
A RESEARCH PAPER ON ACTIVE SUSPENSION SYSTEM

Dr. Adarsha H,

Department of Mechanical Engineering

Faculty of Engineering and Technology, JAIN (Deemed-to-be University), Karnataka – 562112

Email Id: h.adarsha@jainuniversity.ac.in

Abstract

Suspension devices tend to earn less promotion, but it is perhaps the most significant consideration for your vehicle's everyday enjoyment. Automobilists tweak and refine their ideas in order to attain this uncompromising ideal: a flawless trip mixed with race worthy care. We're not yet, but the new systems balance the conflicting priorities of comfort and efficiency more than ever before. As for most other vehicle parts, When it comes to suspension architecture, manufacturers have followed several different techniques. Luxury cars are built for a convenient journey, whereas high-speed sports cars have to cool. On the other hand, trucks must bear heavy loads and can leave the floor.

Keywords: *Active Suspensions, Adaptive Control System, Dynamic Performance, Handling Performance, Intelligent Control, Modernization of Suspensions, Vehicle System.*

I. INTRODUCTION

Suspension consists of a mixture of tires, pneumatic air, springs, shock absorbers and links that link a vehicle to its wheels and make relative movement possible among them. Suspension systems must support both road handling and driving efficiency that are mutually incompatible. Suspension modification requires interpreting properly [1]. For the suspension, it is necessary, since all ground forces operating on the vehicles do so by means of contact tires, to hold the wheel in contact as far as possible with the road surface. The suspension also removes damage and wear on the vehicle itself and on any objects.

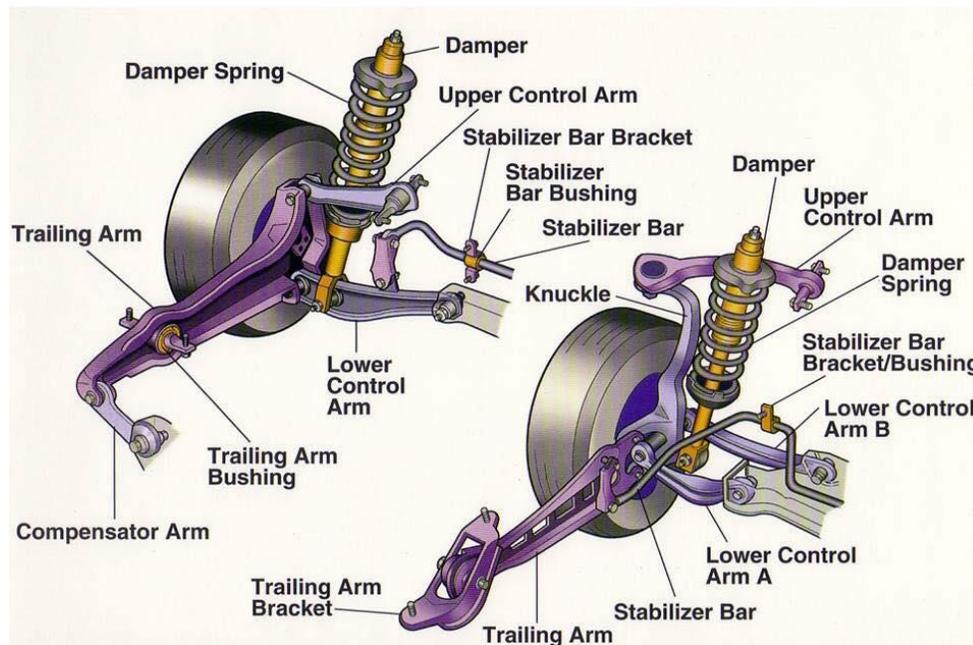


Fig. 1 Suspension system [4]

The key function of vehicle suspension is to isolate the interaction of passengers and vehicle body from road oscillations while retaining constant contact on the wheel-street. There are actually three kinds of vehicle suspensions widely used: passive, semi-active and active. They are all pneumatically or hydraulically driven [2]. It was claimed that certain suspension systems do not address the issue of automotive oscillations in their entirety because they are very expensive and giving rise to increased consumption of vehicles as a way of minimizing vehicle energy use.

Automotive manufacturers are also successful in designing stable and comfortable driving features while achieving improved stability during braking and cornering. It could only give one of the characteristics or the highest balance between the handling and driving comfort with a passive suspension. However, chosen businesses provide flexible suspension system solutions that can be tailored to the driver's convenience needs [3]. As a result, many semi-active and active vehicle suspension systems were suggested and employed by researchers, both technically and experimental. The key drawback is that both devices concurrently.

A. Classification of Suspension system: -

1. Passive Suspension: - The traditional mechanism consisting of the unregulated spring and the shock absorbing damper is a passive suspension. Both elements work mechanically parallel and between the supporting framework of the wheel (unsprung weight) and the car body (sprung mass). The damper is a hydraulic oil or compressed gas-filled cylinder. There is a rod-driven piston inside the cylinder. In addition, the fluid or gas may go inside the

cylinder between the parts. This fluid or gas flow produces a reaction force equal to the relative velocity of the unprung mass. The energy of the oscillation is converted into heat to damping.

2. Semi active suspension: - One without active force origins is a half-active suspension. The mechanical configuration is also similar to that of a static half-active suspension. However, some damping coefficient modulation is accomplished by adjusting the damping characteristics. As a consequence, the damper reaction forces are probable. Typically a semi-active suspension may be switched to relax or stiffen the suspension electrically remotely. Its damping coefficient may be continually or uninterruptedly modified. The switching technique is to use rigid suspension during cornering, accelerating and braking, to minimize low-frequency resistance to roll-and-pitch inertial forces and to keep body and wheel resonances from being thrilling. In addition, it is also used to turn from gentle too hard to keep the suspension from crashing on uneven ground surfaces for significant road wheel motions. After a few seconds of reasonably direct and steady movement, the soft setting is returned [5].
3. Active suspension: - An active suspension is an actuator that provides active power, which is operated using the data from sensors connected to the vehicle using a control algorithm. An active suspension consists of an actuator and an actuator or mechanical spring, a mechanical spring and a damper. The active suspension, which controls both the flow mass and the unsprung mass, is included in the high-bandwidth if the active actuator operates mechanically around the spring. If the active actuator acts mechanically in series with the spring and the damper, it is the low-bander enabling suspension that controls the fountain mass.

B. Shock absorber: -

Shake absorbers are hydraulic pump systems that control the movement of springs and suspension of the vehicle and allowing it to reboot. The shock-core absorber's purpose is to ensure that the tire of the car remains in contact with the ground surface, along with equalizing bumps and shakes. Both times, culminating in the car's safest control and braking reaction.

C. Benefits of shock absorber: -

- 1.Safety: Shock absorbers are the principal element of the suspension structure. In vehicle protection, therefore, their key function is to provide steering stability and full security of the car. The shockers that have been worn out lack the ability sufficient to control the car and contribute roughly 20 percent to the stopping distance of the vehicle.
- 2.Reliability: Stability is another major task for shock absorbers. They improve the friction between vehicle pneumatic and road stability. If there were completely smooth bridges,

roads or highways there would be no need of shockers. However, even newly paved roads have minor defects, which drive the wheel down and up. All vertical wheel energy is transferred into the vehicle frame without shock absorbers. This could result in the wheels losing contact for a while with the road surface and slam back onto the road, thanks to Newton's gravity.

3.Comfort: the most common thing with shock absorber is comfort. The challenge of improving comfort of passengers has been a major factor in the production process since the invention of the first car. That's why they invented absorbers. Its task is to ensure stability of vehicles to make all passengers comfortable.

II. LITERATURE REVIEW

The suspension system's goals are: To avoid transfer of road shocks to the components of the car, to avoid road shocks to the resident and to ensure the stability of the vehicle when in motion in pitching or rolling [6].

Power supply from the battery provider or traditional ICE itself is handled by an active suspension mechanism of pneumatic or hydraulic actuator. Power supply. Usually, hydraulic systems are more commonly used in body control systems due to its construction simplicity, high force density, technology sophistication, reliability, as well as various commercial parts availability [7].

III. RESULT AND CONCLUSION

The paper has been released on automobile suspension studies as well as on recent trends. Based on examined results, the potential pattern of automotive suspension designs related to the recycling of strength, not complicated structure, high bandwidth operation, scalable and precise force control has been proposed. In recent years development has made major advances in the field of power electronics, microelectronics and permanent magnet materials. We derive from the following study and experiments and conclude that the suspension mechanism of the car is responsible for Convenience and safety when driving the suspension the body of the vehicle and all the force between Bodies and lane. The car functions as a suspension system the desired height and safety member the bumps or anomalies cushioning on the surface of the road.

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