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Judul Jurnal Ilmiah (Artikel) : Modeling of deceleration Fuel cut-off for LPG fuelled engine using Fuzzy logic controller
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 b. Nomor ISSN : 09753060
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 f. Alamat web jurnal : <http://mafree.org/eja/index.php/ijvss/index>
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Semarang, 1 Juni 2021

Reviewer 2



Ojo Kurdi, Ph.D
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2. Ruang lingkup dan kedalaman pembahasan:

Ruang lingkup dari artikel yang ditulis sudah baik dan lengkap yaitu mengusulkan Fuzzy Logic Control untuk meminimalkan konsumsi bahan bakar dan exhaust emission ketika kendaraan mengalami perlambatan Hasil dari studi dengan Fuzzy logic telah ditampilkan dengan baik dan jelas dalam jurnal.

3. Kecukupan dan kemutakhiran data/informasi dan metodologi:

Metode penelitian yang digunakan sudah cukup dan mutakhir. Dari hasil study menunjukkan bahwa fuzzy logic yang telah dikembangkan dapat diterapkan pada kendaraan yang menggunakan bahan bakar LPG untuk menurunkan konsumsi bahan bakar dan emisi gas buang ketika kendaraan mengalami perlambatan.

4. Kelengkapan unsur dan kualitas terbitan:

Kualitas dan kelengkapan unsur dari jurnal sudah baik. Jurnal ini terindeks Scopus dengan nilai SJR 0,173 dengan kategori Q4 pada saat artikel ini terbit.

Semarang, 1 Juni 2021
 Reviewer 1

Eflita Yohana, Ph.D
 NIP. 196204281990012001
 Unit Kerja : Departemen Teknik Mesin FT UNDIP

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2. Ruang lingkup dan kedalaman pembahasan:

Studi pada paper mengusulkan tentang penggunaan fuzzy logic untuk mengurangi konsumsi bahan bakar dan emisi gas buang pada kendaraan yang berbahan bakar LPG. Pembahasan dari hasil studi yang dilakukan telah disajikan dalam paper dengan lengkap dan jelas.

3. Kecukupan dan kemutakhiran data/informasi dan metodologi:

Metode yang disusulkan dalam paper mempunyai tingkat novelty yang sudah baik. Fuzzy logic control yang telah dikembangkan dapat diterapkan untuk mengurangi konsumsi bahan bakar dan emisi gas buang pada kendaraan berbahan bakar LPG.

4. Kelengkapan unsur dan kualitas terbitan:

Kualitas terbitan sudah cukup baik dengan mempertimbangkan unsur-unsur penyusun jurnal. Jurnal termasuk kategori Q4 pada Scimago dengan SJR 0.173 saat paper ini terbit.

Semarang, 1 Juni 2021

Reviewer 2

Ojo Kurdi, Ph.D.

NIP/197303171999031001

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Modeling of deceleration Fuel cut-off for LPG fuelled engine using Fuzzy logic controller

Setiyo M.^a ✉, Munahar S.^a, Triwiyatno A.^b, Setiawan J.D.^c

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Fuel control system modeling for LPG fueled engine using Adaptive Neuro-Fuzzy Inference Systems (ANFIS)

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Abstract

At the time of deceleration, continuous LPG flow in LPG fuelled engine causing over fuel consumption and increasing exhaust emissions, while the engine does not need fuel. Therefore, this paper presents a simulation of deceleration fuel cut-off (DFCO) system. Given that the fuel system control is complex and non-linear, modeling with fuzzy logic controller (FLC) has been selected because of simple, easy to understand and tolerant to improper data. The engine modeling is divided into several sections, including intake manifold dynamics and engine dynamics. The input values were processed by the membership function. A series of simulation results indicate that DFCO can be applied. The combination of throttle valve position, engine speed and manifold pressure is able to cut LPG flow at deceleration. As a conclusion, DFCO system is promising to be applied on LPG-fuelled vehicles for saving fuel and reducing emissions.

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Abstract

Trackless vehicles have been widely used for the underground mining in many coal-rich countries. However, their vibration is violent and this vibration could affect the driver's health and reduce the working efficiency. Therefore, how to solve this question about the vibration and shock has become an urgent and important thing. In this paper, a type of tubular constrained damping engine mount is designed and first used in the underground trackless vehicles. This tubular damping structure is made of three layers, the external and internal layer are made of steel and the middle layer of natural rubber is sandwiched between them. To know about the vibration-reducing performance of the new designed mounts, the real vehicle test was performed under two working conditions. The results show that the two rear mounts could obtain good vibration isolation effect, whereas the performance are sometimes poor in a certain direction for the two front mounts because of the vibration energy coupling in different directions. Further research is to optimize the

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Formability of Heat Treated AA19000, AA5052 and Simulation using ABAQUS/CAE

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Tensile test, Annealing, Formability, Erichsen cupping test, ABAQUS/CAE

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Abstract

In this paper the formability of heat treated AA19000 and AA5052 aluminium alloys was studied through experimentation and finite element simulation. The aluminium alloys of 1mm thickness as received and annealed condition were subjected to tensile test and Erichsen cupping test. The experimental results showed that AA5052 possessed better formability than AA19000, due to its magnesium content. The material properties obtained from the tests were validated through simulation using ABAQUS/CAE.

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