCO was increased. This indicates that upon addition of WEO and WCO fluidity of bitumen was enhanced. The results of Flow Value at 0% 8% 12% 16% 20% and 24% were 3.27, 4.35, 4.45, 4.54, 4.66, and 4.8 respectively. This indicates that partial replacement of bitumen with WEO and WCO increased the workability of mix.

## V. CONCLUSION AND FUTURE SCOPE

This dissertation was about studying the influence of partial replacement of bitumen by WEO and WCO in bituminous concrete. This research was inspired by two concepts i.e. to reduce the use of bitumen and to achieve the beneficial disposal of waste oils. In this study, bitumen (VG 40) was partially replaced by WEO and WCO and specimens were tested for various physical properties, viz Penetration, Softening Point, Ductility, Viscosity, Marshall Stability and Flow value. The samples were prepared with varying contents of WEO and WCO and were compared to the samples prepared using virgin bitumen. The results indicated that when 8% 12% 16% 20% and 24% of bitumen was replaced with WCO and WEO penetration values were 62, 65, 69, 72, and 80 respectively. The results clearly showed hike in the penetration value corresponding to the penetration value of 54 for virgin bitumen with zero content of waste oils. This showed that incorporation of WEO and WCO in the bitumen increased the penetration values significantly. Specimens were tested for Softening point values were 46, 43, 42, 37, and 35 respectively in terms of °C. The results showed significant decrease in softening point, which means on addition of WEO and WCO to bitumen, viscosity of bitumen decreases as compared to the softening point of virgin bitumen i.e.53 °C. Ductility values were 47, 53, 69, 81, and 109 mm respectively. There was increase in ductility value in comparison to that of virgin bitumen having ductility value of 35 mm. It implies that on increasing the content of WCO and WEO in bitumen ductility of bitumen is enhanced. Or in other words that bitumen added with the WCO and WEO will help roads to sustain more traffic load before cracking. Viscosity values were 3000, 2750, 2540, 2250 and 1960 poise respectively. The decrease in Viscosity value in comparison to that of virgin bitumen having Viscosity value of 3300 poise could be seen. It implies that on increasing the content of WCO and WEO in bitumen viscosity of bitumen is decreases. Or in other words that

Bitumen added with the WCO and WEO will enhance fluidity of bitumen, which will help in road construction works.

When samples were prepared upon addition of WEO and WCO along with bitumen binder Marshall Stability of samples was decreased as the content of WEO and WCO was increased. This indicates that partial replacement of bitumen with WEO and WCO decreased the load carrying capacity of mix. The results of Marshall Stability at 0% 8% 12% 16% 20% and 24% were 17.5, 16.3, 15.9, 15.43, 15.03 and 14.73

Respectively. Also results showed that when samples were prepared upon addition of WEO and WCO along with bitumen binder Flow Value of samples was increased as the content of WEO and WCO was increased. This indicates that upon addition of WEO and WCO fluidity of bitumen was enhanced. The results of Flow Value at 0% 8% 12% 16% 20% and 24% were 3.27, 4.35, 4.45, 4.54, 4.66, and 4.8 respectively. This indicates that partial replacement of bitumen with WEO and WCO increased the workability of mix. The analysis of test results indicates that if we have provision to compromise on load carrying capacity of roads e.g. Low Volume Roads, Rural Roads, Foot paths, Cycle tracks, then partial replacement of bitumen by WEO and WCO will be beneficial.

**Future scope** of the study includes the partial replacement of bitumen by WEO and WCO in addition to some stability enhancer. If we will be able to find out an economical stabilizer then the mixes created by partial replacement of bitumen by waste oils and stabilizer can prove as most beneficial mix with regard to both sustainable environment and as well as cost benefit ratio. Also the influence of WEO and WCO in rejenuvating the aged bitumen or reclaimed bitumen pavements can be studied. This idea can introduce an efficient, economic and environment friendly alternative in pavement industry.

## REFERENCES

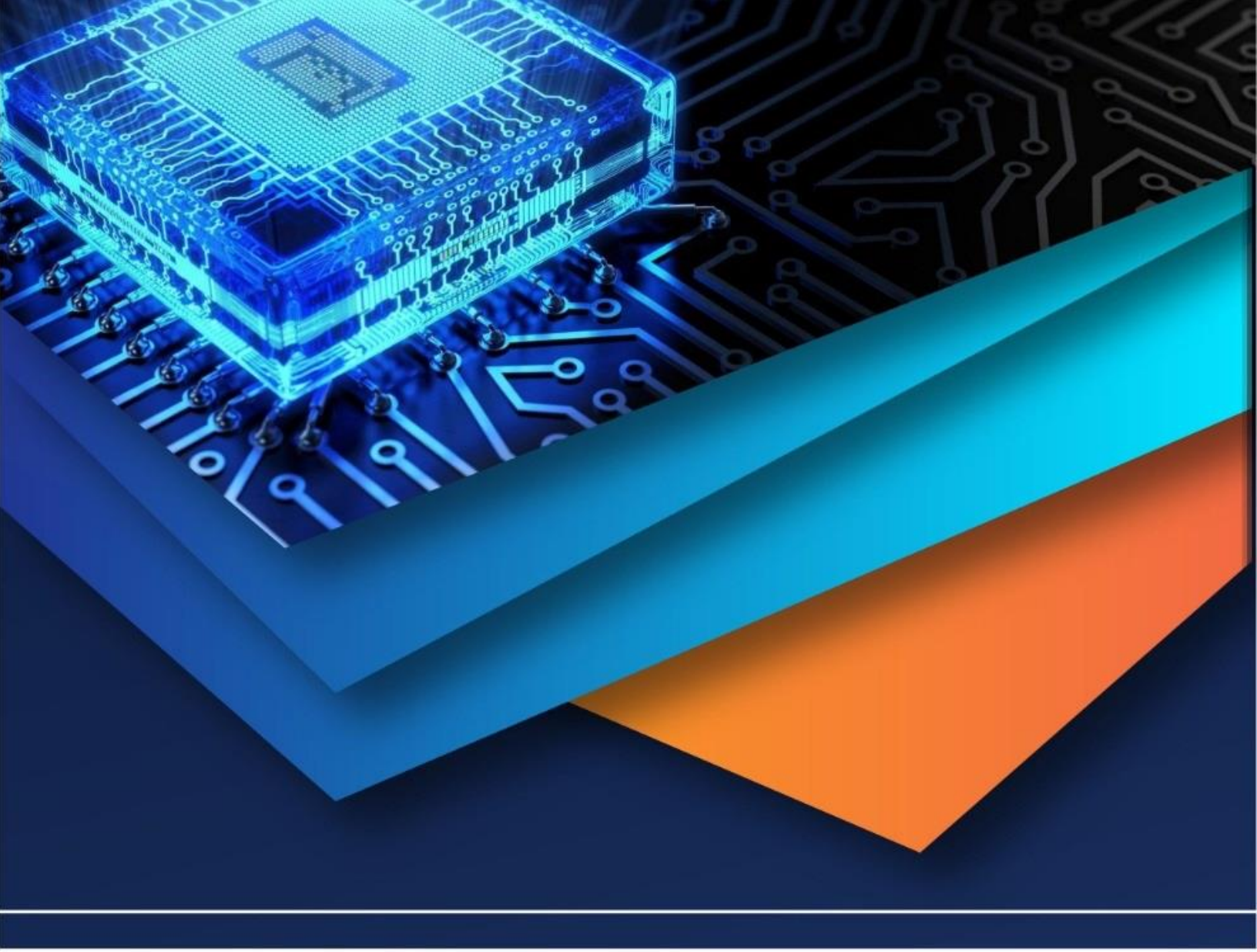
[1] K. Ahmad Zamhari, M. Yunus, K. Nizam, M. Hermadi, A. Abdullah Adan, “A Study on the Technical Viability of Utilizing Used Lubricating Oil as Rejuvenating Agent in Reclaimed Asphalt Pavement”, Universiti Tun Hussein Onn Malaysia, 2011.

[2] Zargar, M.; Ahmadinia, E.; Asli, H.; Karim M.R. “Investigation of the possibility of usingwaste cooking oil as a rejuvenating agent for aged bitumen”, J. Hazard. Mater. 2012, 233– 234, 254–258.

©IJRASET: All Rights are Reserved

[3] Meizhu, C. et al., "Physical, chemical and rheological properties of waste edible vegetable oil rejuvenated asphalt binders", Construction and Building Materials, 66, pp. 286-298-2014.
[4] Md Tareq Rahman, Mohd. Rosli Hainin, Wan Azelee Wan Abu Bakar, "Use of waste cooking oil, tire rubber powder and palm oil fuel ash in partial replacement of bitumen", Elsevier journal of Construction and Building Materials, April 2016.
[5] P. Aghazadeh Dokandari, D. Kaya, B. Sengoz, A. Topal, "Implementing Waste Oils with Reclaimed Asphalt Pavement", Proceedings of the 2nd World Congress on Civil, Structural, and Environmental Engineering (CSEE'17) Barcelona, Paper No. ICSENM Spain – April 2 – 4, 2017.
[6] Fernandes, S.R.M.; Silva, H.M.R.D.; Oliveira, J.R.M., "Developing enhanced modified bitumens with waste engine oil products combined with polymers". Constr. Build. Mater. 2018, 160, 714–724.
[7] Chen,M;Leng, B; Wu, S; Y. Physical, chemical and rheological properties of waste edible vegetable oil rejuvenated asphalt binders. Constr Build.Mter. 2014,66,286-298.
[8] Haibin Li, Bo Dong , Wenjie Wang , Guijuan Zhao, Ping Guo and Qingwei Ma, "Effect of Waste Engine Oil and Waste Cooking Oil on Performance Improvement of Aged Asphalt", Applied Sciences (ISSN 2076-3417; CODEN: ASPCC7) Published: 28 April 2019.
[9] Z. H. Hussein, H. Yaacob, M K Idham, N. A. Hassan, L. J. Choy and R. P. Jaya, "Restoration of Aged Bitumen Properties Using Maltenes", IOP Conference Series: Materials Science and Engineering 713 - 2020.
[10] Haibin Li, Bo Dong , Wenjie Wang , Guijuan Zhao, Ping Guo and Qingwei Ma, "Effect of Waste Engine Oil and Waste Cooking Oil on Performance Improvement of Aged Asphalt", Applied Sciences (ISSN 2076-3417; CODEN: ASPCC7) Published: 28 April 2019.
[11] Z. H. Hussein, H. Yaacob, M K Idham, N. A. Hassan, L. J. Choy and R. P. Jaya, "Restoration of Aged Bitumen Properties Using Maltenes", IOP Conference Series: Materials Science and Engineering 713 - 2020.
[12] Liu, S.; Meng, H.; Xu, Y. "Evaluation of rheological characteristics of asphalt modified with waste engine oil (WEO)", Pet. Sci. Technol. 2018, 36, 475–480.
[13] Meizhu, C. et al., "Physical, chemical and rheological properties of waste edible vegetable oil rejuvenated asphalt binders", Construction and Building Materials, 66, pp. 286-298-2014.
[14] Collins R, Ciesielski S., "Recycling and use of waste materials and by-products in highway construction", Washington, DC 1994.
[15] Fernandes, S. et al., 'Can oil, plastic and RAP wastes have a new life in novel asphalt mixtures? ', Portuguese Foundation for Science and Technology (2013).
[16] "Asphalt Recycling and Reclaim in Association, Basic Asphalt Recycling Manual", U.S. Department of Transportation, 2001.

©IJRASET: All Rights are Reserved



10.22214/IJRASET

45.98

IMPACT FACTOR: 7.129

IMPACT FACTOR: 7.429

# INTERNATIONAL JOURNAL FOR RESEARCH

IN APPLIED SCIENCE & ENGINEERING TECHNOLOGY

Call : 08813907089 (24*7 Support on Whatsapp)