"I admit that I have read this report and found that it is sufficient from aspect of scope and quality to pass the Bachelor of Mechanical Engineering (Automotive)"

Signature ........................................
Supervisor Name ................................
Date .............................................
MODELING AND EXPERIMENTAL IDENTIFICATION OF MAGNETIC CLUTCH

ABDUL MUTALIB BIN ABDUL HAMED

This report is submitted
in partial fulfillment of the requirement for the
Bachelor of Mechanical Engineering (Automotive)

Faculty of Mechanical Engineering
Universiti Teknikal Malaysia Melaka

MAY 2008
DECLARATION

“I admit this report is done all by myself except statement that I have already stated on each on of them”

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Date: [Date]
ACKNOWLEDGEMENT

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Thanks
ABSTRACT

Magnetic clutch is a clutch that uses Magneto-rheological fluid or commonly knows as MR fluid clutch. The application of this device is focus on the automotive sector such as automobile and heavy vehicle. The purpose of developing the magnetic clutch is to overcome the mechanical friction that happens to the conventional clutch. This thesis wills overview the MR fluid clutch through the discussions of MR Fluid technologies that adapt to the development of the MR fluid clutch. Then this thesis will introduce the MR fluid clutch, overview of MR fluid, the problem statement, and the approaches that been make for this thesis. The literature review of this thesis wills discuss the study and information collected for the MR fluid clutch. In this section it will include discussion of clutch types, the technology of MR fluid, MR cell experiment and MR fluid clutch design also the example equation from other journal. The methodology will review about the flow to develop a MR fluid clutch and process to fabricate the clutch and also the experiment setup for the MR fluid clutch study. Matlab software will be used to derive the equation of the motion for theoretical data that been discuss inside the design and analysis section. Finally, the modification to previous prototype MR fluid clutch was present in 3D model using Solidwork2007. In conclusion, recommendations are made for solving the design miss alignment.
ABSTRAK

# TABLE OF CONTENT

<table>
<thead>
<tr>
<th>CHAPTER</th>
<th>SUBJECT</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>DECLARATION</strong></td>
<td>ii</td>
</tr>
<tr>
<td></td>
<td><strong>ACKNOWLEDGEMENT</strong></td>
<td>iii</td>
</tr>
<tr>
<td></td>
<td><strong>ABSTRACT</strong></td>
<td>iv</td>
</tr>
<tr>
<td></td>
<td><strong>TABLE OF CONTENT</strong></td>
<td>vi</td>
</tr>
<tr>
<td></td>
<td><strong>TABLE LIST</strong></td>
<td>x</td>
</tr>
<tr>
<td></td>
<td><strong>FIGURE LIST</strong></td>
<td>xi</td>
</tr>
<tr>
<td></td>
<td><strong>SYMBOL LIST</strong></td>
<td>xiii</td>
</tr>
<tr>
<td></td>
<td><strong>APPENDIX LIST</strong></td>
<td>xiv</td>
</tr>
</tbody>
</table>

1 **INTRODUCTION**

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Background</td>
<td>1</td>
</tr>
<tr>
<td>1.2</td>
<td><strong>Overview MR Fluid and MRF Clutch</strong></td>
<td>2</td>
</tr>
<tr>
<td>1.3</td>
<td>Objective</td>
<td>3</td>
</tr>
<tr>
<td>1.4</td>
<td>Scope of Project</td>
<td>3</td>
</tr>
<tr>
<td>1.5</td>
<td>Problem Statement</td>
<td>4</td>
</tr>
<tr>
<td>1.6</td>
<td>Approach</td>
<td>5</td>
</tr>
<tr>
<td>1.7</td>
<td>Outline</td>
<td>5</td>
</tr>
</tbody>
</table>

2 **LITERATURE REVIEW**

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Clutch System</td>
<td>7</td>
</tr>
<tr>
<td>2.2</td>
<td>Dry Clutch</td>
<td>9</td>
</tr>
<tr>
<td>2.3</td>
<td>MR Fluids</td>
<td>12</td>
</tr>
<tr>
<td>2.4</td>
<td><strong>The Advantages</strong> of MR Fluids</td>
<td>15</td>
</tr>
<tr>
<td>2.5</td>
<td>The Magneto-rheological Cell Experiment</td>
<td>17</td>
</tr>
<tr>
<td>CHAPTER</td>
<td>SUBJECT</td>
<td>PAGE</td>
</tr>
<tr>
<td>---------</td>
<td>---------</td>
<td>------</td>
</tr>
<tr>
<td>2.6</td>
<td>MR Fluid Clutch</td>
<td>19</td>
</tr>
<tr>
<td>2.7</td>
<td>Previous Design of MR fluid Clutch</td>
<td>20</td>
</tr>
<tr>
<td>2.8</td>
<td>Improvement to Second Prototype</td>
<td>22</td>
</tr>
<tr>
<td>2.9</td>
<td>Literature Review</td>
<td>23</td>
</tr>
<tr>
<td>2.10</td>
<td>Thesis Study</td>
<td>25</td>
</tr>
</tbody>
</table>

**METHODOLOGY**

| 3.1     | Literature Search and Request | 27 |
| 3.2     | The Sketcher Workbench | 29 |
| 3.3     | Part Design Workbench | 30 |
| 3.3.1   | Detail Design | 30 |
| 3.4     | Stage of Material Selection | 31 |
| 3.4.1   | Initial Screening | 31 |
| 3.4.2   | Comparing Alternative Solutions | 31 |
| 3.4.3   | Selection of Optimum Solution | 31 |
| 3.5     | Assembly Workbench | 32 |
| 3.6     | Analysis Workbench | 32 |
| 3.7     | Drafting Workbench | 33 |
| 3.8     | Manufacture evaluation | 33 |
| 3.9     | Manufacture prototype | 34 |
| 3.9.1   | Cutting process | 34 |
| 3.9.2   | Lathe Process | 35 |
| 3.9.3   | Milling Process | 35 |
| 3.9.4   | Drilling Process | 36 |
| 3.9.5   | Welding Process | 37 |
| 3.9.6   | Finishing Process | 37 |
|         | Prototype Validation | 38 |
### CHAPTER 

<table>
<thead>
<tr>
<th>SUBJECT</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.10.1 Result Variable</td>
<td>38</td>
</tr>
<tr>
<td>3.10.2 Experiment Setup</td>
<td>39</td>
</tr>
<tr>
<td>3.10.2.1 Objective</td>
<td>39</td>
</tr>
<tr>
<td>3.10.2.2 Background</td>
<td>39</td>
</tr>
<tr>
<td>3.10.2.3 Hypothesis</td>
<td>40</td>
</tr>
<tr>
<td>3.10.2.4 Experiment Equipment</td>
<td>41</td>
</tr>
<tr>
<td>3.10.2.5 Experiment Procedure</td>
<td>43</td>
</tr>
</tbody>
</table>

### DESIGN AND ANALYSIS

<table>
<thead>
<tr>
<th>SUBJECT</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1 Electromagnet Core</td>
<td>44</td>
</tr>
<tr>
<td>4.2 Casing</td>
<td>45</td>
</tr>
<tr>
<td>4.3 Input Shaft</td>
<td>46</td>
</tr>
<tr>
<td>4.4 Output Shaft</td>
<td>47</td>
</tr>
<tr>
<td>4.5 MR Housing Cover</td>
<td>47</td>
</tr>
<tr>
<td>4.6 Side Cap</td>
<td>48</td>
</tr>
<tr>
<td>4.7 MR fluid Clutch Bracket</td>
<td>49</td>
</tr>
<tr>
<td>4.8 Bearing Bracket</td>
<td>50</td>
</tr>
<tr>
<td>4.9 MR Fluid Clutch Assemble</td>
<td>50</td>
</tr>
<tr>
<td>4.10 MR Fluid Clutch Exploded</td>
<td>51</td>
</tr>
<tr>
<td>4.11 Electromagnetic Maxwell ANSOFT Analysis</td>
<td>52</td>
</tr>
<tr>
<td>4.12 Mathematical Modeling Analysis</td>
<td>53</td>
</tr>
<tr>
<td>4.13 Experiment Result and Discussion</td>
<td>58</td>
</tr>
<tr>
<td>4.13.1 Result</td>
<td>58</td>
</tr>
<tr>
<td>4.13.2 Discussion</td>
<td></td>
</tr>
<tr>
<td>CHAPTER</td>
<td>SUBJECT</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------------</td>
</tr>
<tr>
<td>5</td>
<td>CONCLUSION AND RECOMMENDATION</td>
</tr>
<tr>
<td></td>
<td>5.1 Conclusion</td>
</tr>
<tr>
<td></td>
<td>5.2 Recommendation</td>
</tr>
<tr>
<td></td>
<td>REFERENCES</td>
</tr>
<tr>
<td></td>
<td>APPENDIX</td>
</tr>
</tbody>
</table>
TABLE LIST

<table>
<thead>
<tr>
<th>TABLE NO</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The comparison properties between ER fluid and MR fluid [Adapt from 10]</td>
<td>15</td>
</tr>
<tr>
<td>2</td>
<td>MR fluid clutch working dimension</td>
<td>30</td>
</tr>
<tr>
<td>3</td>
<td>Experiment equipment data</td>
<td>41</td>
</tr>
<tr>
<td>4</td>
<td><strong>Magnetic Flux and mass data</strong> (Experiment data)</td>
<td>58</td>
</tr>
<tr>
<td>5</td>
<td>Magnetic Flux and mass data (Experiment Data)</td>
<td>59</td>
</tr>
</tbody>
</table>
FIGURE LIST

<table>
<thead>
<tr>
<th>FIGURE NO</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>The MR fluid shear stress diagram [adapt from 1]</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Clutch position inside car [adapt from 2]</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>Diaphragm clutch when the clutch pedal is pressed [adapt from 3]</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>The half figure of diaphragm clutch [adapt from 10]</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>The diaphragm spring clutch [adapt from 10]</td>
<td>10</td>
</tr>
<tr>
<td>6</td>
<td>Shear strain rates versus shear stresses in the post-yield regime</td>
<td>12</td>
</tr>
<tr>
<td></td>
<td>for various values of the magnetic field intensity. [adapt from 5]</td>
<td></td>
</tr>
<tr>
<td>(a)</td>
<td>no magnetic field (b) applied magnetic field (c) applied strain</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>[Adapt from 4]</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>a) Newtonian Fluid b) Bingham Fluid [adapt from 7]</td>
<td>14</td>
</tr>
<tr>
<td>9</td>
<td>The advantages of MR fluid diagram [adapt from 10]</td>
<td>16</td>
</tr>
<tr>
<td>10</td>
<td>Schematic cross-section of magneto-rheological test cell</td>
<td>17</td>
</tr>
<tr>
<td></td>
<td>[Adapt from 10]</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Cross section of developed MR fluid Clutch</td>
<td>19</td>
</tr>
<tr>
<td>12</td>
<td>Double plate MR fluid Clutch Design [Adapt from 8]</td>
<td>20</td>
</tr>
<tr>
<td>13</td>
<td>Cross section of second prototype of MR fluid Clutch</td>
<td>22</td>
</tr>
<tr>
<td>14</td>
<td>Graf input speed Vs output torque and Current Vs Output Torque</td>
<td>23</td>
</tr>
<tr>
<td></td>
<td>[Adapt from 6]</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Band Saw Machine</td>
<td>34</td>
</tr>
<tr>
<td>16</td>
<td>Lathe Machine</td>
<td>35</td>
</tr>
<tr>
<td>17</td>
<td>Milling Process</td>
<td>35</td>
</tr>
<tr>
<td>18</td>
<td>Drilling Machine</td>
<td>36</td>
</tr>
<tr>
<td>19</td>
<td>Welding process</td>
<td>37</td>
</tr>
<tr>
<td>20</td>
<td>Current Vs Output Torque Diagram [Adapt from 6]</td>
<td>38</td>
</tr>
<tr>
<td>FIGURE NO</td>
<td>TITLE</td>
<td>PAGE</td>
</tr>
<tr>
<td>-----------</td>
<td>-----------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>21</td>
<td>Block diagram of manual experiment set up</td>
<td>39</td>
</tr>
<tr>
<td>22</td>
<td>Experiment setup of the MR fluid Clutch</td>
<td>40</td>
</tr>
<tr>
<td>23</td>
<td>Block diagram of MR fluid clutch</td>
<td>41</td>
</tr>
<tr>
<td>24</td>
<td>Magnetic Core with force test</td>
<td>44</td>
</tr>
<tr>
<td>25</td>
<td>Casing with force test</td>
<td>45</td>
</tr>
<tr>
<td>26</td>
<td>Input shaft with force test</td>
<td>46</td>
</tr>
<tr>
<td>27</td>
<td>Output shaft with force test</td>
<td>47</td>
</tr>
<tr>
<td>28</td>
<td>MR housing cover with force test</td>
<td>47</td>
</tr>
<tr>
<td>29</td>
<td>Double side cap with force analysis</td>
<td>48</td>
</tr>
<tr>
<td>30</td>
<td>MR fluid clutch bracket</td>
<td>49</td>
</tr>
<tr>
<td>31</td>
<td>Bearing bracket</td>
<td>50</td>
</tr>
<tr>
<td>32</td>
<td>MR fluid clutch assemble model</td>
<td>50</td>
</tr>
<tr>
<td>33</td>
<td>MR fluid clutch exploded model</td>
<td>51</td>
</tr>
<tr>
<td>34</td>
<td>Magnetic flux at 1.0A current</td>
<td>52</td>
</tr>
<tr>
<td>35</td>
<td>Magnetic flux at 1.5A current</td>
<td>52</td>
</tr>
<tr>
<td>36</td>
<td>Simulink Diagram</td>
<td>55</td>
</tr>
<tr>
<td>37</td>
<td>Graph of torque transfer at 0 Ampere</td>
<td>56</td>
</tr>
<tr>
<td>38</td>
<td>Graph of torque transfer at 2.5 Ampere</td>
<td>57</td>
</tr>
<tr>
<td>39</td>
<td>The Torque Vs Magnetic Flux Graph</td>
<td>59</td>
</tr>
<tr>
<td>40</td>
<td>New recommended design</td>
<td>63</td>
</tr>
<tr>
<td>SYMBOL</td>
<td>DEFINATION</td>
<td></td>
</tr>
<tr>
<td>----------</td>
<td>------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>( \tau_y )</td>
<td>Yield Stress</td>
<td></td>
</tr>
<tr>
<td>( \tau_{y(H)} )</td>
<td>High yield Stress</td>
<td></td>
</tr>
<tr>
<td>( \eta )</td>
<td>Plastic viscosity</td>
<td></td>
</tr>
<tr>
<td>( \gamma )</td>
<td>Fluid shear rate</td>
<td></td>
</tr>
<tr>
<td>( G )</td>
<td>Material modulus</td>
<td></td>
</tr>
<tr>
<td>( H )</td>
<td>Magnetic field</td>
<td></td>
</tr>
<tr>
<td>( L )</td>
<td>Length</td>
<td></td>
</tr>
<tr>
<td>( F )</td>
<td>Force</td>
<td></td>
</tr>
<tr>
<td>( g )</td>
<td>Gap</td>
<td></td>
</tr>
<tr>
<td>( w )</td>
<td>Width</td>
<td></td>
</tr>
<tr>
<td>( Q )</td>
<td>Volumetric flow rate</td>
<td></td>
</tr>
<tr>
<td>( A )</td>
<td>Area</td>
<td></td>
</tr>
<tr>
<td>( V )</td>
<td>Volume</td>
<td></td>
</tr>
<tr>
<td>( F_n )</td>
<td>Viscosity force</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sum of a viscous component</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Sum yield stress component</td>
<td></td>
</tr>
<tr>
<td>( \lambda )</td>
<td>Control ratio</td>
<td></td>
</tr>
<tr>
<td>( T_c )</td>
<td>Clutch torque</td>
<td></td>
</tr>
<tr>
<td>( \tau )</td>
<td>Fluid stresses</td>
<td></td>
</tr>
<tr>
<td>( h_0 )</td>
<td>initial gap</td>
<td></td>
</tr>
<tr>
<td>( d )</td>
<td>displacement</td>
<td></td>
</tr>
</tbody>
</table>

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## APPENDIX LIST

<table>
<thead>
<tr>
<th>APPENDIX NO</th>
<th>TITLE</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>The flow chart of the PSM Project</td>
<td>65</td>
</tr>
<tr>
<td>B</td>
<td>Gantt chart PSM 1 and PSM 2</td>
<td>67</td>
</tr>
<tr>
<td>C</td>
<td>Picture</td>
<td>69</td>
</tr>
<tr>
<td>D</td>
<td>Detail Drawing</td>
<td>70</td>
</tr>
</tbody>
</table>
CHAPTER 1

INTRODUCTION

1.1 Background

In this chapter, a discussion about the objective of the project, scope of the project and problem statement will based on the project title is to model and experimental identification of magnetic clutch. The magneto-rheological (MR) fluid clutch is one of the new technologies of clutch that been use in the automotive industries. This technology of clutch will provide more efficiency high torque transformation between engines to driveline because the properties of the magneto-rheological fluid have been discussed in the next chapter. For overall in this project, a modification have been made to one model of high torque magneto-rheological fluid clutch are designed to make an experiment setup. Then experiment that has been held come out with result of relationship of current and torque transfer. The knowledge and information about the properties of fluid and the mechanism of the clutch are important to make the modification of the design and the experiment result in this project will be discuss in the next chapter.
1.2 Overview MR Fluid and MR Fluid Clutch

MR fluids are materials that change their rheological behavior in the presence of an applied magnetic field. MR fluid is oils that are filled with iron particles. Often, surfactants surround the particles to protect them and help keep them suspended within the fluid. When exposed to a magnetic field, the particles line up, thickening the fluid dramatically. The term magneto-rheological come from this effect. Rheological is a branch of mechanics that focuses on the relationship between force and the way a material shape change. The force magnetism can change both shape and the viscosity. Devices using MR fluids have an ability to provide high torque, low inertia, be a safe device and have a simple interface.

The MR fluid clutch been developed consists of an input shaft and output shaft and an MR fluid between the two component. The MR fluid clutch can either cylindrical or disc shaped. An electromagnetic coil housed inside the clutch is used to generate the necessary magnetic field in the active region containing the MR fluid change there by varying the bonding strength between the input and the output component. This is realized as a controllable change in the torque capacity of the clutch. The number of surfaces may be increased to increase the torque capacity of the clutch for a given size.

![Image of MR fluid shear stress diagram]

Figure 1: The MR fluid shear stress diagram. [Adapt from 1]
1.3 Objective

The objectives of this project are:

- To obtain the behavior of magneto-rheological fluid clutch experimentally.
- To find the relationship between current and torque transfer of the MR fluid clutch.
- To modify the existing MR fluid clutch.

1.4 Scope of project

The scopes of this project are to design 3D model for modification of the magneto-rheological fluid clutch prototype using the CAD software such as Solid Work and Catia. Firstly, examinant the MR fluid clutch prototype design, if any failure happen to the design, modification must be made for the MR fluid clutch to ensure the model can be used. This is important to validate the prototype that been made and set-up the operation of the magneto-rheological fluid clutch. Investigation been made to the magneto-rheological fluid clutch using experiment to find the relationship between current and torque transfer. This is to know the efficiency of torque transfer that been transfer from the driver shaft to the driven shaft by using the magneto-rheological clutch and identified the most suitable value of current that give the optimum torque transfer and happen in the fewest time response. Fabricate the modification design and experiment the set-up that been made for the magneto-rheological fluid clutch prototype. Investigation on the relationship of the current that been supply to the magnetic coil also must be operated to know the characteristic of MR fluid inside the MR fluid clutch. Finally by using the experiment system, the relationship between torque transfer and current obtained.
1.5 Problem Statement

The most common problem with conventional clutch is mechanical friction. The friction material on a clutch disc is very similar to the friction material on the pads of a disc brake, or the shoes of a drum brake after a while, it wears away. When most or all of the friction material is gone, the clutch will start to slip, and eventually it would not transmit any power from the engine to the wheels.

The clutch only wears while the clutch disc and the flywheel are spinning at different speeds. When they are locked together, the friction material is held tightly against the flywheel, and the spin in synchronize. It is only when the clutch disk is slipping against the flywheel that wearing occurs. So if the driver slips the clutch a lot, they will wear out the clutch a lot faster. Another problem sometimes associated with clutches is a worn throw out bearing. This problem is often characterized by a rumbling noise whenever the clutch engages.

Mechanical friction will occurred during the conventional clutch is used and will damaging the pads of the clutch disc. By using the MR fluid clutch this problem thus not occurred because the flywheel that connected to the engine shaft been change to the input shaft in the MR fluid clutch. The input and the output shaft will be connected inside the MR fluid clutch. The connection happen when the MR fluid been in the magnetic field and change to solid and connect both of the shaft. The clutch will not get the problem to slips because there MR fluids will always fill the area and will changing into solid when the magnetic field are created. The clutch also can prevent the rumbling noise that appear when the conventional clutch bearing are broken because the MR fluid clutch does not have the bearing and effectively connected the both shaft, so by using the MR fluid clutch all the problem statement will be solve and give the car user more comfortable.
1.6  Approach

Propose for this section is to describe the approach that been made to complete this research. The approach was a study the different design of MR fluid clutch before decide to modify the previous MR fluid Clutch. The several design of the MR fluid clutch that has been found during the study is double plate O-rings shaft [8], MR Actuator housing [11] and Electro-Rheological (ER) clutch [12]. By searching equation from other journal, equation for the MR clutch can be obtained and by using the Matlab simulation software simulink diagram been made. Then the 3D modeling using Solidwork used to perform the design of the new modification of the Magneto-Rheological Fluid Clutch.

1.7  Outlines

Chapter 2 presents the literature review of the MR fluid clutch. It also provides an introduction to the design, construction and performance of a magneto-rheological clutch. Chapter 3 describe in detail, the test structure used to evaluate the torque transfer for the MR fluid clutch. This chapter also presents the experimental setup of the test rig for the MR fluid clutch. This chapter also discussed about the experimental equipment. Chapter 4 discussed the results of the entire laboratory testing involving the MR fluid clutch apparatus. Finally, Chapter 5 summarizes the results of this study and the recommendation for future work.
BAB 2

LITERATURE REVIEW

The purpose of this chapter is to introduce the theoretical and practical applications of MR fluid for MR fluid clutch. First the concept and application of clutch system will be stated, after that the theory for the MR fluid will be introduce. This chapter also presents a review of the technical relating to the issues in developing a set up model magneto-rheological fluid clutch. This chapter also will be review about the magneto-rheological fluid behavior, the application, the state of the fluid and the advantages. All of this information is useful in state to know the characteristic before it can be applied to other applications. In this chapter also, it state about the previous design of MR fluid clutch with the advantage and disadvantage state. Clutch is useful to the vehicle as the part to connect the two rotation component between the engine and driveline. This will made the vehicle move out easily on the road. However using the conventional clutch it has several problems that need to solve with develop the new technology of clutch using the MR fluid clutch.
2.1 Clutch System

Clutches are useful in devices with two rotating shafts. In these devices, one of the shafts is typically driven by a motor or pulley, and the other shaft is driving another device. For example, in a drill, for instance, one shaft is driven by a motor and the other is drilling a drill chuck. The clutch connects the two shafts so they can either be locked together and spin at the same speed, or be decoupled and spin at different speeds [2].

In a car, it needs a clutch because the engine spins all the time and the car wheels not. In order for a car to stop without shutoff the engine, the wheels need to be disconnected from the engine rotations somehow. The clutch allows us to smoothly engage a spinning engine to a non-spinning transmission by controlling the slippage between them. This is how clutch work in an automobile clutch, the flywheel is connected to the engine, and the clutch plate is connected to the transmission. When your foot is off the pedal, the springs push the pressure plate against the clutch disc, which in turn presses against the flywheel. This locks the engine to the transmission input shaft, making them spin at the same speed [2].
The amount of force the clutch can hold depends on the friction between the clutch plate and the flywheel, and how much force the spring puts on the pressure plate [2].

![Diaphragm Clutch Diagram](image)

**Figure 3:** Diaphragm clutch when the clutch pedal is pressed. [Adapt from 3]

When the clutch pedal is pressed, a cable or hydraulic piston pushes on the release fork, which presses the throw-out bearing against the middle of the diaphragm spring. As the middle of the diaphragm spring is pushed in, a series of pins near the outside of the spring because the spring to pull the pressure plate away from the clutch disc. This releases the clutch from the spinning engine [3].

They are many other applications of clutches used in the car [10]:

- An automatic transmission contains several clutches. These are used to engage and disengage several sets of planetary gears.
- An air conditioning compressor in a car has a magnetic clutch. This allows the compressor to shut off even while the engine is running. When current flows through a magnetic coil in the clutch, the clutch engage. As soon as the current stops, such as when you turn off your air conditioning, the clutch will disengage.
Most cars that have an engine-driven cooling fan have a thermostatically controlled viscous clutch. This clutch is positioned at the hub of the fan, in the air flow coming through the radiator. This type of clutch is a special viscous clutch, much like the viscous coupling sometimes found in all-wheel drive cars. The fluid in the clutch gets thicker as it heats up, causing the fan to spin faster to catch up with the engine rotation. When the car is cold, the fluid in the clutch remains cold and the fan spins slowly, allowing the engine to quickly warm up to its proper operating temperature.

Many cars have limited slip differentials or viscous couplings, both of which use clutches to help increase traction.

- A gas powered chain saw has centrifugal clutches, so that the chains or strings can stop spinning without you having to turn off the engine.

### 2.2 Dry Clutch

The clutch is housed between the engine and transmission where it provides a mechanical coupling between the engine's flywheel and the transmission input shaft. The clutch is operated by a linkage that extends from the passenger compartment to the clutch housing. The purpose of the clutch is to disconnect the engine from the driven wheels when a vehicle is changing gears or being started from rest [10].

Disengaging the clutch separates the flywheel, the clutch plate and the pressure plate from each other. The flywheel is bolted to the end of the crankshaft and rotates with it. The clutch plate is splinted to the gearbox in order for both to rotate together and the pressure plate clamps the clutch plate to the flywheel. When the pressure is released by depressing the clutch pedal, the crankshaft and gearbox input shaft rotate independently. When the foot is taken off they rotate as one. The two primary types of pressure plate assemblies are coil spring assembly and one with a diaphragm spring. [Figure 4]