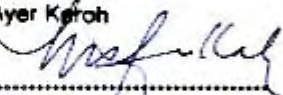
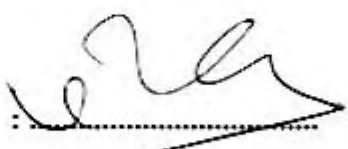


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Ijazah Sarjana Muda Kejuruteraan Mekanikal (Automotif)'**

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**DEVELOPMENT OF A SIMPLE CVT SYSTEM**

**EM POH PING**


**B040510114**

**Laporan ini dikemukakan sebagai  
Memenuhi sebahagian daripada syarat penganugerahan  
Ijazah Sarjana Muda Kejuruteraan Mekanikal (Automotif)**

**Fakulti Kejuruteraan Mekanikal  
Universiti Teknikal Malaysia Melaka**

**MAY 2009**

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Tarikh : *14/5/09* .....

## ABSTRACT

This thesis details the work undertaken in a project to develop a simple continuously variable transmission (CVT) mechanism and to control the gear ratio of the CVT system. The aims of the project are develop a simple CVT mechanism, experiments identifications of the system's behavior and ratio control of the CVT system. The work entailed the development of a CVT transmission prototype capable of sliding the moveable half pulley by using the linear actuator motor. The CVT prototype developed is capable of testing the transmission at the controlled driver and driven linear actuator motor. The experimental work will carry out on the CVT prototype to validate the MAT-LAB simulation results of CVT ratio control behavior. The thesis will introduces a simple developed CVT control system and electronically controlled linear actuator motor to change the gear ratio. The axial clamping forces are based on the linear actuator to determine the distance of sliding in axial direction for moveable primary and secondary pulleys. The function of primary pulley is to determine the gear ratio while the secondary pulley is functioned as belt tensional to avoid slippage. Finally, some proposals are made to develop the CVT prototype that based on the electrically controlled CVT as compared to inefficient mechanical controlled CVT.

## ABSTRAK

Ini adalah tesis terperinci dimana kerja yang dilaksanakan dalam projek pengembangan yang sederhana terus transmisi variabel (CVT) dan mekanisme untuk mengawal gigi rasio daripada sistem CVT. Tujuan daripada projek ini adalah untuk mengembangkan mekanisme CVT yang sederhana, ujikaji penentuan daripada sistem kawalan perilaku dan rasio daripada sistem CVT. Kerja perlu dilakukan untuk pengembangan transmisi prototipe CVT yang mampu bergerak geser pada pulley dengan menggunakan linear aktuator motor. Prototipe yang dikembangkan adalah mampu untuk pengujian pengiriman pada kelajuan motor yang dikawal dan daya aksial clamping berdasarkan masukan kecepatan. Kerja ujikaji akan dilakukan pada CVT prototipe untuk memvalidasi MAT-LAB hasil simulasi CVT modeling. Tesis ini turut memperkenalkan CVT untuk sistem kawalan kecepatan dan masukan baik daya aksial clamping pada pulleys. Daya aksial clamping yang didasarkan pada kecepatan masukan untuk menentukan jarak luncur di arah aksial untuk bergerak pulleys dasar dan menengah. Fungsi utama adalah untuk menentukan belok gear rasio sedangkan sekunder pulley adalah berfungsi sebagai menegangkan tali untuk menghindari licin. Akhirnya, proposal yang dibuat untuk mengembangkan CVT prototipe yang berdasarkan elektrik adalah lebih dikawal berbanding dengan CVT mekanikal yang tidak efisien dikawal.



<b>CHAPTER</b>	<b>TITLE</b>	<b>PAGE</b>
	2.3.2 Component design	11
	2.4 Conclusion	11
<b>CHAPTER 3</b>	<b>METHODOLOGY</b>	<b>12</b>
	3.1 Design optimization	12
	3.2 Design process of CVT prototype	12
	3.3 Flowchart of CVT development	13
	3.4 CVT prototype design objective and analysis of problem	18
	3.5 Conceptual design 1	21
	3.6 Conceptual design 2	22
	3.7 Conceptual design 3	23
	3.8 Conceptual design 4	24
	3.9 Evaluating alternative: the weighted objectives method	25
	3.10 Detailed design	29
	3.10.1 Mechanical components of CVT Prototype	30
	3.10.1.1 Jaw coupling	30
	3.10.1.2 Pillow block bearing	31
	3.10.1.3 V-belt	33
	3.10.1.4 Pulleys	34
	3.10.1.5 Bushing	35
	3.10.1.6 Driveshaft	37
	3.10.1.7 Thrust bearing	38
	3.10.1.8 Sprocket	39

CHAPTER	TITLE	PAGE
	3.10.1.9 CVT Prototype body frame	40
	3.10.2 CVT Prototype mechanical assembly	40
3.11	CVT ratio control electronic circuit	43
	3.11.1 Electronic and electrical components of CVT ratio control circuit	43
	3.11.1.1 Transistor	43
	3.11.1.2 Operational amplifier	46
	3.11.1.3 Resistor	48
	3.11.1.4 Diode	50
	3.11.1.5 Inverter	53
	3.11.1.6 Potentiometer	54
	3.11.1.7 Speed sensor	56
	3.11.1.8 Linear actuator Motor	57
	3.11.1.9 3 Phase induction AC motor	59
	3.11.2 H-bridge	61
	3.11.3 Comparator circuit or Schmitt trigger	63
	3.11.4 CVT ratio control circuit Assembly	66
3.12	Identification of experiment on the CVT system	68



CHAPTER	TITLE	PAGE
	3.12.1 Displacement and angle	
	relation experiment	68
	3.12.1.1 Experiment title	69
	3.12.1.2 Objective	69
	3.12.1.3 Introduction and	
	Theory	69
	3.12.1.4 Apparatus/	
	Equipment	69
	3.12.1.5 Procedure	69
	3.12.2 Displacement and radius	
	relation experiment	70
	3.12.2.1 Experiment title	70
	3.12.2.2 Objective	70
	3.12.2.3 Introduction and	
	Theory	71
	3.12.2.4 Apparatus/	
	Equipment	71
	3.12.2.5 Procedure	71
	3.12.3 Displacement and potentiometer	
	voltage relation experiment	71
	3.12.3.1 Experiment title	72
	3.12.3.2 Objective	72
	3.12.3.3 Introduction and	
	Theory	72
	3.12.3.4 Apparatus/	
	Equipment	72
	3.12.3.5 Procedure	72

CHAPTER	TITLE	PAGE
	3.12.4 Radius and angle relation	
	Experiment	73
	3.12.4.1 Experiment title	73
	3.12.4.2 Objective	73
	3.12.4.3 Introduction and	
	Theory	74
	3.12.4.4 Apparatus/	
	Equipment	74
	3.12.4.5 Procedure	74
	3.12.5 Identification of the ratio	
	behavior of the CVT system	
	experiment	75
	3.12.5.1 Experiment title	75
	3.12.5.2 Objective	75
	3.12.5.3 Introduction and	
	Theory	75
	3.12.5.4 Apparatus/	
	Equipment	76
	3.12.5.5 Procedure	77
<b>CHAPTER 4</b>	<b>RESULTS</b>	<b>84</b>
4.1	Result of the relation between pulleys displacement and angle of rotation of the actuator shaft experiment	84
4.2	Result of the relation between pulleys displacement and radius of the pulley experiment	85

<b>CHAPTER</b>	<b>TITLE</b>	<b>PAGE</b>
	4.3 Result of the relation between pulley displacement and potentiometer voltage experiment	85
	4.4 Result of the relation between radius of pulley and angle of rotation of the actuator shaft experiment	86
	4.5 Result of the identification of the ratio behavior of the developed CVT system experiment	88
<b>CHAPTER 5</b>	<b>DISCUSSIONS</b>	92
	5.1 Discussion of the relation between pulley displacement and angle of rotation of the actuator shaft experiment result	92
	5.2 Discussion of the relation between pulley displacement and radius of the pulley experiment result	93
	5.3 Discussion of the relation between pulley displacement and potentiometer voltage experiment result	93

<b>CHAPTER</b>	<b>TITLE</b>	<b>PAGE</b>
	5.4 Discussion of the relation between radius of pulley and angle of rotation of the actuator shaft experiment result	93
	5.5 Discussion of the identification of the ratio behavior of the developed CVT system experiment result	94
<b>CHAPTER 6</b>	<b>CONCLUSIONS</b>	102
	6.1 Conclusion	102
	6.2 Future works	102
	<b>REFERENCES</b>	104
	<b>BIBLIOGRAPHY</b>	105
	<b>APPENDICE</b>	106

**TABLE LIST**

<b>NO</b>	<b>TITLE</b>	<b>PAGE</b>
3-1	The weighted objective method	25
3-2	Bill or material (BOM) of CVT Prototype for mechanical parts	42
3-3	Resistor color code marking	49
3-4	Not gate input and output	53
3-5	H-bridge possible operation	62
3-6	Bill or material (BOM) of CVT Prototype for electronic and electrical components	68

## FIGURE LIST

NO	TITLE	PAGE
1-1	A typical CVT driving strategic for fuel economy	2
2-1	Function of variator pulleys	7
2-2	Increasing and decreasing the transmission ratio	8
2-3	Schematic of an Adjustable V-belt CVT	9
3-1	Flowchart of CVT development	13
3-2	French's model of design process	16
3-3	Hierarchical diagram of CVT design objective	18
3-4	Sketching of conceptual design 1	21
3-5	3D model of conceptual design 1	21
3-6	Sketching of conceptual design 2	22
3-7	3D model of conceptual design 2	22
3-8	3D model of conceptual design 3	23
3-9	3D model of conceptual design 4	24
3-10	Negative friction moments on upper shaft (red line arrow) for conceptual design 1	27
3-11	Negative friction moments on upper shaft (red line arrow) for conceptual design 2	27
3-12	Thrust bearing component may drops during harsh and vibrate operation for conceptual design 3 (red dotted circle shows the other separable components)	28

NO	TITLE	PAGE
3-13	Swing plate will be bended due to the high clamping force needed to actuate the movable pulleys	28
3-14	Section view of pulley shaft of conceptual design 4	29
3-15	Designed jaw coupling (red dotted circle) in Solid works	31
3-16	Jaw coupling installed in CVT prototype to connect 3 phase induction AC motor with primary driveshaft	31
3-17	Designed pillow being attached to the driveshaft (left red dotted circle) and attached to the clutch actuator shaft (right red dotted circle)	32
3-18	Pillow block bearing being used in CVT prototype. pillow block bearing installed on driveshaft (left red dotted circle), pillow block bearing installed on the clutch actuator shaft (right red dotted circle)	32
3-19	A V-belts is looped over two pulleys at CVT prototype	34
3-20	Conventional mechanically controlled secondary pulley	35
3-21	Ego scooter primary pulley in CVT prototype	35
3-22	Designed primary pulley in 3D	35
3-23	Designed bushing for CVT prototype	36
3-24	Fabricated bushing for CVT prototype	36
3-25	Fabricated and assembled secondary driveshaft . red dash line shows the rotational axis of the driveshaft	37
3-26	Designed secondary driveshaft and assembled several components attached on it, red dash line shows the rotational axis of the driveshaft	38
3-27	Clutch bearing attachment on top of the bushing outer surface to apply axial load on the pulley, actuator shaft to actuate the clutch bearing	38



NO	TITLE	PAGE
3-28	Designed clutch bearing and clutch bearing actuator shaft	39
3-29	Combination of Sprocket and speed sensor attachment	39
3-30	Designed CVT prototype body frame	40
3-31	Fabricated CVT prototype body frame	40
3-32	Final assembly of the CVT Prototype	41
3-33	Actuator plate to transfer the linear motion to rotational motion	42
3-34	Operating graph of a transistor	44
3-35	TIP120 transistor used in H-bridge circuit	44
3-36	The symbol of NPN bipolar junction transistor	45
3-37	A pull down resistor (red dotted circle) is connected to the base terminal of transistor of H-bridge circuit	46
3-38	Circuit diagram symbol for an op-amp	46
3-39	Equivalent circuit of an operational amplifier	47
3-40	BA10358 Integrated circuit of operation amplifier	47
3-41	Block diagram of BA10358 op-amp	48
3-42	Symbol for resistor	49
3-43	Resistor with four bands of color on its body	49
3-44	H-bridge for 1k ohm resistor to reduce the current flowing into transistor. 10k ohm resistor work as the pull down-resistor to clear the base terminal of transistor from any current when no input signals	50
3-45	Comparator circuit for both units of 510 ohm resistor at non inverting input and output of the operational amplifier	50
3-46	Diode model (top) and diode schematic electrical symbol (bottom)	51
3-47	Forward bias p-n junction	51



NO	TITLE	PAGE
3-48	Reverse bias p-n junction	52
3-49	Diode being attached in H-bridge circuit to protect the motor	52
3-50	1N4004 diode	52
3-51	NOT gate (inverter) symbol	53
3-52	Designed inverter circuit into CVT ratio control circuit	53
3-53	CD4069UBC integrated circuit being attached into the PCB board	54
3-54	CD4069UBC connection diagram	54
3-55	Construction of a potentiometer	55
3-56	50K potentiometer	56
3-57	Resistor (potentiometer) symbol	56
3-58	A potentiometers attached to the rotating shaft (red dotted circle), which it is measures the angle of the rotation of rotating shaft and work as a feedback to the control system	56
3-59	Bosch speed sensor	57
3-60	A speed sensor attached on the body frame and aligned above the tooth gear (red dotted circle)	57
3-61	FD series linear actuator attached on the CVT prototype	59
3-62	FD series linear actuator motor	59
3-63	Squirrel cage AC motor	60
3-64	A 3-phase power rotating the magnetic field in an induction motor	60
3-65	3 phase induction AC motor connected to the primary shaft	61
3-66	Structure of H-bridge (in red line)	61
3-67	The two basic states of an H-bridge	62
3-68	Designed H-bridges for CVT ratio control in multisim	63

<b>NO</b>	<b>TITLE</b>	<b>PAGE</b>
3-69	A constructed H-bridge circuit for CVT ratio control	63
3-70	Designed comparator circuit	64
3-71	A constructed comparator circuit for CVT ratio control	64
3-72	Comparator circuit with op-amp	65
3-73	Typical hysteresis curve of comparator circuit	66
3-74	The electronic white box (red dotted circle)	67
3-75	Designed circuit diagram of CVT ratio control	67
3-76	Inside view of the electronic white box	67
3-77	DC power supply	76
3-78	IMC data acquisition module	76
3-79	The rear panel views of port connection arrangement of the IMC data acquisition module	77
3-80	Choose NEW to create new profile	77
3-81	A new pop up window, click the advanced button (red dotted circle)	78
3-82	A device configuration windows to configure port setting	78
3-83	Driven speed sensor input signal configuration channel 07, configured value are shown in red dotted circle	79
3-84	Driver speed sensor input signal configuration channel 08, configured value are shown in red dotted circle	79
3-85	Potentiometer ratio switcher input signal configuration channel 09, configured value are shown in red dotted circle	80
3-86	Driver potentiometer input signal configuration channel 16, configured value are shown in red dotted circle	80

NO	TITLE	PAGE
3-87	Driven potentiometer input signal configuration Channel 32, configured value are shown in red dotted circle	81
3-88	The output signals DAC01 and DAC02 will be connected to the comparator circuit, click on enter button before exit	81
3-89	Online Famos with inserted programmed command (red dotted circle) for CVT ratio control	82
3-90	Click on the run button (red dotted circle) to start the operation of inserted programmed command in online-famos	83
3-91	The ratio switcher potentiometer will be rotate left or right to change the ratio of CVT system during operation	83
4-1	Relation between Displacement and angle	84
4-2	Relation between Displacement and radius	85
4-3	Relation between Displacement and potentiometer voltage for driver potentiometer	85
4-4	Relation between Displacement and potentiometer voltage for driven potentiometer	86
4-5	Relation between radius and angle for primary and secondary driveshaft	86
4-6	Relation between driver radius and driven radius	87
4-7	Relation between driver angle and driven angle	87
4-8	Driver Controlled gear ratio	88
4-9	Driven Controlled gear ratio	88
4-10	Step input from driven controlled gear ratio	88
4-11	Filtered plot data from driven controlled graph	89
4-12	Comparison in between the filtered data and unfiltered data of driven graph	89
4-13	Identification of second order system	90
4-14	Validated result for simulation and experimental	90

NO	TITLE	PAGE
5-1	Schematic diagram of the CVT ratio control system	93
5-2	Wear (red circle) can be seen on the inner surface of clutch bearing (left) and outer surface of sliding bush (right)	95
5-3	Model used for filtering in Mat lab, cheby 1 design method was chosen (red dotted circle)	96
5-4	Analog filter design configuration, configured setting (red dotted circle)	96
5-5	Insert transfer function into the model to simulate	98
5-6	Step input configured value (red dotted circle fig 5-5)	99
5-7	PID controller configured value (red dotted circle fig 5-5)	99

## SYMBOL LIST

CVT	=	continuously variable transmission
SFC	=	specific fuel consumption
WOT	=	wide open throttle
BSFC	=	brake specific fuel consumption
E-CVT	=	electronically continuously variable transmission
CAD	=	computer aided design
3D	=	three dimensions
DC	=	direct current
AC	=	alternate current
R	=	Resistor value
V	=	Voltage

## APPENDICE LIST

NO	TITLE	PAGE
A	PSM 1 Gantt chart	104
B	3D view of 4 <sup>th</sup> CVT conceptual design	-
C	2D drawings of CVT components	-
D	Jaw coupling Datasheet	-
E	Pillow block bearing Datasheet	-
F	Diode 1N4005 Datasheet	-
G	3 phase induction AC motor Datasheet	-
H	Inverter 4069 Datasheet	-
I	Operational amplifier BA10358 Datasheet	-
J	Linear actuator motor FD series Datasheet	-
K	Potentiometer Datasheet	-
L	Speed sensor Datasheet	-
M	Transistor TIP120 Datasheet	-

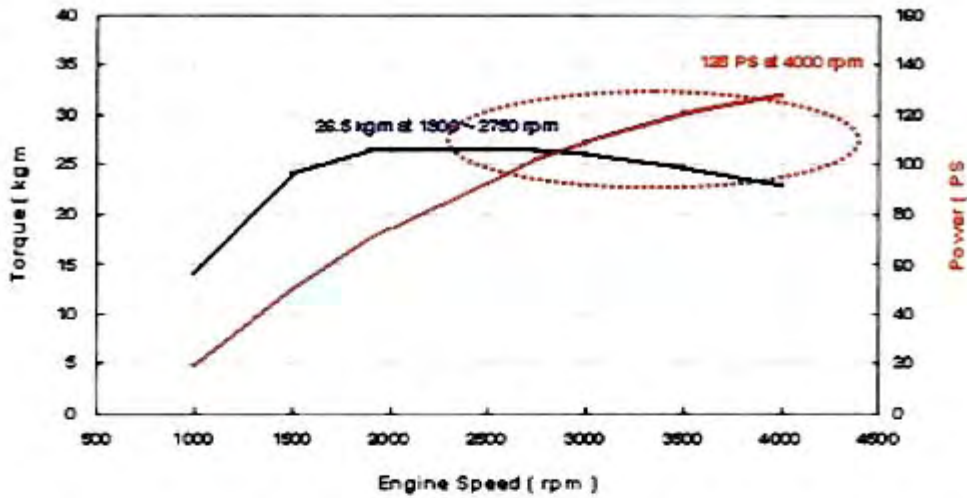


## CHAPTER 1

### INTRODUCTION

Over the last decade, the environmental pressures of the modern world have dictated the work of the automotive engineer. Government bodies were under pressure from the environmental lobby and have had to increase the severity of the constraints imposed upon motor vehicles, which in terms of both emission and fuel consumption. Recently, legislation controlling vehicle emissions has increase, and at the same time governments throughout the world have increase the vehicle and fuel taxes in an attempt both to move the population onto forms of public transport and reduce the average engine size in vehicles. As the pressures of these constraints has increased, engineer have concentrated on the transmission of the vehicle and in particular improving its efficiency.

The efficiency of any vehicle transmission system is an important factor in the overall efficiency of the vehicle. With the increased environmental requirements described above it is important to understand where the inefficiencies lie within a transmission design. Continuously variable transmissions (CVT) have been on the market for a number of years now, and should in principle offer increased fuel efficiency over similarly sized of fixed ratio transmissions. By having effectively an infinite number of gear ratios the CVT should allow better matching of the engine operating conditions to the variable driving conditions experience. For example, Figure 1-1 below shows how a typical commercial vehicle combustion engine's power and torque against engine speed graph, the engine can be constrained to operate as near as possible to its maximum efficiency point.



**Figure 1-1: Graph of power and torque against engine speed**

It can be seen that this CVT strategy aims for the engine to operate as near to the maximum power and torque curve region as possible (red dotted circle region in fig 1-1). From figure 1-1, the vertical axis on the left represent the torque and the right vertical axis represents the power. The horizontal axis of the graph represents the operating engine speed in terms of revolution per minute. It can also be seen that for a large range of intermediate engine speeds the transmission is able to maintain the engine in their maximum power and torque curve regions. By operating in this region the vehicle fuel consumption should be reduced. In reality few CVT controllers are optimized purely for power and torque curve, other considerations in controller strategy might include vehicle emissions and vehicle drivability. In these cases a weighted ideal engine operating line is generated, based upon the perceived of each output to the overall vehicle performance.

Despite these theoretical predictions to date increased power and torque have not been realized by production vehicles fitted with CVT. Rather the car manufacturer fitted higher displacement engine to increase the performance of the vehicle. Beside that, performance figures compared to equivalent fixed ratio vehicles have been at best equal and in most cases considerably lower. Since the control strategy for increased overall vehicle performance is well founded, it must be concluded that current CVT systems have a lower efficiency than their fixed ratio counterparts. This inefficiency has been linked to a number of possible inherent