

**DESIGN AND DEVELOPMENT OF FRICTIONLESS AUTOMOTIVE
TRANSMISSION: PERFORMANCE ANALYSIS OF INPUT AND OUTPUT
TORQUE**

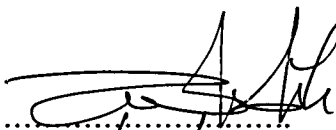
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**A thesis submitted in partial fulfillment of the requirements for the award of Bachelor
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MAY 2009

“I declared that this thesis is the result of my own work except the ideas and summaries which I clarified their sources. The thesis has not been accepted for any and it is not concurrently submitted in candidature of any degree”

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ACKNOWLEDGMENT

BISMILLAHIRARRAHMANIRRAHIM

I would like to thank Almighty Allah S.W.T for giving me the opportunity, the strength and also the commitment to understand the nature of this project, to embark and to pursue the project in order to add to the pool of knowledge on this earth.

I would like to thank my supervisor Mr Ramzyzan Ramly for all the guidance throughout this project.

I also would like to thank my lovely mother Hafsah Binti Yaakob and all my family members for their support in everything that I do throughout my study years.

Also to Faculty Of Mechanical Engineering and all people who were involve directly and indirectly in this project.

Thank you very much....

ABSTRACT

Infinitely Variable Transmission (IVT) is currently being the matter of interest in automotive industry due to its capability to improve fuel economy and performance of the vehicle. This project will introduce a new design of frictionless transmission with infinitely variable speed ratio. This transmission is design to eliminate friction process by clutch disk and allowing engine to operate at its most optimum condition. High torque generated by rotating mass is the main concept in developing this transmission. This work will describe the operating principle of the frictionless transmission referring to its design drawing. Several simple physic approaches are used to initially analyze the torque performance theoretically. The model of the transmission has been design and developed. Variable speed motor will be acted as input torque. Analysis on output torque generated by the transmission is done by using Spring Scale to measure force exerted at the output shaft. From this, the performance of the frictionless transmission can be analyzed.

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