PRELIMINARY INVESTIGATION OF AUTOMOBILE HYDRAULIC TRANSMISSION SYSTEM

AHMAD ZAKI BIN ABD RAZAK

UNIVERSITI TEKNIKAL MALAYSIA MELAKA

UNIVERSITI TEKNIKAL MALAYSIA MELAKA

Preliminary Investigation of Automobile Hydraulic Transmission System

Thesis submitted in accordance with the requirements of the Universiti Teknikal Malaysia Melaka for the Degree of Bachelor of Engineering (Honors) Manufacturing (Process)

By

Ahmad Zaki Bin Abd Razak

Faculty of Manufacturing Engineering

May 2008

UNIVERSITI TEKNIKAL MALAYSIA MELAKA (UTeM)

BORANG PENGESAHAN STATUS TESIS*

JUDUL: **PRELIMINARY INVESTIGATION OF AUTOMOBILE HYDRAULIC TRANSMISSION SYTEM**

SESI PENGAJIAN: **2007/2008**

Saya **AHMAD ZAKI BIN ABD RAZAK**

mengaku membenarkan tesis (PSM/Sarjana/Doktor Falsafah) ini disimpan di Perpustakaan Universiti Teknikal Malaysia Melaka (UTeM) dengan syarat-syarat kegunaan seperti berikut:

1. Tesis adalah hak milik Universiti Teknikal Malaysia Melaka.
2. Perpustakaan Universiti Teknikal Malaysia Melaka dibenarkan membuat salinan untuk tujuan pengajian sahaja.
3. Perpustakaan dibenarkan membuat salinan tesis ini sebagai bahan pertukaran antara institusi pengajian tinggi.
4. **Sila tandakan (√)

☐ SULIT	(Mengandungi maklumat yang berdarjah keselamatan atau kepentingan Malaysia yang termaktub di dalam AKTA RAHSIA RASMI 1972)
☐ TERHAD	(Mengandungi maklumat TERHAD yang telah ditentukan oleh organisasi/badan di mana penyelidikan dijalankan)
☐ TIDAK TERHAD	

Disahkan oleh:

(TANDATANGAN PENULIS) (TANDATANGAN PENYELIA)

Alamat Tetap:
No. 5, Jalan SS19/4,
47500 Subang Jaya,
Selangor Darul Ehsan.

Cop Rasmi:

Tarikh: Tarikh:

* Tesis dimaksudkan sebagai tesis bagi Ijazah Doktor Falsafah dan Sarjana secara penyelidikan, atau disertasi bagi pengajian secara kerja kursus dan penyelidikan, atau Laporan Projek Sarjana Muda (PSM).
** Jika tesis ini SULIT atau TERHAD, sila lampirkan surat daripada pihak berkuasa/organisasi berkenaan dengan menyatakan sekali sebab dan tempoh tesis ini perlu dikelaskan sebagai SULIT atau TERHAD.

APPROVAL

This thesis submitted to the senate of UteM and has been accepted as partial fulfillment of the requirements for the degree of Bachelor of Manufacturing Egineering (Manufacturing Process). The member of the supervisory committee is as follow:

…….

Project Supervisor

(Official Stamp & Date)

DECLARATION

I hereby, declare this thesis entitled “Preliminary Investigation of Automobile Hydraulic Transmission System” is the results of my own research except as cited in the reference.

Signature : ……

Author’s Name : ……

Date : ……

ABSTRAK

Kajian in dilakukan untuk mencari pendekatan lain mengenai system transmisi hidraulik dalam bidang automotif. Sistem transmisi yang dicadangkan terdiri daripada komponen-komponen hidraulik yang akan direka dan akan melakukan analisa bagi mengantikan system transmisi mekanikal yang sedia ada digunakan dalam sesebuah kenderaan. Ianya dibuat untuk meninjau potensi system transmisi hidraulik yang mampu mengatasi system transmisi mekanikal yang ada sedikit kekangan. Ianya juga sebagai salah satu langkah untuk menjimatkan penggunaan minyak melalui kajian terperinci. Kajian akan dilakukan untuk mendapatkan suatu system transmisi hidraulik sebelum sebarang peningkatan akan dilakukan terhadap system transmisi tersebut. Kemudian, pemilihan dan pengiraan yang kritikal akan dilakukan untuk mencari dan mengenalpasti parameter – parameter yang terlibat di dalam kajian ini.Hasil daripada analisa tersebut adalah berdasarkan nilai parameter yang sesuai terhadaap sistem ini.

ABSTRACT

This study is to investigate an alternative approach for full hydraulic transmission system in automotive application. A transmission system, which consists of hydraulic components, is to be analyzed by replacing the common mechanical type transmission system of a vehicle to observe its potential on whether the transmission system which is fully driven by the hydraulic components can cater the currently available mechanical transmission system. It is also an alternative approach to reduce the fuel consumption. By reducing the driving capacity, a preliminary investigation was conducted to obtain the information regarding full hydraulic transmission system before any enhancement can be carried out to improve the system. Next, critical selection and calculation were done in order for the hydraulic transmission to be working efficiently by identifying parameters involved in this research. The result is based on the selection of parameters values which appropriate to the system

DEDICATION

For my supervisor, lecturers, family and friends

ACKNOWLEDGEMENTS

Assalamualaikum w.b.t. and warm greeting,

First and foremost, I would thank ALLAH SWT for His blessings and for the strength given to me to finish this project.

Next, I would like to place my gratitude to the ones that contributed to the success of this project. I wish to acknowledge and express my gratitude and appreciation to my supervisor, Mr. Sivarao for his supervision, encouragement, suggestion and assistance through the research. A million appreciations to the examiner of this project, En Ir Hasolan Haery Ian Pieter for evaluating this project. I would also like to thank my parents, Mr. Abd Razak bin Yaacob and Madam Rubiah binti. Said where their continuous encouragement, faith and confidence besides moral support which has never let me down.

I would also like to express my biggest thanks to FKP especially Dean of Faculty of Manufacturing Engineering, Professor Dr. Mohd Razali b. Muhamad; Head of Manufacturing Deparment, En. Mohd Hadzley bin Abu Bakar and all the lecturers in the Faculty of Manufacturing.

Last but not least, a million thanks to all the technical staffs who guided me through completing this research as his kindness and willing really regards me with pleasure. I could offer here only an inadequate gesture of my appreciation and all of your good deeds will always be in my mind.

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

LIST OF ABBREVIATIONS, SYMBOLS, SPECIALIZED NOMENCLATURE

LB_f	-	Pound force
PSI	-	Per square inch
ft^2	-	feet square
in^2	-	square inches
HL	-	Head loss
PH	-	Pressure Head
VH	-	Velocity head
EH	-	Elevation head
TH	-	Total Head
NPSH	-	net positive suction head
K_{sys}	-	system operating curve
V_s	-	Velocity head
RPM	-	revolution per minute
MFP	-	main feed pump
MCP	-	main condensate pump
UTeM	-	University Teknikal Kebangsaan Malaysia, Melaka

CHAPTER 1

INTRODUCTION

Hydraulics is a topic of science and engineering dealing with the mechanical properties of liquids. Hydraulics is part of the more general discipline of fluid power. Fluid mechanics provides the theoretical foundation for hydraulics, which focuses on the engineering uses of fluid properties. Hydraulic topics range through most science and engineering disciplines, and cover concepts such as pipe flow, dam design, fluid control circuitry, pumps, turbines, hydropower, computational fluid dynamics, flow measurement, river channel behavior and erosion.

Hydraulic system is defined as force that is applied at one point is transmitted to another point using an incompressible fluid (Marshall Brain, 2000). Force that is applied at one point is transmitted to another point using an incompressible fluid. Hydraulic system use liquids such as petroleum oils, synthetic oils and water. The first hydraulic fluid to be used was water because it is readily available. However, water has many deficiencies. It freezes readily, is a relatively poor lubricant, and tends to rust metal components. Hydraulic oils are far superior and hence are widely used in lieu of water.

In hydraulic system, it is consists of hydraulic pump, hydraulic motor and directional valves. These equipments are essential and provide the muscle to do the desired work. The hydraulic pump exhibit the fluid to be transmitted to the hydraulic motor where the motor will produces a torque resulting in a rotary motion. Hydraulic can provide a huge forces and torque to drive loads with utmost accuracy and precision. The interesting thing in hydraulic systems is the ability to apply force multiplication.

In a transmission system which is used in a car, there is a usage of hydraulic system applied especially in an automatic transmission system. Using a fluid coupling or torque converter and a set of planetary gearsets to provide a range of torque multiplication, it operates the predominant form of the transmission system (Wikipedia, 2006). The multitude of parts, along with the complex design of the valve body, originally made hydraulic automatic transmissions much more complicated and expensive to build and repair than manual transmissions. Mass manufacturing and decades of improvements have reduced the cost. The automatic transmission system also has high fuel consumption and high engine maintenance. Furthermore, once the gearbox is damaged, the cost of repairing is very high due to the expensive parts and service.

The purpose of this project is project is to create a transmission system which only consists of hydraulic system. By removing the mechanical system in the transmission system, we will only use the hydraulic system to provide movement and speed to the car.

The application that will be used to design the hydraulic transmission system will be fully hydraulic system. It is known that hydrostatic transmission has replaced the mechanical transmission system but the application only being used in heavy vehicles such as track type tractor and the transmission needs a larger engine to be run. With the development of the hydraulic transmission system, maintenance cost can be reduced and a smaller yet compact engine can be developed. Hence it can reduce the cost of making an engine.

The selection of the hydraulic pump and motor will be studied and considered very essential to this project because in order to find the suitable horsepower and torque which are equivalent to the automatic transmission system, suitable parameters are to be investigated and calculated. Furthermore, the fluid properties used as a medium to transmit the power to the motor will also be studied and included in this project.

1.1 Problem Statement

Based on the problems occurs in a present hydraulic transmission system and mechanical transmission of an automobile, there are few problems that contribute to the implementation of this project. The problem statements are presented below:

a) To create higher speed torque, greater engine capacity is required. For this, new designs are being developed to increase the engine capacity in order to meet the demand.
b) Bigger engine require more space and critical economic consideration to save fuel consumption.
c) It incurs higher cost in engine and attachment production.
d) The mechanical transmission consist many mechanical associates which produces louder noise and power loss.

1.2 Objectives

1. By simulating a transmission system circuit which is fully operated by hydraulic system.
2. Observe and analyze the hydraulic capability in transmitting the power base on the existing system.
3. To analyze the suitable parameters for the hydraulic transmission system.
4. Suggestion for development.

1.3 Scope of search

To design and simulate a new type of transmission system which will be using the hydraulic fluid in order to replace the currently available mechanical transmission system.

1.4 Hydraulic history and principles

Fluid power technology came into its own in the 17th century with the discovery of Pascal's Law and in the 18th century with the discovery of Bernoulli's Principle. These two findings form the basic principles behind modern hydraulic power.

Pascal's Law - Pressure applied to a confined fluid is transmitted undiminished in all directions. Pascal made this determination when he rammed a cork into a jug completely full of wine and the bottom broke out. Pascal deduced the pressures were equal at the top and bottom of the jug. However, since the jug had a small area at the top and a large area at the bottom, the bottom experienced a greater total force due to its larger area.

Bernoulli's Principle (see Figure 1.1) - The total energy in a liquid remains relatively undiminished over distance (M. Mitchell, 2003).

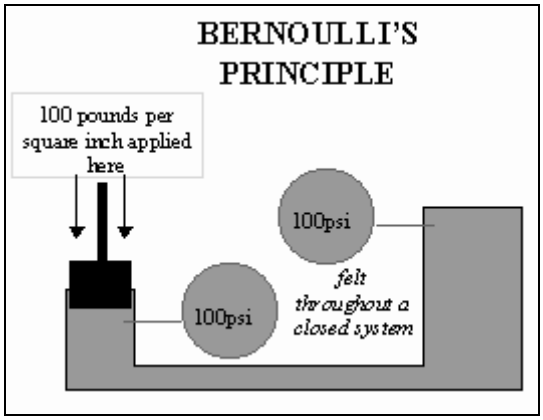

Figure 1.1: *Bernoulli's Principle (Courtesy of the Warfighters Encyclopedia)*

As Pascal noted, hydraulic force is a function of pressure and area. Generally, hydraulic systems are designed such that relatively low pressures are applied to large areas. This approach avoids the dangers and design requirements associated with applying extremely large pressures to small areas to achieve the same effect (Figure 1.2).

Force = Pressure x Area.

Rearranging the equation algebraically we get:

PRESSURE = FORCE / AREA

In English units, force is measured in pounds force (LB_f); pressure is measured in pounds per square inch (PSI), and area is measured in square feet (ft^2) or square inches (in^2).

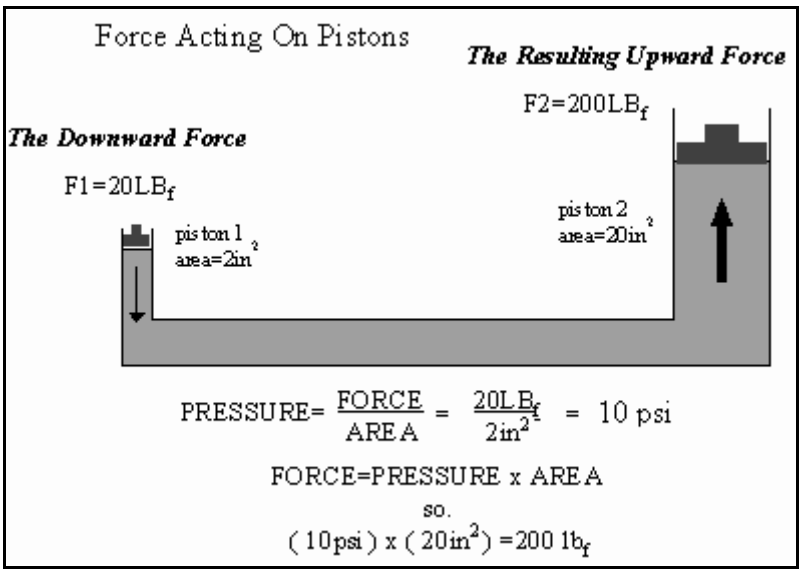

Figure 1.2: Figure example on how to calculate the force acting on pistons. (Courtesy of The Warfighter Encyclopedia)

1.4a Basic hydraulic theory

The basis for all hydraulic systems is expressed by Pascal's law which states the pressure exerted anywhere upon an enclosed liquid is transmitted undiminished, in all directions, to the interior of the container (Filters Manufacturers Council, 1996). This principle allows large forces to be generated with relatively little effort. A 5-pound force exerted against a 1-inch square area creates an internal pressure of 5

psi. This pressure, acting against the 10 square inch area develops 50 pounds of force.

In a basic hydraulic circuit, the force exerted by a cylinder is dependent upon the cylinder bore size and the pump pressure. (There is no force generated unless there is resistance to the movement of the piston). With 1000 psi pump pressure exerted against a 12 square inch piston area (approximately 4" dia.), a force of 12,000 pounds is developed by the cylinder. The speed at which the piston will move is dependent upon the flow rate (gpm) from the pump and the cylinder area. Hence, if pump delivery is 1 gallon per minute (231 cu.in./min.) the cylinder piston will move at a rate of 20 in.min. (231 cu.in./12 cu.in./min.).

The simplest hydraulic circuit consists of a reservoir, pump, relief valve, 3-way directional control valve, single acting cylinder, connectors and lines. This system is used where the cylinder piston is returned by mechanical force. With the control valve in neutral, pump flow passes through the valve and back to the reservoir. With the valve shifted, oil is directed to the piston side of the cylinder, causing the piston to move, extending the rod. If the valve is returned to neutral, the oil is trapped in the cylinder, holding it in a fixed position, while the pump flow is returned to the reservoir. Shifting the valve in the opposite direction permits the oil to pass through the valve back to the reservoir. The relief valve limits the system pressure to a pre-set amount.

A hydraulic system using a double acting cylinder and a 4-way valve differs from the single acting cylinder system in that the cylinder can exert force in both directions. With the control valve in neutral, flow is returned to the reservoir. When shifted in one direction, oil is directed to the piston side of the cylinder, causing the cylinder to extend. Oil from the rod side passes through the valve back to the reservoir. If the valve is shifted to neutral, oil in the cylinder is trapped, holding it in a fixed position. When the valve is shifted in the opposite position, oil is directed to the rod side of the cylinder, causing the cylinder to retract. Oil from the piston side

passes through the valve back to the reservoir. Cylinder extend force is a result of the pressure (psi) times the piston area. Retract force is a result of the pressure (psi) times the area difference between the piston minus the rod diameter.

Rotary hydraulic motor circuits are basically the same as cylinder circuits. Systems may be uni-directional or bi-directional. The amount of rotary force (torque) available from the motor is a function of pressure (psi) and motor size. Speed is a function of flow and motor size.

All the systems described above are open center systems due to the oil flowing through the control valve back to tank. Most systems are this type. Closed center systems use control valves with the inlet port blocked and variable displacement pumps. With the control valve in neutral, the pump is "de-stroked" to zero flow.

1.4b The Basic Hydraulic Power System

All hydraulic power systems are composed of at least the following basic components (Figure 1.3).

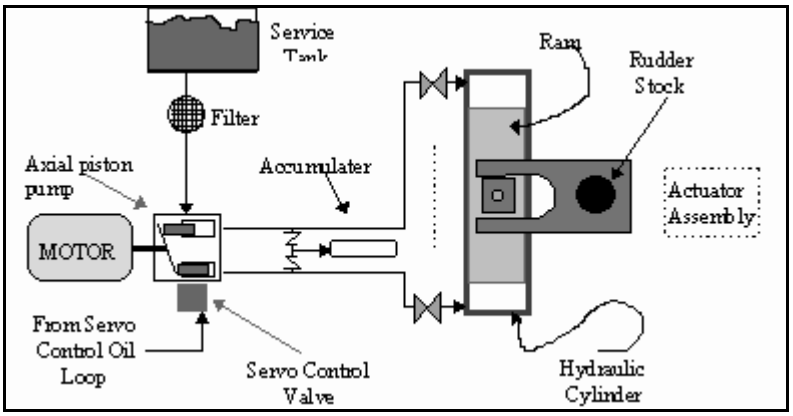

Figure 1.3: Basic Hydraulic Power System (Courtesy of The Warfighter Encyclopedia)

Tank/reservoir/sump - Used to store hydraulic fluid that is not currently in use due to the system's state or configuration.

Pump - Used to force the hydraulic fluid through the system. Acts as the pressure source.

Prime mover - The power source for the pump. In hydraulic systems the prime mover is usually an electric motor.

Valves - Installed to control liquid direction, pressure, and flow rates.

Actuator - Devices that convert the energy of the liquid into mechanical force or torque. Typically, an actuator is either:

> A single piston and cylinder arrangement that results in *linear motion*. A ship's steering system uses this design. A series of pistons and cylinders arranged in such a way that they produce *rotary motion*. Called a *hydraulic motor*, many of our *gun mounts and missile launchers* use these pumps to train the gun or launcher.

Piping - Used to contain and direct hydraulic fluid from one point to another.

1.4c Hydraulic accessories

In addition to the basic hydraulic power system components discussed, hydraulic systems may require additional control components:

Filters/strainers - Used to remove foreign particulate matter from hydraulic fluid that could damage (by scratching close tolerance components) or clog the system.

Pressure regulator - A device that vents off or unloads hydraulic fluid from the high pressure side (pump outlet) when the pressure in the system exceeds set point (design pressure). The unloaded fluid usually is returned to the low pressure side of the system or the sump. By unloading hydraulic fluid, pressure is reduced. When