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3.3.3 NUMBER OF BOOKS AND CHAPTERS IN EDITED VOLUMES/BOOKS PUBLISHED AND PAPERS PUBLISHED IN NATIONAL/ INTERNATIONAL CONFERENCE PROCEEDINGS PER TEACHER DURING LAST FIVE YEARS

SUMMARY REPORT

S.NO	ACADEMIC YEAR		CONFERENCES	
		TOTAL COUNT	DEPARTMENT	COUNT
1	2020-2021	198	IT	20
			AERO	12
			CSE	28
			MECH	38
			ECE	30
			EEE	25
			CIVIL	21
			H AND S	16
			MBA	8
2	2019-2020	15	IT	1
			MECH	5
			ECE	4
			EEE	1
			CIVIL	4
3	2018-2019	21	MECH	4
			ECE	10
			EEE	2
			CIVIL	3
			H AND S	1
			MBA	1
4	2017-2018	25	CSE	1
			MECH	5
			ECE	5
			EEE	3
			CIVIL	10
			H AND S	2
			MBA	1
5	2016-2017	26	CSE	1
			MECH	15
			ECE	3
			EEE	3
			CIVIL	2
			H AND S	2
	TOTAL	285		

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A Comprehensive Survey on Data Mining Techniques for Logical Analysis of D in Content Based Image Retrieval System

A. Nanda Gopal Reddy ; Roheet Bhatnagar

Novel Perspectives of Engineering Research Vol. 4, 2 December 2021, Page 161-168
https://doi.org/10.9734/bpi/nper/v4/4401F
Published: 2021-12-02

Abstract

This paper provides a comprehensive survey of the recent technical achievements in high level semantic ba image retrieval. It identifies five major categories of the state of the art techniques in narrowing down the sema gap. Those are (a) Data Mining techniques for the data analysis, data accessing and knowledge discovery proce to show experimentally and practically that how consistent, able and fast are these techniques for the study in particular field, A solid mathematical threshold (0 to 1) is set to analyze the data. (b) Low level image features Color, Texture, Shape and Spatial location [1]. (c) Similarity measurement and reducing the semantic gap. (constructed decision tree presents effective models of decision-making, which can be learned to support in classification by the expert. A tool for data mining and image processing is presented and its application to in mining is shown on the task of Hep-2 cell-image classification. (e) Most reports of CBIR systems provide qualitative measures of performance based on how similar retrieved images are to a target. Experiment 2 Picture Hunter into this context with a more rigorous test. We first establish a baseline for our database measuring the time required to find an image that is similar to a target when the images are presented in ran order. To implement a full-fledged image retrieval system with high-level semantics requires, the integratio salient low-level feature extraction, effective learning of high-level semantics, friendly user interface, and effic indexing tool.

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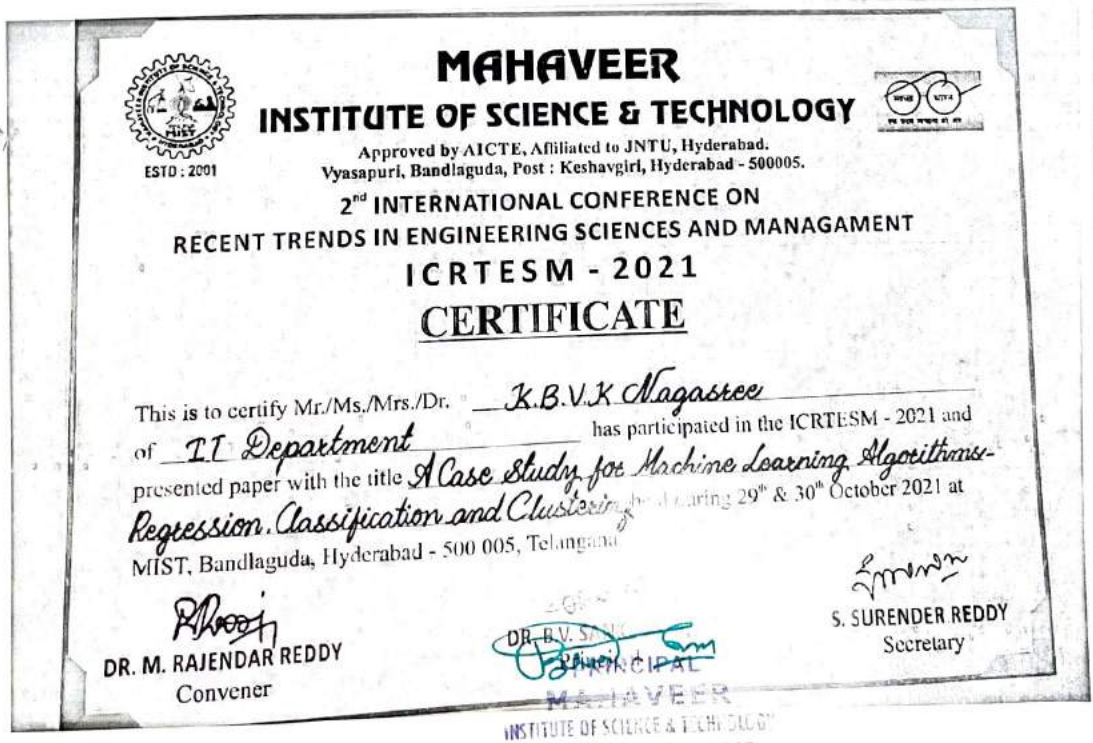

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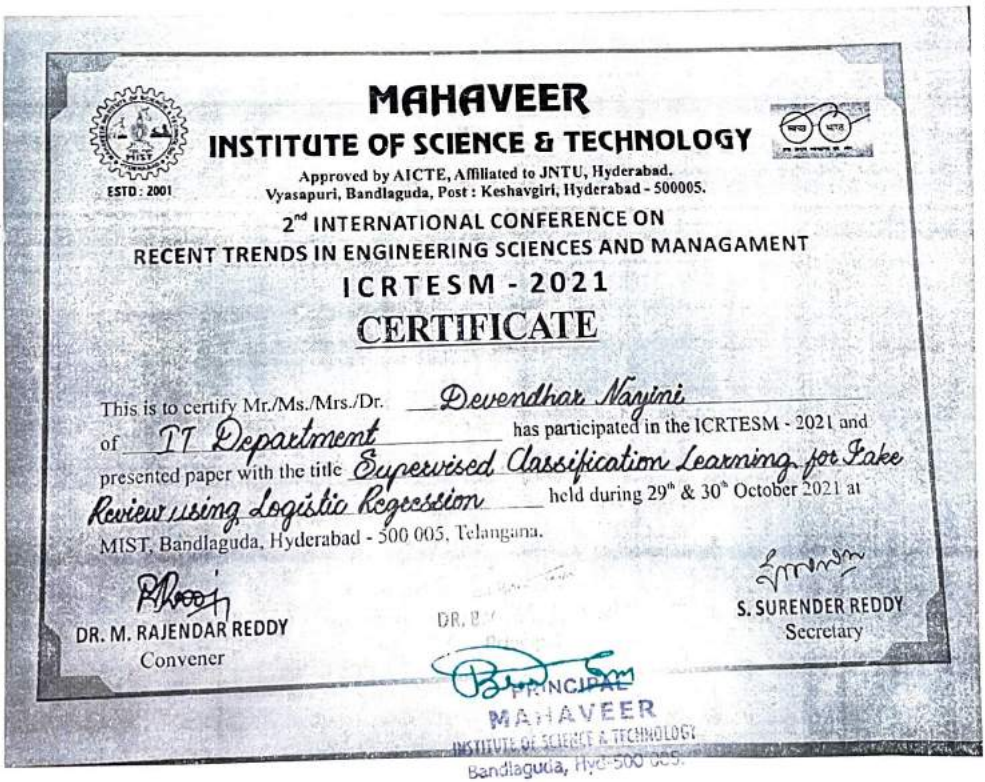

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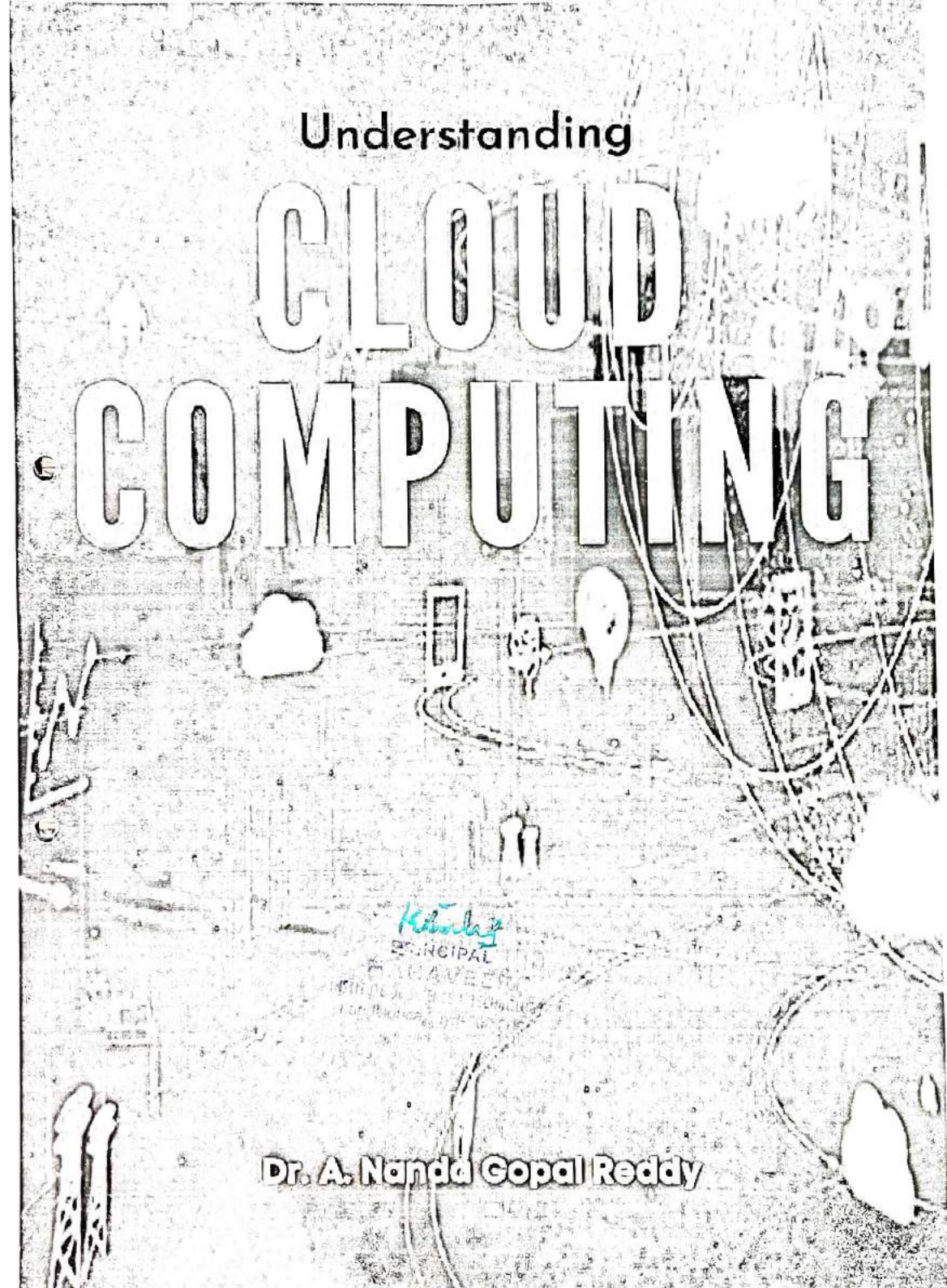

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Cloud Computing is Potentially establishes in its own way in IT Infrastructure.Cloud Computing brings a glassy of productivity and Economy In fulfilling the IT enabled resources On Demand. Focusing on concepts and principles, rather than commercial offerings by cloud providers and vendors, Understanding Cloud Computing Book gives readers a complete basics, advantages and growth of cloud computing, cloud infrastructure, virtualization, automation and orchestration, and cloud-native software design. This text book is suitable for a one-semester course for B.Tech CSE and IT students who want to understand cloud, and for IT managers moving an organization's computing to the cloud.

Dr. A. Nanda Gopal Reddy

Dr. A. Nanda Gopal Reddy received his BE in Computer Science and Engineering from the Madras University. He has done his MS in CSE/Image Processing from the Manipal University in 2005. He received his PhD (CSE) in Cloud Computing from Manipal University, Jaipur in 2019. He has 17 years of varied experience in the software industries and academics. He had worked in multinationals like GE Healthcare and PIONEER Technologies Pune. He joined in the Department of CSE at the MIST in the year 2008 as an Associate Professor. His areas of specializations are Image processing, cloud computing, machine learning and artificial intelligence. He published various papers on Image Processing and Cloud Computing in various Top rated international journals and he is the life membership of the ISTE.

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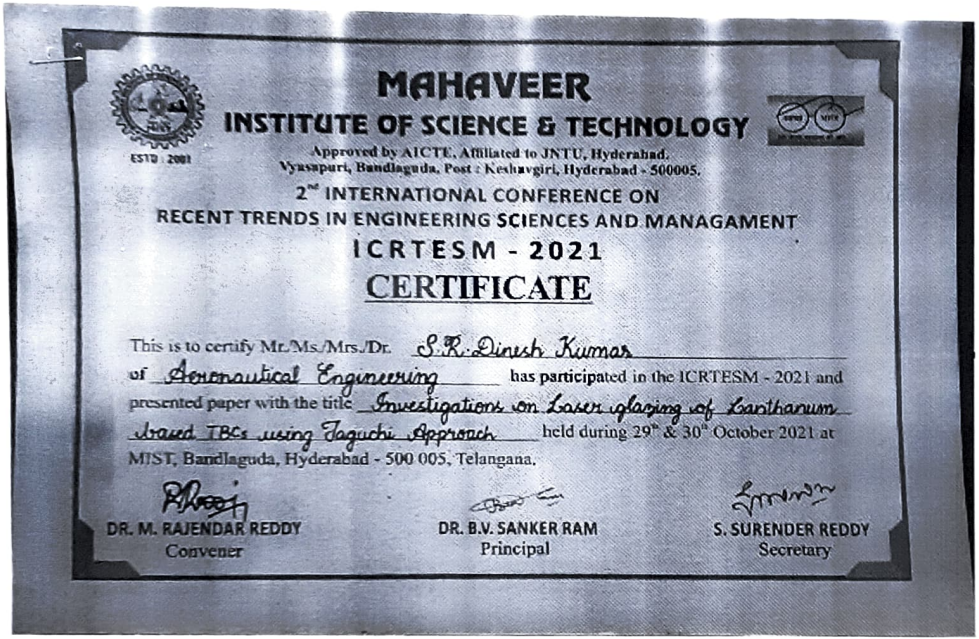

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This is to certify that Mr./Mrs./Ms./ M. SRIVIDYA, CSE DEPT.
of MIST, Hyderabad *has participated in the* **ICEMST-2021** *and Presented / Participated a paper with the title* Analysis on Graphical password Authentication Techniques. *held during 29th & 30th January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.*

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Presented / Participated a paper with the title "Data aggregation algorithms in wireless sensor networks: A Review" held during 29th & 30th

January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

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This is to Certify that the paper entitled Parallel Message Minimizing Technique For Agent Based Cloud Service With Information Retrieval.

With author(s) K. Giribabu, M. Vijayabanu, P. Vigneswari

Was presented by P. Vigneswari

in the 2018- International Conference on Recent Research in Management, Engineering, Science & Technology Held on 26th February at VISVESVARAYA COLLEGE OF ENGINEERING & TECHNOLOGY, HYDERABAD

Paper presented In the presence of organizing committee of international journal of innovative engineering management and research & International journal of Research with session panel members

ICRRMEST 2018

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This is to certify Mr. Ms. Mrs./Dr. Pabboju Ramesh
of LBE has participated in the ICRTESM - 2021 and
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This is to certify Mr./Ms./Mrs./Dr. B. Seva Naik of CSE has participated in the ICRTESM - 2021 and presented paper with the title A Hybrid Storage Model for Managing Fine Grained Data Resources in Cloud held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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This is to certify Mr./Ms./Mrs./Dr. G. Manasa

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This is to certify Mr./Ms./Mrs./Dr. A. Sarala Devi
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EEE has participated in the ICRTESM - 2021 and

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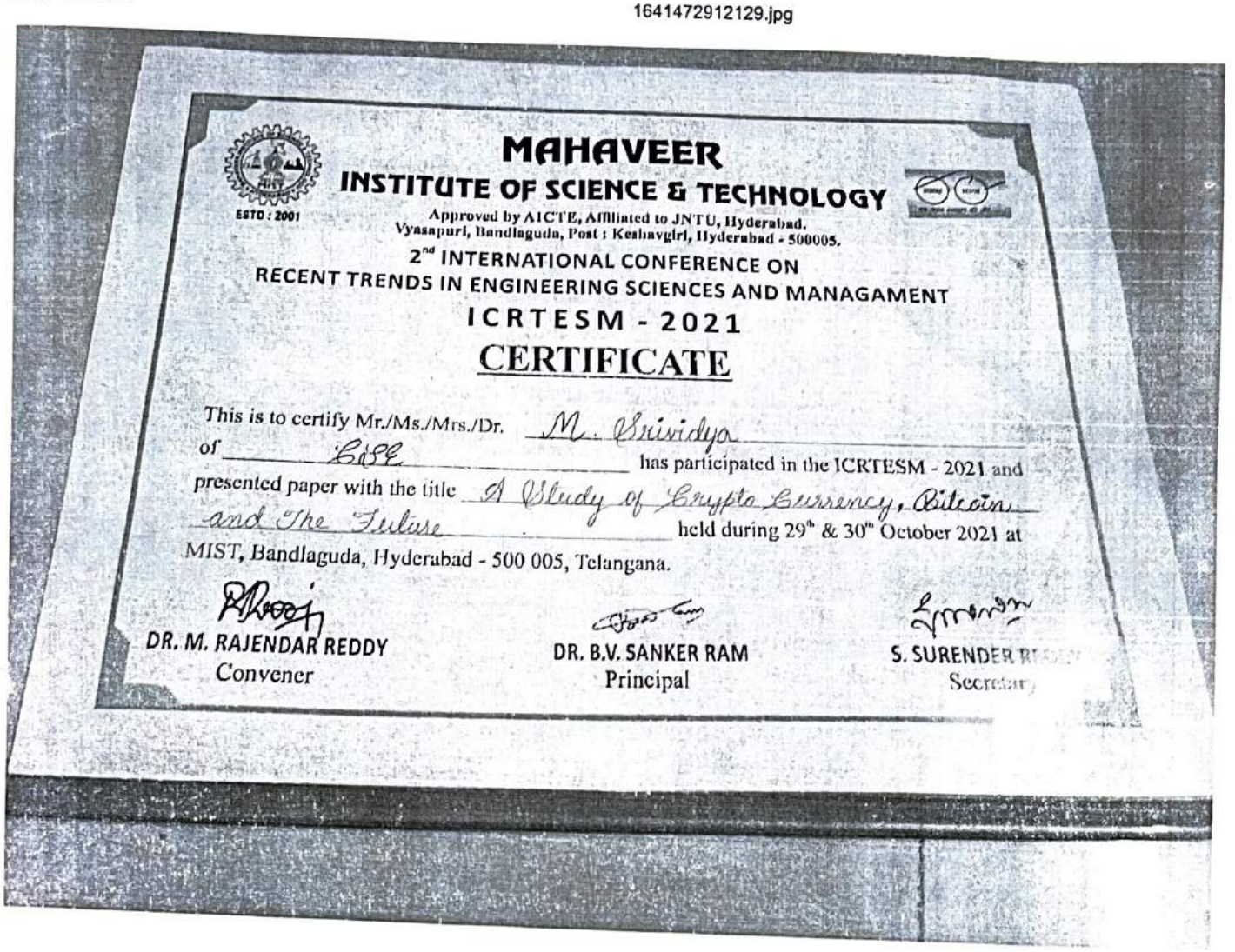

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of CSE has participated in the ICRTESM - 2021 and
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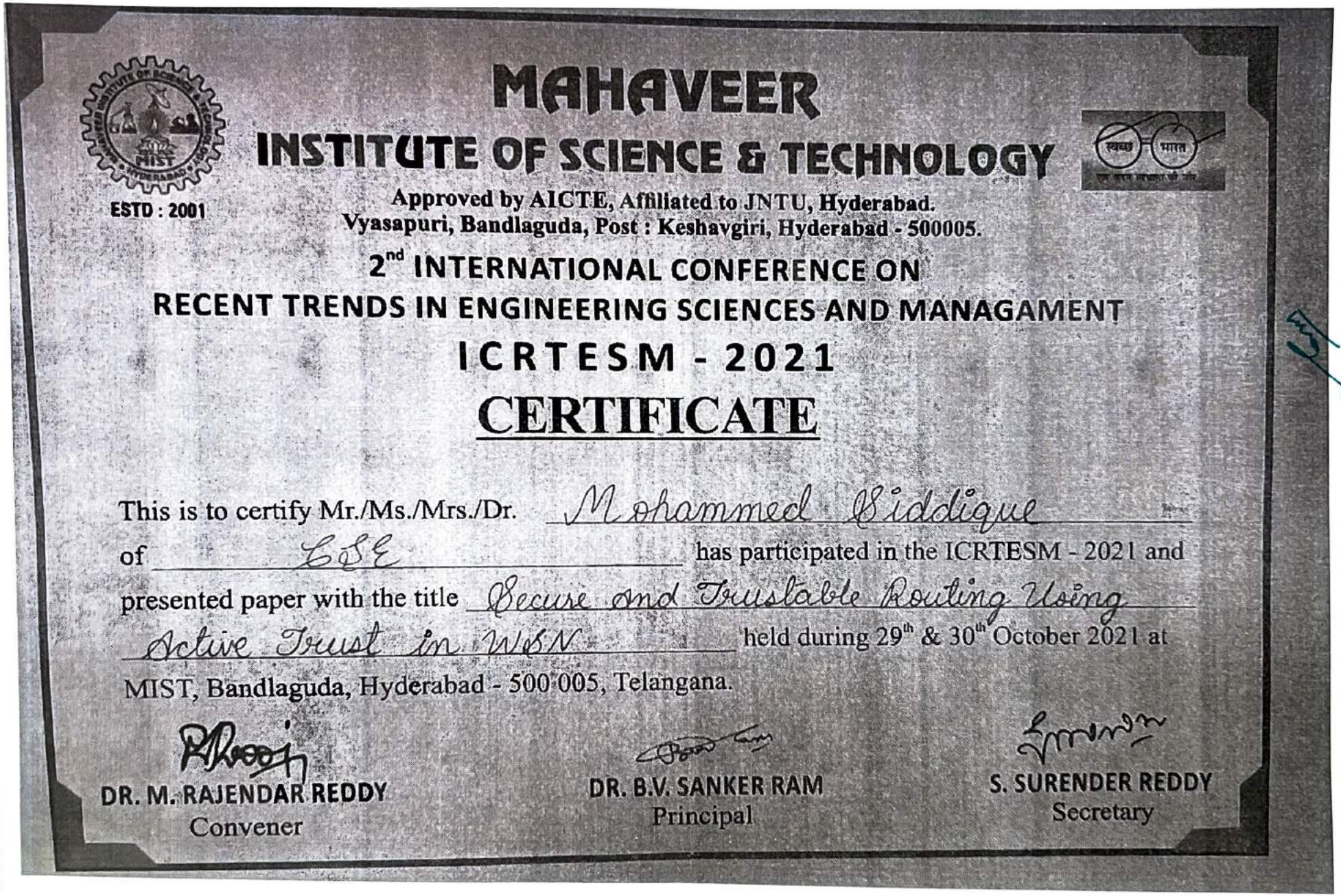

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This is to certify Mr./Ms./Mrs./Dr. Mohammed Siddique
of CSE has participated in the ICRTESM - 2021 and
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This is to certify Mr./Ms./Mrs./Dr. K. Ashwin Kumar

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This is to certify Mr./Ms./Mrs./Dr. R. Nakkeeran

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This is to certify Mr./Ms./Mrs./Dr. B. venkateshwar Reddy
of Mechanical Engineering has participated in the ICRTESM - 2021 and presented paper with the title Flow Analysis And Optimization of supersonic Rocket Engine Nozzle by varying divergent angles using CFD held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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This is to certify Mr./Ms./Mrs./Dr. Shravan kumar. of Mechanical Engineering has participated in the ICRTESM - 2021 and presented paper with the title Fabrications of Regenerative Braking System held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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This is to certify Mr./Ms./Mrs./Dr. Faiz Ali
of Mechanical Engineering has participated in the ICRTESM - 2021 and
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chemical Machine for Aluminum 6068 held during 29th & 30th October 2021 at
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This is to certify Mr./Ms./Mrs./Dr. K. Dessi Singh
of Mechanical Engineering has participated in the ICRTESM - 2021 and
presented paper with the title Design Analysis and fabrication of air
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This is to certify Mr./Ms./Mrs./Dr. Macharla Anil
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This is to certify Mr./Ms./Mrs./Dr. Nageswar. B
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This is to certify Mr./Ms./Mrs./Dr. E. Krishna Deepak.
of Mechanical Engineering has participated in the ICRTESM - 2021 and
presented paper with the title performance & Emission characteristics of a type pyrolysis oil
fueled ceramic coated hedd LHR Engine held during 29th & 30th October 2021 at
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This is to certify Mr. Ms./Mrs./Dr. E. Krishna Deepak.
of Mechanical Engineering has participated in the ICRTESM - 2021 and presented paper with the title Preparation and characterisation of Nano fluids with its Application. held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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This is to certify Mr./Ms./Mrs./Dr. G. Bhavani
of Mechanical Engineering has participated in the ICRTESM - 2021 and
presented paper with the title Design and fabrication of Automatic Grain
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This is to certify Mr./Ms./Mrs./Dr. P. Praveen Kumar Reddy
of Mechanical Engineering has participated in the ICRTESM - 2021 and presented paper with the title Design, Analysis and fabrication of Solar air purification Tower. held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

DR. M. RAJENDAR REDDY
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This is to certify Mr./Ms./Mrs./Dr. Santhosh Kumar Deva raju
of Mechanical Engineering has participated in the ICRTESM - 2021 and
presented paper with the title Green Synthesis and characterization of metal oxides
with its applications. held during 29th & 30th October 2021 at
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This is to certify Mr./Ms./Mrs./Dr. G.K. SHANMUKH DEV of Mechanical Engineering has participated in the ICRTESM - 2021 and presented paper with the title Green Synthesis and characterization of metal oxides with its applications. held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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This is to certify Mr./Ms./Mrs./Dr. G. Srikanth Reddy
of Mechanical Engineering has participated in the ICRTESM - 2021 and presented paper with the title study of optimization Techniques of worn tool machining process in Traditional and climb milling held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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Presented / Participated a paper with the title "Design & structural analysis of brake

disc by varying brake pressure" held during 29th & 30th

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S. Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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of MIST, HYDERABAD has participated in the **ICEMST-2021** and

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climb & conventional milling" held during 29th & 30th

January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

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of MIST, HYDERABAD has participated in the **ICEMST-2021** and

Presented / Participated a paper with the title TIG WELDING PROCESS PARAMETERS OPTIMIZATION FOR STAINLESS STEEL MATERIALS USING REGRESSION ANALYSIS held during 29th & 30th January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

S. Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

S. Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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Presented / Participated a paper with the title "Fabricat[illegible] hand & play robotic

arm using 3D printer" held during 29th & 30th

January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

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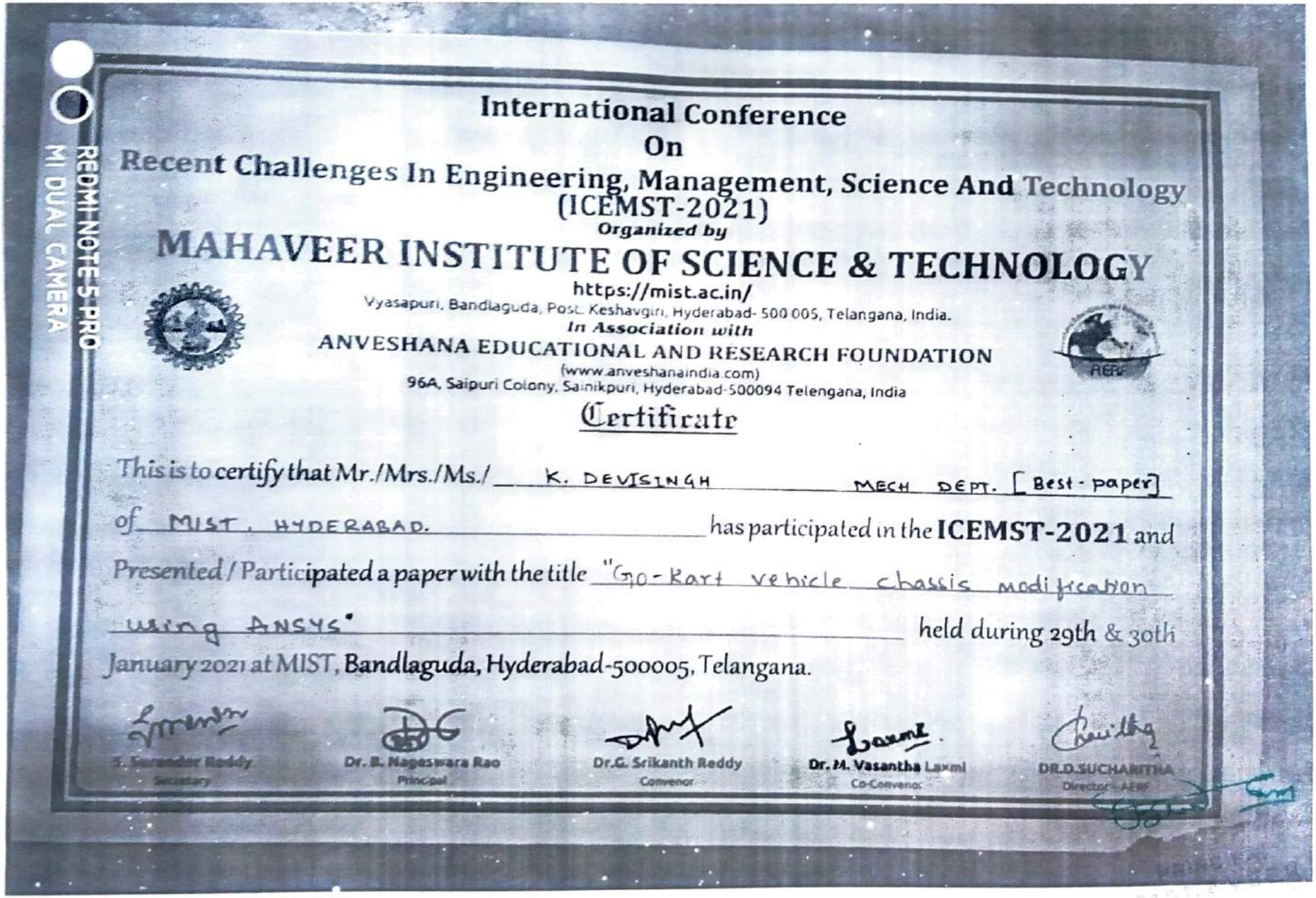

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S. Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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IJAMSR Research Foundation

IJAMSR (Under The Registration of Firms as No. 341 of 2018, Vijayawada, Andhra Pradesh, India)

International Conference on Recent Trends in Engineering, Management, Science and Humanities (ICRTEMSH – 2019)

ICRTEMSH/2019/C1119876

CERTIFICATE

This is to Certify that ~~Prof.~~ / ~~Dr.~~ /Mr. /Mrs. /Ms. Shravankumar, Research Scholar, Ph.D. in Mechanical Engineering, Sri Satya Sai University of Technology & Medical Sciences, Sehore, M.P.

has ~~participated~~ / ~~presented a poster~~ / presented a paper in the **International Conference on Recent Trends in Engineering, Management, Science and Humanities (ICRTEMSH – 2019)** organized by the **IJAMSR Research Foundation** at Hotel Kashish Residency & Banquet, Noida, India on 17th November, 2019

Title of the Paper: Optimized Robot Trajectory Generation for thermal Spraying Operations and High Quality coatings on Free-Form Surfaces

Kishan Rawat

Organizing Secretary

Dr(Er.). Kishan Singh Rawat

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Convener

Dr. Aruna Kumari Nakkella

IARF Conferences

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ICARTESHBM/2020/ CO320267

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has ~~participated~~ / ~~presented a poster~~ / presented a paper in the **International Conference on Advanced Research Techniques in Engineering, Science, Humanities and Business Management (ICARTESHBM - 2020)** organized by the IARF CONFERENCES at Hotel Manorama, Vijayawada, A.P. India on 15th March, 2020

Title of the Paper: Models for the Simulation of Spray Deposition and Robot Motion Optimization in Thermal Spraying of Rotating Objects

Organizing Secretary
Dr. G. Ramamurthy

IARF CONFERENCES

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ICADMMES-2k18

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Department of Mechanical Engineering

Certificate

This is to certify that ~~Dr.~~/Mr./~~Ms~~ M. SONACHALAM from Annamalai University has ~~attended~~/presented a paper titled Performance, Emission and Combustion analysis on DI Diesel Engine using bio-diesel Blends with bio additive. in International Conference on Advances in Design, Materials, Manufacturing & Energy Systems (ICADMMES-2018) held on 15th September 2018.

15/9/18

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Conference Chair & Principal

AMENT 2018

(29 - 30, June 2018)

Organised by

Departments of Mechanical Engineering

University College of Engineering (A), Osmania University, Hyderabad &

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This is to certify that Mr./~~Ms./Mrs./Dr.~~ M. Sonachalam

has ~~participated~~ / presented a paper with the Title: Experimental Investigation on DI Diesel Engine Using Vegetable oils as a Bio-Additive *at "National Conference on Advances in Mechanical Engineering & Nano Technology" (AMENT 2018) during 29 - 30, June 2018 at Department of Mechanical Engineering, University College of Engineering (Autonomous), Osmania University, Hyderabad - 500007, Telangana State.*

Dr. G. Narendar
Convenor
AMENT 2018

PRINCIPAL
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Prof. A. Krishnaiah
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Chief Co-ordinator
G. Rama Krishna
Vice-Principal
Sana Engineering College, Kodad.

Patron
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Dr. D. Sucharitha
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SHRI JJT UNIVERSITY, Jhunjhunu, Rajasthan.

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This is to certify that Mr./Mrs./Ms./Dr./Prof. G. Srikanth Reddy, Research Scholar [illegible] Shri JJT University, Rajasthan has attended the ICSDETMSSS- 2016 as [illegible] Participant presented Paper with the title "Optimization of Cutting Parameters on Tool and Workpiece Surface Temp by ANOVA Method" held during [illegible] November [illegible] JJT University, Jhunjhunu - Churu Road, Vidyanagari, Dist. Jhunjhunu, Rajasthan [illegible]

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"INNOVATIVE APPROACHES IN MECHANICAL ENGINEERING"

conducted by Department of Mechanical Engineering

on 22nd & 23rd September, 2017.

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Proc. International Conference on Future Technologies in Mechanical Engineering. ISBN: 978-93-85101-24-3

Design of an Automotive Exhaust Thermoelectric Generator

[illegible]

Abstract: To design and analyse a model that can utilize the waste heat energy from various sources like heat energy released by the car engine's exhaust system and to convert obtained heat energy into electricity for multipurpose use in automobiles. Many considerations have been taken to make this system economical, easy to implement and does not produce any burden on car efficiency or engine efficiency. The model has been developed to simulate coupled thermal and electrical energy transfer processes in a thermoelectric generator (TEG) designed for automotive waste heat recovery systems. Conventional bismuth telluride is considered for thermoelectric modules (TEMs) for conversion of waste heat from exhaust into usable electrical power. Heat transfer between the hot exhaust gas and the hot side of the TEMs is enhanced with the use of a plate fin heat exchanger configured within the TEG, and using forced convection cooling on the cold side. The TEG is discretized along the exhaust flow direction using a finite volume method. Desired results are provided for local and global heat transfer and electric power generations. During the research, thermoelectric device is tested in a variety of configurations with the goal of demonstrating a thermoelectric powered fan.

Keywords: Thermoelectric Modules, Peltier Effect, Exhaust System, Bismuth Telluride, Plate-Fin Heat Exchanger, Thermoelectric Powered Fan

I. INTRODUCTION

Our addiction to electricity has generated a concurrent addiction to fossil fuels. However, the reserves of fossil fuels will soon be depleted, since oil is a limited resource. Over the years, the cost of electricity has risen at unprecedented levels due the limited supply of oil and economic and political factors. Thus, renewable energy is a more attractive alternative to electricity generation, as it will also provide a cleaner environment for future generations. In the world today, there are many great solutions to renewable energy, but some are unfeasible. In this proposed project, a device will be studied to introduce a way for humans to create renewable energy using thermoelectric devices.

The project aims to provide a source of renewable energy that overcomes the limitations of current methods. A thermoelectric device converts thermal energy to electrical energy by using an array of thermocouples. This device is a reliable source of power for satellites, space probes, and even unmanned facilities. Satellites that fly toward planets that are far away from the sun cannot rely exclusively on solar panels to generate electricity. These satellites will have to use an alternative energy source, such as thermoelectric devices, to generate their power. Thermoelectric devices for deep space missions use a radioactive material, like plutonium, to generate heat, and thermocouples to convert the heat to electricity. Since a thermoelectric device has no moving parts, it is reliable and can generate electricity for many years. Studies have been done on improving the efficiency of thermoelectric generation by incorporating other technologies like [illegible]. By achieving a better efficiency, thermoelectric devices would need less radioactive material to produce the same amount of power, making the power generation system lighter. Less radioactive material will also decrease the cost of spaceflight launches.

II. DESIGN CONSTRAINTS

Essentially, the goal is to remove sufficient heat from the device so that it does not overheat, while retaining the largest temperature at the hot side of the TE module to generate power. There are two broad categories in terms of geometrical configurations the thermoelectric module can either be thermally in series or in parallel with the main heat sink. Furthermore, flow conditions considered for the chosen geometry must include both forced convection for the steady-state and natural convection for the start-up transient. The following constraints are required:

- Constraint 1: Maximum junction temperature of 125°C
- Constraint 2: Create the largest possible temperature difference across thermoelectric module given constraint 1
- Constraint 3: Thermal contact can only be made on one side of the device (usually the case for power devices)

An easy way to comply with the conference paper formatting requirements is to use this document as a template and simply type your text into it.

III. THERMAL CIRCUIT AND FEM SIMULATION

A thermally series configuration, as show in figure 1, is not feasible simply because, while it would provide the largest temperature difference across the thermoelectric module, the thermal resistance of the TE module is so large that efficient heat removal is impossible, even with forced convection.

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in two day International Conference held in Jawaharlal Nehru University (J.N.U.), New Delhi.

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International Journal of Conceptions on Mechanical and Social Sciences
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Experimental investigations on the performance and emission characteristics of diesel engine with different blends of Karanja Bio-Diesel

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Abstract— **The petroleum crisis in the recent years has stimulated a world-wide search for alternative fuels. Bio-diesel is an attractive alternative fuel which is renewable and non-toxic. It gives less carbon-dioxide and hydrocarbon emissions due to higher content of oxygen. The bio-diesel has high cetane number which is a measure of fuel's ignition quality. It replaces the exhaust odour of petroleum diesel with more pleasant smell.The objective of this study is to investigate the usage of bio-diesel blends, in order to reduce NO_xemissions along with other regulated pollutants from a dieselengine. For the experimental work,a single cylinder, naturally aspirated air-cooleddirect injection diesel engine is selected. The engine performance parameters such asbrake thermal efficiency, brake specific fuel consumption, exhaust gas temperatureand emission characteristics are observed. The present work is aimed at studying the effects of modifications in fuel and Fuel-air mixing process for improving diesel engine combustion and emission characteristics.For the present investigation Karanja oil (pongamiapinnata) is preferred as it is non- edible in nature and is available abundantly in India. An experimentalinvestigation is made to evaluate the performance, emission and combustioncharacteristics of a diesel engine using different blends of karanja bio-diesel withdiesel. Karanja oil was blended with diesel in proportions of 15% (K 15), 20% (K20), 25% (K 25) by volume and investigations are under various load conditions in adiesel engine.**

Use of the Karanja Bio-Diesel blends:

1. **Karanja Bio-Diesel blend 'K15'(15% Karanja oil+ 85% diesel by volume).**
2. **Karanja Bio-Diesel blend 'K20'(20% Karanja oil+ 80% diesel by volume).**
3. **Karanja Bio-Diesel blend 'K25'(25% Karanja oil+ 75% diesel by volume).**

Keywords- Karanja oil, Bio-Diesel, Diesel engine, Direct injection, emissions

I. INTRODUCTION

The world at present is caught between two major crisis emerging out of fossil fuel depletion and environmental degradation. Thus it has become essential to identify clean-burning alternative fuels – not only to retain the present growth rate of civilization, but also to protect the earth from the obnoxious pollutants. The problem is of significant concern in our country where consumption of diesel oil is almost about seven times more than that of petrol. Diesel oil in India is the main fuel in the public transportation system, in mechanized agricultural system including the irrigation and water pumping and in several decentralized energy units. Hence it is essential that alternatives to diesel fuel are to be developed. This work focuses on assessing the viability of using Bio-Diesel in the existing diesel engines. An acceptable alternative fuel for use in engines should fulfill the environmental and energy security needs without sacrificing the operating performance. Vegetable oils have energy density, cetane number, heat of vaporization and stoichiometric air/fuel ratio comparable to that of petrol/diesel, but as mentioned earlier, neat vegetable oils have not been found suitable for long-term application in diesel engines.

Internal combustion engines have been a relatively inexpensive and reliable source of power for applications ranging from domestic use to large scale industrial and transportation applications for most of the twentieth century. DI Diesel engines, having the evident benefit of a higher thermal efficiency than all other engines, have served for both light- duty and heavy-duty vehicles. The in-cylinder fluid motion in internal combustion engines is one of the most important factors controlling the combustion process. It governs the fuel-air mixing and burning rates in diesel engines. The fluid flow prior to combustion in internal combustion engines is generated during the induction process and developed during the compression stroke. Therefore, a better understanding of fluid motion during the induction process is critical for developing engine designs with the most desirable operating and emission characteristics to obtain a better combustion with lesser emissions in direct-injection diesel engines, it is necessary to achieve a good spatial distribution of the injected fuel throughout the entire space. This requires matching of the fuel sprays with combustion chamber geometry to effectively make use of the gas flows. In

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Lithium ion batteries for hybrid electric vehicles

Sura Sankeerthan, S R Athul, Abhinav Sengupta and Dr. V V Prabhabha Bharathi
Department of Mechanical Engineering
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Abstract— Description: A lithium-ion battery (sometimes Li-ion battery or LIB) is a member of a family of rechargeable battery types in which Ethium ions move from the negative electrode to the positive electrode during discharge and back when charging. Li-ion batteries use an intercalated lithium compound as one electrod_ material, compared to the metallic lithium used in a non rechargeable lithium battery. The electrolyte, which allows for ionic movement, and the two electrodes are the constituent components of a lithium-ion battery cell.

Use in automobiles: Lithium-ion battery technology is projected to be the leapfrog technology for automotive sectors to provide stationary storage solutions to enable the effective use of renewable energy sources. Giant automobile manufacturers like Ashok Leyland are already engaged in the Manufacture of EV based on Lithium-ion batteries (LIB's) and CAEM has initiated the interactions to work closely with them to demonstrate ARCI's in-house Li-battery technology for EVs.

The need: Globally, there is an urgent need for the development of alternative energy sources, especially for the automotive sector, due to the alarming depletion of the fossil energy reserves. Lithium-ion battery has emerged as a promising candidate to alleviate this problem due to its attractive features viz high energy density (both volumetric and gravimetric), high current drain, high cycle life, low self-discharge, absence of memory effect, good low temperature performance. For the Lithium-ion batteries, India's market share is significantly high in the area of consumer electronics. It is expected to increase in the Electric Vehicle sector also.

I. Introduction (Lithium-ion Battery)

- A lithium-ion battery (sometimes Li-ion battery or LIB) is a member of a family of rechargeable battery types in which lithium ions move from the negative electrode to the positive electrode during discharge and back when charging. Li-ion batteries use an intercalated lithium compound as one electrode material, compared to the metallic lithium used in a non-rechargeable lithium battery.
- The electrolyte, which allows for ionic movement, and the two electrodes are the constituent components of a lithium-ion battery cell.
- Lithium-ion batteries are common in consumer electronics. They are one of the most popular types of rechargeable batteries for portable electronics, with a high energy density, small memory effect, and only a slow loss of charge when not in use. Beyond consumer electronics, LIBs are also growing in popularity for military, battery electric vehicle and aerospace applications.

For example, lithium-ion batteries are becoming a common replacement for the lead acid batteries that have been used historically for golf carts and utility vehicles. Instead of heavy lead plates and acid electrolyte, the trend is to use lightweight lithium-ion battery packs that can provide the same voltage as lead-acid batteries, so no modification to the vehicle's drive system is required.

II. Case Study

Automotive Energy Materials

(Li-ion battery for HEs/HEVs)

- Centre for Automotive Energy Materials (CAEM) has been recently set up at Indian Institute of Technology (M) Research Park, Chennai with a focus to start major R&D programs on Materials and Components Technology for Electric Vehicle (EV) / Hybrid Electric Vehicle (HEV) applications.
- Lithium-ion battery technology is projected to be the leapfrog technology for automotive sectors to provide stationary storage solutions to enable the effective use of renewable energy sources.
- CAEM adopts two modes of approach in developing the Li-battery Technology; the first is to set up a state-of-the-art pilot scale facility and to establish the manufacturing technology with internationally known commercial electrode materials for the fabrication of Li-ion battery and the second is to indigenously develop the technology for producing the standard electrode materials/new materials and test them for the charge/discharge characteristics.

General uses of li ion battery and few advantages!

- Lithium-ion batteries are incredibly popular these days. You can find them in laptops, PDAs, cell phones and iPods. They're so common because pound for

Evacuated Tube Transport Technologies (ET3)

K Sai Kiran, M Venkat Swamy, M Suresh, N Sneha and Dr. V V Prathibha Bharathi
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Abstract— Evacuated Tube Transport Technologies (ET3) offers the potential for more than an order of magnitude improvement in transportation efficiency, speed, cost, and effectiveness. An ET3 network may be optimized to sustainably displace most global transportation by car, ship, truck, train, and jet aircraft. To do this, ET3 standards should adhere to certain key principals: maximum value through efficiency, reliability, and simplicity; equal consideration for passenger and cargo loads; optimum size; high speed/high frequency operation; demand routed; random accessibility; scalability; high granularity; automated control; full speed passive switching; open standards implementation; and maximum use of existing capacities, materials, and processes.

Keywords- evacuated tube transport; energy-savings; high speed; cargo; passenger; optimization; global; network

I. INTRODUCTION

No Form of transportation currently known or in use is safer, more proven or more efficient than what we are designing. Our planet itself has been traveling this way for all recorded history, and it works successfully. Average world citizens travel at least 300 billion km in orbit during their lifetimes without expending any fossil energy to do so.

II. OVERVIEW

The scientific principles of ET3 are highly proven. ET3 is literally "Space Travel on Earth" where car sized passenger vehicles travel in 1.5 m (5') diameter tubes on frictionless levitation (magnetic levitated vehicle). Air is permanently removed from the two-way tubes that are built along a travel route. Airlocks at portals allow transfer of capsules without losing air. Linear electric motors accelerate the capsules, which then coast through the vacuum for the remainder of the journey using no additional power. Most of the energy is regenerated as the capsules slow down where kinetic energy is converted to electric power through electromagnetic induction. ET3 can provide 50 times more transportation per kWh of energy than the most efficient electric cars or trains.

ET3 is networked like freeways, except the capsule are automatically routed from origin to destination. Speed in local ET3 systems is 600 km/h (370 mph) for local trips. This will be developed to 6 500 km/h (4 000 mph) for international travel that will allow passenger or cargo travel from New York to Beijing in 2 h. Velocity may even extend to that of a rocket in future.

ET3 capsules weigh only 183 kg (400 lbs), yet like an automobile, can carry up to six people or 367 kg (800 lbs) of cargo. Compared to high-speed-rail (HSR) trains, ET3 needs less than 1/20 as much material per passenger because the capsules are so light.

Automated passive switching at the full design speed allows a 600 km/h ET3 route to exceed the capacity of a 40 lane freeway thus producing further economy. This exceptional capacity can be leveraged to carry water, sewer, oil, gas, and garbage, etc., all in special capsules. For cargo, the capsule can accommodate up to three Euro pallets (0.8 m wide, by 1.2 m long, by 1.0 m high). The ability to consolidate different utility needs into the same right-of-ways creates great economy of scale. ET3can be built for 1/10 the cost of high speed rail (HSR), or 1/4 the cost of a freeway.

The performance comparison of ET3 with a maglev train is shown in Table 1, section view in Fig. 1. A studious review of ET3 will reveal that the environmental impact is a quantum level improvement over status-quo modes in almost every measure. ET3 technology represents obvious environmental advantages.

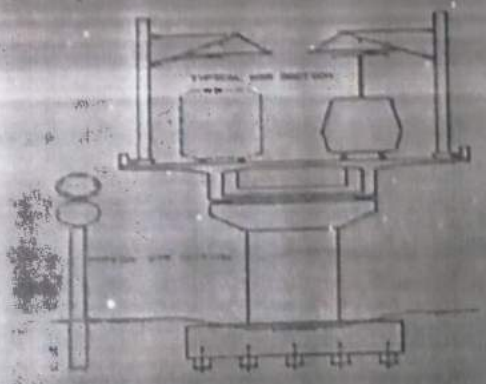

Fig. 1 ET3 compared with HSR

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Presented / Participated a paper with the title Efficient Sensor Data Transmission for the IoT Applications using MQTT-SN & MQTT held during 29th & 30th January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

S. Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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S. Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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Dr. G. Srikanth Reddy

Dr. M. Vasantha Laxmi

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Using Mentor Graphics Tools held during 29th & 30th

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This is to certify ~~Mr./Ms./Mrs.~~/Dr. V. Gunasekhar Reddy
of ECE has participated in the ICRTESM - 2021 and
presented paper with the title Seed Sowing Robot Using
Raspberry Pi held during 29th & 30th October 2021 at
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Convener

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of MIST HYDERABAD has participated in the **ICEMST-2021** and

Presented / Participated a paper with the title "Cyber Crime & Cyber Security -

Latest trends" held during 29th & 30th

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Presented / Participated a paper with the title "Study of propagation effects on wireless communication signals at radio frequency." held during 29th & 30th

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Surender Reddy	Dr. B. Nageswara Rao	Dr.G. Srikanth Reddy	Dr. M. Vasantha Laxmi	DR.D.SUCHARITHA
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Presented / Participated a paper with the title Analysis & comparison of reversible Hybrid full adder/ Full substractor & conventional full adder & Full substractor. held during 29th & 30th January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

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Presented / Participated a paper with the title Cell phone based WCN for

fidelity via Cooperative Data sharing held during 29th & 30th

January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

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Presented / Participated a paper with the title "Full adder analysis using finfet Transistors" held during 29th & 30th January 2021 at MIST, Bandlaguda, Hyderabad-500005, Telangana.

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This is to certify Mr./~~Ms./Mrs.~~ ~~Dr.~~ Nenavath Ravi Kumar
of E C E has participated in the ICRTESM - 2
presented paper with the title Advanced Driver Assistance
Robot to avoid accidents held during 29th & 30th October 2
MIST, Bandlaguda, Hyderabad - 500 005, Telangana.

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DR. B.V. SANKER RAM
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This is to certify ~~Mr./Ms./Mrs.~~/Dr. Jaspal Kumar

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DR. B.V. SANKER RAM
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This is to certify Mr. ~~Ms./ Mrs. Dr.~~ M. Deva Raju
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of E C E has participated in the ICRTESM - 202[illegible]

presented paper with the title [illegible]

Vehicle Safety held during 29th & 30th October [illegible]

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This is to certify Mr./~~Ms.~~/~~Mrs.~~/~~Dr.~~ K. Venkateswarlu of ECE has participated in the ICRTESM - 2021 and presented paper with the title Raspberry PI based Footstep power generation System for Charging authorized held during 29th & 30th October 2021 at MIST, Bandlaguda, Hyderabad - 500 005, Telangana. - Electronic Appliances

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A DESIGN OF MULTILOOP CONTROL FOR FAST TRANSIENT DC–DC CONVERTER

B. KRUNAIAH, K. PRAVEEN KUMAR, M. ANJAN KUMAR

Abstract:

A design of novel ac coupled feedback (ACCF) is proposed to alternatively realize fast transient response while inherently controlling the start-up in-rush current of a dc-dc switching converter. Moreover, the ACCF circuit assists to manage the ramping speed of the output voltage during power-up, thereby eliminating the bulky soft-start circuit. The new controller is very simple to implement and occupies a tiny footprint on-chip. A buck converter with the proposed scheme has been fabricated using CMOS process with an active silicon area of 0.6 mm2. Measurement results show that the output voltage rises linearly for a soft-start period of 1.05 ms according to the designed slope. The proposed ACCF is modified from a conventional capacitor multiplier and connected between the outputs of the converter and the transconductance. With this supplemental feedback, the transient response has been significantly improved due to the gain-boosting effect around the compensator's midband. Excellent load transient responses are achieved under different load current steps; the output voltage overshoot/undershoot of 60 mV settles down within 10 μs for a load variation from 50 μA to 1 A in 1 μs. Moreover, the proposed converter maintains both excellent load and line regulations of 0.019 mV/mA and 0.0055 mV/mV, respectively.

Enhancement of This Project:

1. Design of fast transient DC-DC convertor implemented in 45nm CMOS technology, and vary input voltage 2.6V -- 4.2V.

INTRODUCTION:

Step-down method of DC -to-DC power converter it is called Buck Converter. The operation of electromechanical device of DC-DC converter is converts direct current (DC) from certain level of input voltage to another voltage level. This paper proposes the novel design implementation of fast transient response current-mode buck converter with ac coupled feedback (ACCF). Where, ACCF is the modified design of a conventional Capacitor multiplier. The previous method of DC to DC Converters requires more power to achieve the fast transient to voltage conversion and it has high electromagnetic interface (EMI) noise. To overcome this problem this work presents a novel design of DC-DC converter with ACCF. ACCF circuit used to eliminate the bulky soft-start circuit when the ramping speeds of the output voltage during power-up. A Present Proposed system uses current mode- controller to improve response in speed and also increasing load transient voltages. The proposed scheme has been implemented in input voltage 2.6V -- 4.2V and 45nm CMOS technology and compared in terms of Voltage, power, area and delay of the DC-DC converter will be calculated.

Existing System:

THE demand for fast load transient performance has grown significantly, affecting the power supplies of modern high-speed processors—especially processors targeting to achieve a fast transition from the low-power idle mode to

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AUTOMATIC BRAIN TUMOUR DETECTION USING NEW STRUCTURE ALGORITHM

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ABSTRACT: Tumor is an abandoned development of tissues in any part of the body. Tumors have different treatment for different characteristics of tissues. Brain tumor is a very serious and dangerous, as we know. In developed countries most Research shows that due to the inaccurate detection of tumor many people have died. Normally, CT scan or MRI images will be used for the detection of tumor. In this research, we want to introduce a method which is very advanced and accurate for brain tumor detection based on a new structure algorithm. This technique focuses mainly on pre- processing, Edge detection, segmentation, Feature extraction. Pre-processing will be done first for filtering, after filtering edge detection is applied to the image, then after advanced fuzzy K- means (AFKM) clustering algorithm is used for the segmentation process. Finally thresholding will extract the tumor at a particular point in the image. This technique is very suitable for segmentation with exactness when we compare with the manual segmentation. In addition, it also shrinks the time for examination.

Keywords: *Segmentation, Structure Algorithm, K-Means algorithm, C-Means algorithm, Feature extraction, fuzzy K-Means clustering, edge detection, Brain tumor*

1.0 INTRODUCTION

This process is an important technique in maximum image signaling algorithms. If you look at these different areas, the picture is digitally divided. Many image signaling techniques are developed by researchers who develop those photos, and are formed as easy to judge by Swash. Parallel algorithms in these serial processors have trouble with the approach. It's a new paper literature review of the main image signaling techniques link algorithms on hardware devices and want to continue.

Tracking and linking cells [1], it's clear that the discussion of the tracks is based on the Viterbi algorithm, is in [2]. Different cell signaling techniques discussed [3]-[5]. Can use the time lapse microscopy value and extract [6], to quantify many different aspects of cell behavior such as [7] [8], (cell division) and MitosisApoptosis (cell death), and the migration is important in the study of cancer Morfalwaji [12] [13]], Ambreognisas [14], [15], stem cell [16]–[18], and many other aspects of cell and developmental biology. [9] In the opening works [14] The cell broadcast microscopy, and the pictures were seen in the appropriate spaces, taking advantage of hand sketch or situations in which the main unit of interest in a plane taped record properties was continually in the same place. Today, a wide number of available supporting microscope strategy is required, as these phones may identify an opportunity for the cors and four fluorescent proteins or color, plus skkisance for the use of 2-D or 3-D images of the-camera to record the indent A chance. The manual can be done by test run and can be used by the big most difficult, must reproduce, even as often as these discoveries are the appeal by the representative who can make these four subjective wishes. For these reasons, the surgery will be conducted on a large scale or on the Robotheid semi Robotheid system of interest. In the survey of different algorithms [19] explicitly stated.Medical surveillance, search, authorization, a process image area, machine-driven business review and a number of areas with plenty of our daily life, like the ever growing tide of applications and dynamic location. It is also recognized as a completely different image and objects for the request. In this way, a common purpose applications are run on a PC that is often simple, however, due to subsequent constraints on different memory and blond prefer devices, the time is not validated.

Application specific hardware implementation provides a software system, vast large implementation, than that. As VLSI(very large scale integrated) has become a high-count hardware execution technology to implement a beautiful hardware systems and the implementation of the equality death penalty creates the maximum fallback Pipelining algorithms in time.

2 types of technologies are available for hardware design. Jointly application specific integrated circuits (which are the Isaas devices program), such as the design of digital signal processors, are described in full custom hardware (10) and field program Gateway Arrays (FPGA's). The full custom design offers the highest performance, Isak Kompanniss, with extremely high cost of development and so on. During design and design Isak Plus cannot be modified in too much. Isak Design in high volume industrial applications.

The chip fabric created around makes it problem. There are 10 types of hardware devices and a PC between design and display, according to Isak. 10 Dedicated laptop computer, C or the assembly code for best display, usually with this program. It is a very complex picture for the scientific discipline of

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Study of Atmospheric Scintillations Effect in Satellite Signals on Ka-band Frequency

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***Abstract*—Scintillation is a transmission impairment. Due to this significant signal degradation on satellite-earth link in tropical climate that operates above 10GHz. Scintillation will occurred in atmosphere at clear sky condition or raining. So, this proposed paper work aimed to evaluate the performance of troposphere scintillations at clear sky condition. To estimate and compare the statistic of atmospheric scintillation based on the parameters in ITU-R model. To observe the relationship between the scintillation intensity and the local environmental parameters. An experimental satellite signal measurements need to analyse and to be compare with the theoretical background and meteorological parameters. New prediction model for the scintillation effect could be develop and need to specify the improvements to existing models.**

***Index Terms*—Atmospheric Scintillation, Amplitude and Angle scintillation, La-Band frequency, ITU-R and other Prediction Models .**

Introduction

Satellite Communications provide main features like high bandwidth and data. Signal degradation due to several transmission impairments. Due to solar radiation the ground surface heats up, boundary layer of atmosphere excites which it causing refractive index to be varied slightly generates as the atmosphere turbulent. When wave travels through this turbulent mixing atmosphere, it will experience alternation and scattering which received and called as scintillation, Aamplitude scintillation is a significant cause of degradation in several emerging low availability satellite communication systems operating at Ka-Band frequency. Components of Scintillation are due to turbulence, pure scattering and apparent scintillation.

There several models that can be applied to calculate the amplitude of tropospheric scintillation such as ITU-R Model, Karasawa Yamada Allnutt model, Ounting model, Ortgies model, DPSP model and Van de Kamp model etc. Scintillation also changes diurnally. And also present the effect of diurnal variation on tropospheric scintillation.
Satellite communication system operates Ka-band frequency in low elevation angle 10° and low margin <3 to 4dB are vulnerable to tropospheric scintillation. The prediction and modeling of scintillation effect to be important for high degradation in scintillation. Scintillation models needed to be accurate for designing systems like Karasawa and the ITU-R model that will be presented are only considering the clear sky scintillation[13]. Analysis of measurements at Ka band and 10°. The impact of scintillation on satellite communication systems to be developed for applying scintillation measurements on a satellite downlink to remote sensing of the atmosphere. To evaluate amplitude scintillations, the parameters required are scintillation intensity, standard deviation of predicted signal, frequency, elevation angle, antenna averaging, effective, diameter of antenna, geometrical diameter of antenna and antenna aperture efficiency.

Modified specifications with Existing prediction models

ITU-R	19GHz and 39 GHz Satellite link, elevation angle of 40, diameter of 0.8 m, at Geneva
Otung	24-GHz satellite link, elevation angle of 63, diameter 3.6 m, Sparsholt, UK,and 1 year of data
DPSP	20GHz and 30 GHz satellite link, elevation angle of 35, diameter of 1.5 m, Milan, Italy, 1 year of data (1998)
Ortgies	27 and 37-GHz satellite link; elevation angle of 73 diameter of 2.4 m; Darmstadt, Germany, and 1 year of data
Van de Kamp	26GHz- and 36-GHz satellite link, elevation angle of 12.6, diameter of 1.3 m, Helsinki, Finland, 1 year of data.
Marzano	22GHz- and 32-GHz satellite link, elevation angle of 60, diameter of 1.4 m, Helsinki, Finland, 1 year of data.

ITU-R Prediction Model

Tropospheric scintillation prediction model proposed by the International Telecommunication Union-Radio communication sector was used for calculating the standard deviation of signal fluctuation due to scintillation.

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Tropospheric Scintillation of Ku and Ka-Band Satellite Signals in South Indian region

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Abstract*--Tropospheric scintillation can be categorized under one of the transmission impairment. Admitting the affects is only a short time fluctuating signal, but it can give severe signal degradation on satellite-earth link that operates at 10 GHz and above. Most of the scintillation prediction model was implemented based on four season countries climate. Tropical climate was known as uniform temperature, high humidity and heavy rain characteristics in which so different with four seasons climate. Scintillation will occurred no matter the in clear sky condition or raining. So, this proposed paper work aimed to evaluate the performance of tropospheric amplitude scintillation in tropical region at clear sky condition. To estimate the statistic of tropospheric scintillation in Indian region based on the parameters in ITU-R model. To observe the relationship between the scintillation intensity and the local environmental parameters. An experimental satellite signal measurements need to analyse, and their statistical behaviour of the propagation effects to be compare with the theoretical background. And their link parameters to be compare with meteorological parameters. New prediction models for the propagation effects could be develop and need to specify the improvements to existing models.

***Index Terms*— fade, tropospheric amplitude ,angle scintillation, Ku ,Ka-Band , ITU-R prediction.**

Introduction

In telecommunication system satellite communication provides many features that are not afford by other communication systems. High bandwidth and data rates are the most important advantages of satellite communication. There are several transmission impairments are the factors of signal degradation. One of them is due to atmospheric effect which it will give huge impact in satellite communication link and tropospheric scintillation is yet another among of these atmospheric effects. Troposphere is the lowest layer of atmosphere in which it is closest to the earth ground. Due to solar radiation the ground surface heats up, boundary layer of atmosphere excites which it causing refractive index to be varied slightly generates as the atmosphere turbulent. When wave travels through this turbulent mixing atmosphere, it will experience alternation and scattering which received and called as scintillation .Scintillation is generally will be happened in all region of atmosphere. But it is significant at troposphere layer with the communication link at the frequency above 10 GHz. Amplitude scintillation is a significant cause of degradation in several emerging low availability satellite communication systems operating at Ku and Ka-Bands frequencies and using small aperture antennas. Three components of tropospheric scintillation are due to turbulence developed by convective heating and wind gradients, that due to pure scattering by a random distribution of scatterers and apparent scintillation caused by temporal variation of rain drop size distribution which produces a rapidly varying signal attenuation. This is perceived in the receiver as scintillation superimposed on the mean fade depth. Theoretical expressions are obtained for the variance of each component of scintillation.

The experimental measurements of scintillation using the SVU Tirupathi. A digital processing method is devised for extracting scintillation-induced fluctuations and rain attenuation time series from the jumble of fluctuations in raw propagation data. Analysis of measurements at 11.6GHz frequency and 63.5° elevation angle. Peak-to-peak scintillation amplitude exceeded 1.2 dB during 1% of half-minute intervals. The mean corner frequency of scintillation power spectral density was 0.30Hz. The variation of hourly scintillation intensity was well approximated by a lognormal distribution. Scintillation amplitude followed a normal distribution over short term intervals of weak-to-moderate turbulence. There was good agreement with the ITU-R prediction of seasonal and annual average scintillation intensity and with their prediction of scintillation fade distributions at annual time percentages above 0.4%. Semi-empirical models are developed which give the annual cumulative probability distribution of scintillation fade and enhancement. These new models gave excellent agreement with our measurements and are applicable to any satellite link. It is shown that scintillation is polarization sensitive, being more pronounced on vertically polarized signals than on signals transmitted with horizontal polarization. The impact of scintillation on satellite communication systems to be discussed and a scheme is to be developed for applying scintillation measurements on a satellite downlink to remote sensing of the atmosphere.

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An Extended Kalman Filter for Low-Cost Positioning System in Agricultural Vehicles

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***Abstract*— Accurate positioning is needed for agricultural vehicles now and in the future. Position is currently needed for mapping, precision farming, auto steering vehicles and for agro robotic solutions. Thus two kinds of errors is defined for GPS receivers such as relative accuracy and the absolute accuracy, which is measured positions to their real position. In this paper to overcome the above said problems such as errors we have proposed Extended Kalman filter by adopting artificial bee colony (ABC) algorithm for dynamic tuning. Hence consider a kinematic tractor model where the system inputs are vehicle speed, front wheel steering angle and the midpoint of the rear wheel axle. Thus Extended Kalman filter an efficient and mathematical algorithm that processes imprecise observation of input data and creates an optimal estimate by providing a prediction model and an observation model is proposed. The first phase is prediction stage and the second phase is the update stage in the system to produce an a posteriori state estimate, by adjusting the previous a priori estimate. Moreover ABC optimization algorithm is used to generate an optimal precise output. Hence the developed model is implemented in the working platform of MATLAB and output is compared with the existing technique to evaluate the performance.**

***Index Terms*— Extended Kalman Filter, Artificial bee colony, Positioning, Tractor, Optimization, Fitness function, RMSE.**

I. INTRODUCTION

The GPS (Global Positioning System) [1] has become the major outdoor positioning system. Since the applications of GPS has become more and more popular nowadays in many aspects, such as rescue response mobile gaming [4], medical applications etc. Global Positioning System (GPS) [13] is based on the computation of range from the receiver to multiple satellites by multiplying the time delay that a GPS signal needs to travel from the satellites to the receiver by velocity of light [1]. At present there are 32 GPS satellites revolving around the globe [12 Out of 32 satellites 24 are for working and the rest eight are kept spare to replace any of these 24 satellites in case of malfunction or damage to them. These 24 satellites revolve around the earth surface in six predetermined orbits each orbit having four satellites [14]. Each of these orbits makes an inclination angle of 55° with earth's equator [3]. Each satellite rotates around the earth two times in a sidereal day in their respective orbit having a radius of approximately 26550km [2]. It is a satellite based system, which is used to find the position of an object across the earth by giving its coordinates [8]. GPS use satellite data to calculate an accurate position on the earth. These calculations can relate the user's position to almost any map projection within milli-seconds. The most significant difference between GPS receivers is the number of satellites they can simultaneously communicate with the number, position and strength of signal from the satellites allows the GPS to calculate a rough estimate of the error in its reported position

It was first designed and operated by theU.S. Department of Defense. Twenty nine satellites revolve around the earth every 12 hours at 12 miles away from the earth, thus covering the greater area of earth. To evaluate the user's position by using the distance, receiver needed at least four satellites. Each satellite revolves around earth by one time in 12 hours. The GPS system accurately measures the unknown location of a user on earth using the fundamental principle of trilateration [10]. The GPS satellites are positioned in such a way that at least five to eight satellites are accessible at any point on earth at any time. Basically GPS works in three segments- space segment, control segment and user segment. Space segment consists of satellites which broadcast signals, user segment include different GPS receivers and control segments consists of master control station, base control station and ground antennas. While five base station in control segment sends information to the master control station, where master control station corrects the information and send it back to satellites through ground antennas [9].

GPS provides the location and time information at any point at anytime, anywhere on earth in the form of longitude, latitude and altitude. It is not only offering directions and location details but also navigation tools to move between locations. The reason why the actual locational position is significantly less accurate than the data transmitted by the satellite is due to various influences on the signal. These can be collectively termed local and atmospheric effects. Local effects are detrimental conditions on the ground near the receiver or in the receiver's software while atmospheric effects are problems with the medium through which the signal passes. The drawback it has was it requires very clear environment for good accuracy. It is available where there is a clear line of sight to four or more GPS satellites [11].GPS applications include surveying, space navigation, automatic vehicle monitoring, emergency services dispatching, and mapping and geographic information system geo referencing [1] civilian and military community for positioning, timing,

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IMPLEMENTATION OF SVPWM TECHNIQUE TO VOLTAGE AND CURRENT SOURCE INVERTER

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Abstract—*The importance of this paper is implementation and control of the converters using space vector pulse width modulation (SVPWM) technique to VSI and CSI converters. The SVPWM pulses are given to converter and analyze the THD at different switching frequencies and comparing them on modulation index. This paper focuses on step-by-step development of SVPWM model and comparing them on various parameters. The three phase VSI and CSI models are discussed based on space vector theory. The simulation results are obtained for effectiveness of study*

Keywords—VSI, CSI, SVPWM,THD,Modulation Index.

I. INTRODUCTION

Converters can be classified as rectifiers (AC-to-DC converter), inverters (DC-to- AC converter), choppers (DC- to-DC converter), AC power controller (at same frequency), and cyclo-converter (direct frequency changer).

Research has been going on different modulation strategies to modulate these converters for an efficient use. Many techniques have been proposed in order to have a minimum amount of switching in the converter and also to synthesize output voltages and output currents with very high gains. The SVPWM is considered as an enhanced technique for PWM implementation because it is having some of the advantages over SPWM in terms of good utilization of DC bus voltage, reduced switching frequency and low current ripple. SVPWM provides the succeeding advantages:

i) Better fundamental output voltage

ii) Better Harmonic performance and THD

iii) Easier hardware implementation in digital signal processor [1], [6].

In this paper, SVPWM scheme is proposed for three- phase inverters. This modulation scheme is very useful in the modulation of VSI and CSI. This paper focuses on step-by-step development SVPWM Model, applying it to VSI and CSI and comparing them on various parameters i.e., for different switching frequency, different load parameters and same modulation index. The model of a three-phase VSI and CSI are discussed based on space vector (SV) theory [8], [9].

BLOCK DIAGRAM

Fig.1 Block diagram of the proposed system

The overall block diagram for the proposed system is shown in Fig.1.The Principle of SVPWM

- Treats the sinusoidal voltage as a constant amplitude vector rotating at constant frequency.
- The PWM technique approximates the reference voltage Vs by a combination of 8 switching pattern.

Steps followed in realization of SVPWM is as under

- Determining Va, Vb, Vref and reference angle(θ)

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A SCHEMATIC STUDY AND APPROACH TO SOLVE VOLTAGE UNBALANCE OF THE DC SUPPLY IN MULTILEVEL H-BRIDGES BASED SOLID STATE MOTOR

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ABSTRACT:
As the expansion of the dc distribution machine and the increase of the penetration of dispersed generation, a wise motor with the capability to actively supervise the strength and taking into account the easy connection of the distribution assets is becoming critical. The cascaded H-bridge multilevel inverter (CHMI)-based totally strong kingdom motor (SST) has the functions of immediate voltage regulation, voltage sag repayment, fault isolation, energy aspect correction, harmonic isolation and dc output. Acting very just like an strength router, each SST has bidirectional energy float manage ability permitting it to control energetic and reactive strength float and to deal with the fault currents on each low- and high-voltage aspects. Its massive manipulate bandwidth offers the plug-and-play characteristic for dispersed sources to promptly recognize and reply to adjustments within the system. This paper proposes a 21-kV cascaded H-bridge multilevel converter-based totally SST to without delay interface with 7.2-kV single-segment distribution voltage degree. The SST includes a cascaded multilevel ac/dc rectifier, dual active bridge (DAB) converters with excessive-frequency motors. The DAB converter regulates the four hundred-V low-voltage dc bus and introduced dc/ac inverters can be introduced to present a 60 Hz one hundred twenty/240-V ac residential voltage.

Keywords: Cascaded H-Bridge converter, dc vector control, solid-state motor (SST), voltage and power balance.

I. INTRODUCTION

Permanent the proliferation of disbursed generation and renewable power resources has stimulated the researchers to investigate the feasibility of a new micro grid operation mode future renewable electric powered energy shipping and management (FREEDM) gadget. The FREEDM system is a brand new medium-voltage micro grid composed of several strong-country motors (SST), high bandwidth virtual communication, and distributed manipulate. As the fundamental element of modern clever micro grid machine, SST is meant to update the traditional line-frequency vehicles and plays the electricity drift control. Conventional cars own many unwanted houses such as cumbersome and electricity nice susceptibility. In evaluation, the SST is a shrewd power electronics gadget with abilities together with managing power waft, presenting strength great improvement, and permitting smooth connection of the distribution resources.

Fig. 1 shows a standard FREEDM gadget which consists of three parts. The first part is the person-stage interface that consists of both a 400-V dc distribution bus and occasional-voltage 220-V ac bus. The second part is a smart power management (IEM) device, which is related to 10-kV ac distribution bus and helps the regulated buses. The IEM is genuinely formed by means of the SST that manages bidirectional energy glide control to all devices linked to the low-voltage (four hundred and 220 V ac) buses and masses. It additionally has many additional features which include voltage law,

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AC-DC CONVERTER BASED HARMONIC MITIGATION FOR VECTOR CONTROLLED INDUCTION MOTOR DRIVES

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Abstract:
This paper deals with Autotransformer based multipulse AC-DC converter with reduced magnetic feeding vector controlled induction motor drives. This helps to improve the power quality at the point of common coupling. The proposed methods are 12 pulse and 18 pulse ac-dc converter based harmonic mitigation are implemented to eliminate 5th, 7th, 11th, 13th and 17th harmonics currents along with passive shunt filter to improve the power quality in AC Mains. The power quality parameters such as distortion factor, ripple factor and total harmonic distortion are also calculated for the proposed method. The results are carried out by MATLAB/Simulink software.

1. INTRODUCTION

Induction motors have been regarded as a universally accepted choice in industrial applications due to their advantages such as improved efficiency, ruggedness, energy savings, and less cost. For variable speed drives, dc motors have been used because of their flexible characteristics i.e. armature and field currents decoupled from each other. To incorporate the flexible characteristics of a dc motor into an induction motor, vector control technique has been adopted, and this has been widely accepted in industry. The advances in power semiconductor devices have led to the increased use of solid-state converters in various applications such as air conditioning, refrigeration, pumps, etc. employing variable frequency induction motor drives. These variable frequency drives generally use the three-phase squirrel cage induction motor as the prime mover due to its advantages like rugged, reliable, maintenance free, etc. These induction motor drives are mostly operated in a vector control mode due to its capability of

[illegible]

FLEXIBLE CONTROL SCHEME FOR A DYNAMIC VOLTAGE RESTORER FOR POWER-QUALITY IMPROVEMENT

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Abstract

This paper presents the control framework dependent on the supposed tedious control for a five-level flying-capacitor dynamic voltage restorer (DVR). This DVR staggered geography is appropriate for medium-voltage applications and worked by the control conspire created in this paper. It can moderate force quality unsettling influences, for example, voltage lists, symphonious voltages, and voltage lopsided characteristics all the while inside a transfer speed. The control structure has been partitioned into three subsystems: the first improves the transient reaction of the channel used to wipe out the balance high-recurrence music, the subsequent one arrangements with the heap voltage; and the third is accused of keeping up adjusted voltages in the flying capacitors. The all around created graphical offices accessible in PSCAD/EMTDC are utilized to do all demonstrating parts of the dreary regulator and test framework. Reproduction results show that the control approach performs adequately and yields astounding voltage guideline.

Keywords— power quality, DVR, UPQC, voltage sags, overvoltage, harmonics voltage compensation, FACTS

1. Introduction

Power quality (PQ) has become an important issue over the past two decades due to the relentless integration of sensitive loads in electrical power systems, the disturbances introduced by nonlinear loads, and the rapid growth of renewable energy sources. Arguably, the most common PQ disturbance in a power system is voltage sags, but other disturbances, such as harmonic voltages and voltage imbalances[2], may also affect end user and utility equipment leading to production downtime and, in some cases, equipment terminal damage.

The dynamic voltage restorer (DVR) is one of the most efficient and economic devices to compensate voltage sags .The DVR is basically a voltage-source converter in series with the ac grid via an converters are normally used and, therefore, much of the published interfacing transformer, conceived to mitigate voltage sags and swells . For low-voltage applications, DVRs based on two-level literature on DVRs deals with this kind of converter. Nevertheless, for higher power applications, power-electronic devices are usually connected to the medium-voltage (MV) grid and the use of two-level voltage converters becomes difficult to justify owing to the high voltages that the switches must block.

One solution is to use multilevel voltage-source converters which allow high power-handling capability with lower harmonic distortion and lower switching power losses than the two levelConverter. Among the different topologies of multilevel converters, the most popular are: neutral-point-clamped converters(NPC),flying-capacitor converters (FC), and cascaded-multimodular or H-bridge converters. NPC converters require

Implementation and Fast Detection of Open Switch Fault in Inverters Fed BLDC Motor

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ABSTRACT:

Open switch faults in inverter driven electric drives is carried out which have recently gained increasing attention in the scientific community. Since these faults may lead to undesired effects, their fast and unambiguous detection is desirable. Also the faults may lead to a reduced average torque, increased losses, and possibly to a violation of the allowed temperature range of the drive. This paper proposes a detection algorithm for open switch faults which is based on the observation of the current control deviation and a subsequent test procedure.

I. INTRODUCTION:

Research on inverter open switch faults in electric drives has received increasing attention during the last decades. The faults may lead to a reduced average torque, mechanical oscillations, increased losses, and possibly to a violation of the allowed temperature range of the drive.A detection algorithm for open switch faults is proposed which observes the current control deviation and runs a subsequent test procedure as a plausibility check. This algorithm detects the fault immediately after its occurrence even during transient operation, thus enabling a fast recon guration to a post-fault operation mode. This paper rst discusses the current trajectories after the fault occurrenceprovides anoverview of the new detectionmethodwhich is proposed.Finally, the paper provides simulated and experimental results which show the performance of the proposed detection algorithm at different operation points.

II. PROPOSED SYSTEM:

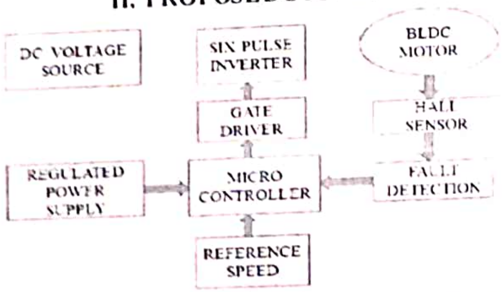

Fig.1 Block Diagram of Proposed System

In this method the BLDC motor will be controlled by Micro controller using PI controller. The HALL sensor will be used to find the find the rotor position in BLDC motor. Addition to this work we implement the fast fault detection unit. The advantage is that the fast fault detection methods are used to intimate the fault occurance and fault switch. The proposed method does not require additional sensors apart from the current sensors which are already provided for the current control. In order to ensure robustness to rapid set point changes, the dynamic response of the drive is modelled.

A. INVERTERS:

An inverter is an electric apparatus that changes direct current (DC) to alternating current (AC). It is not the same thing as an alternator, which converts mechanical energy (e.g. movement) into alternating current.

Direct current is created by devices such as batteries and solar panels. When connected, an inverter allows these devices to provide electric power for small household devices.

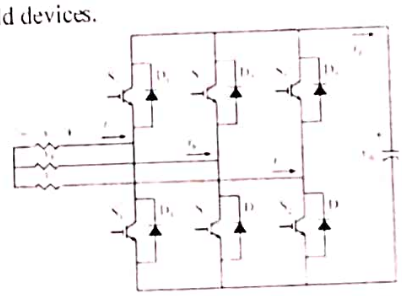

Fig.2 Six Pulse Inverter

III. HARDWARE IMPLEMENTATION:

A.BLDC MOTOR:

Brushless DC electric motor (BLDC motors, BL motors) also known as electronically commutated motors (ECMs, EC motors), or synchronous DC motors, are synchronous motors powered by DCelectricity via an inverter or switching power supply which produces an AC electric current to drive each phase of the motor via a closed loop controller. The controller

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A Review of Various Modulation Strategies for Trinary Cascaded Multilevel Inverter

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bstract: A various modulation techniques for trinary cascaded -bridge multilevel inverter are analyzed in this paper. This chnique can enhance the output voltages and minimize the total armonic distortion in nine-level inverters. Multi carrier Sine ulse Width Modulation (MC-SPWM) techniques are commonly sed for different multilevel inverter topologies. The different ovel carrier-based multilevel PWM schemes are discussed which elp to balance the switch utilization in multilevel inverters for ptimizing inverter performance parameters. This paper analyses ulticarrier PWM method namely Phase Disposition (PD), lodified sinusoidal modulation signals with a single carrier ignal and multiple carriers signal. The Switching Frequency Optimal PWM (SFO-PWM) method and Trapezoidal ulticarrier based PWM (TMC-PWM) method are also liscussed. Finally simulation results of a trinary cascaded multi-evel inverter topology are carried out using MATLAB / simulink.

Keywords—**Cascaded Multilevel Inverter (CMLI); Phase Shifted PWM (PSPWM); Level Shifted PWM(LSPWM); Carrier Overlapping PWM(COPWM); Total Harmonic Distortion (THD).**

I. INTRODUCTION

Recently, Multi level inverters play a major role in high power and medium voltage applications. It is trendier because of less number of switches, low costs, low harmonic distortion, higher voltage capability and less switching loss. The multi level inverters are classified as diode clamped multi level inverters, flying capacitor multi level inverter and cascaded H-bridge multi level inverter. The cascaded H-bridge multi level inverter has some advantages when compared to other topologies, because it improves the voltage level for same numbers of switches. The cascaded H bridge multi-level inverters are the ability of utilizing different DC voltages on the individual H-bridge which may be obtained from batteries, fuel cells, or solar cells, etc. It also reduces $\partial v/\partial t$ stresses on the load which gives the opportunity to work with low speed drives. The output filters can be remarkably shrunk or even eliminated which improves the efficiency. The carrier base PWM schemes are classified as (i) Phase shifted multi carrier modulation,(ii) Level shifted multi carrier modulation The level shifted multi carrier modulation schemes are classified as (i) In phase disposition method (ii)Alternative phase opposite disposition method and (iii) Phase opposite disposition method.

The term Multilevel was first introduced by Nable el al as number of levels increase in inverter the output voltage has more steps generating a staircase waveform with a reduced harmonic distortion but a higher number increase the control complexity. PWM, SVM, SHE, DTC etc are the modulation and control strategies developed for multilevel inverter. Steinke proposed a carrier-based method termed switching frequency optimal PWM SFO-PWM) which was similar to Carrara's except that a zero sequence (triplen harmonic) voltage is added to each of the carrier waveforms.

The cascaded H bridge inverter is useful for practical applications owing to the advantages that the modularized circuit layout, it does not need extra clamping diodes or voltage balancing capacitors and it requires the reduced number of components to achieve the same number of output voltage levels among the conventional multilevel inverters. The Carrier-based PWM uses several triangular carrier signals, which can be modified in phase and/or vertical position in order to reduce the output voltage harmonic content. In this paper, constant switching frequency based on carrier pulse width modulation methods are presented and compared. A new modulation method called trapezoidal multi carrier (TMC) SPWM is implemented and compared with other methods. This new modulation method gives advantages in multilevel inverter to minimize the percentage of total harmonic distortion (THD) and to increase the output voltage.

The paper is organized as follows. Introduction of trinary cascaded multilevel inverter has been presented in section II. Multicarrier modulation strategies have been presented in sections III and Experimental results have been provided in section IV. The conclusion of this paper has been presented in section V.

II. TRINARY CASCADED MULTILEVEL INVERTER

A configuration of a nine level trinary cascaded H-bridge MLI is shown in Fig. 1. The optimal asymmetry has been obtained using voltage sources proportionally to the two or three H bridge gives the number of levels in phase voltage obtained as follows.

$$m = 3^n \qquad if V_{dci} = 3^{i-1} V_{dc}\ i = 1, 2, \ldots, n$$

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ASYNCHRONOUS MOTOR DRIVE SPEED CONTROL BY NINE LEVEL DIODE CLAMPED PWM CONVERTER FOR ENERGY SAVING IN VARIABLE TORQUE LOAD APPLICATION

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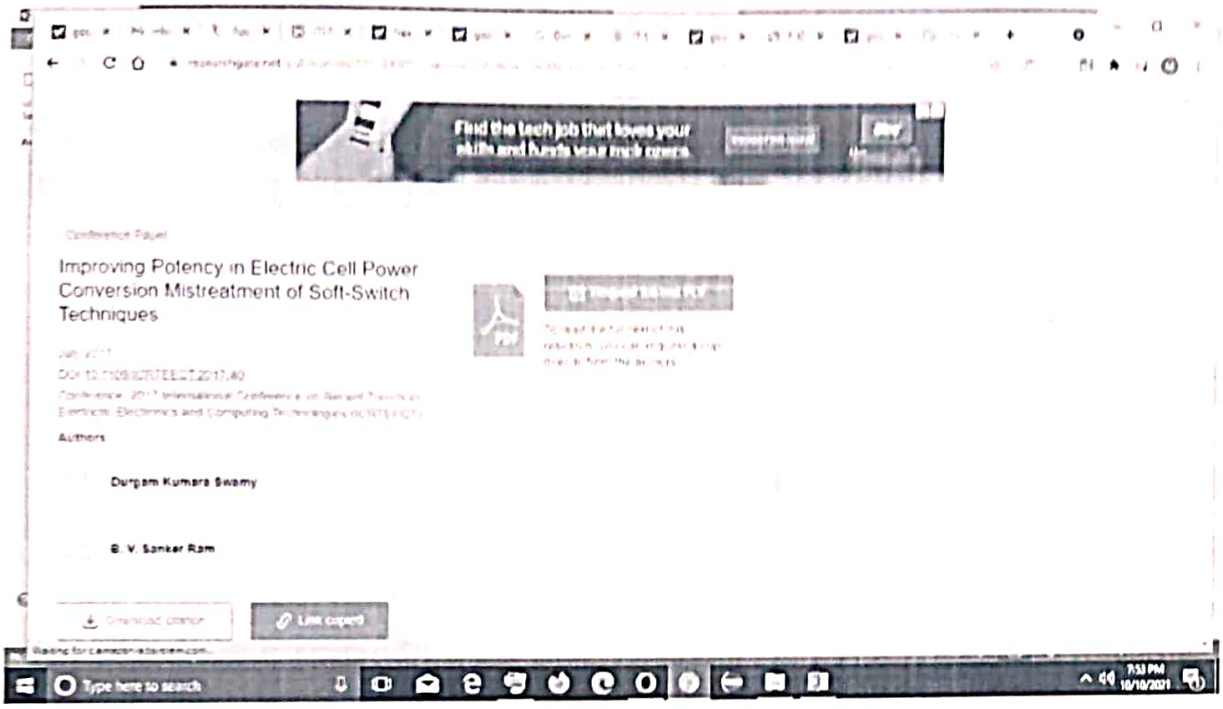
Abstract – The main objective of this paper is to control the speed of an induction motor by using nine level diode clamp multilevel inverter. A.C motors have advantages like they are light in weight, inexpensive and have low maintenance compared with D.C motors. Induction motor is a one type of a.c motor it is most widely used motor in industries. The speed control of induction motor is achieved by mainly two different methods scalar and vector. An industry needs not only variable speed but also constant speed too. The speed of induction motor changes with change in the load. To maintain constant speed the armature voltage should be varied continuously by turning on/ off of different switches of inverter. The function of inverter is to change a D.C input voltage to a A.C output voltage of desired magnitude and frequency. The output wave form of ideal inverter should be sinusoidal however the waveform of practical inverter are non sinusoidal and contain certain harmonics. These harmonic contents are reduced by increasing the number of levels of inverter and using the different switching techniques. Most commonly used switching techniques to turn on and off of inverter IGBT switch are SPWM and SVPWM techniques. A closed loop speed control can be achieved by using V/f method. This method can be implemented by changing the supply voltage and frequency applied to the three phase induction motor at constant ratio with the help of diode clamped multilevel inverter with two different switching techniques SPWM and SVPWM are presented and results are compared in simulation. An LC filter is used after the inverter to reduce the harmonics and results are compared with and without of filter for SVPWM technique. The THD and ripples at inverter output voltage, current are reduced and those are compared with Matlab simulation.

Key Words – Diode Clamped Multi Level Inverter, Induction Motor, THD, Sinusoidal Pulse Width Modulation, Space Vector Modulation, L-C Filter.

I. Introduction

An induction motor being rugged, reliable, and relatively inexpensive makes it more preferable in most of the industrial drives. They are mainly used for constant speed applications because of unavailability of the variable-frequency supply voltage [1]. But many applications are in need of variable speed operations. In early times mechanical gear systems were used to obtain variable speed. Recently power electronics and control systems have matured to allow these components to be used for motor control in place of mechanical gears. These electronics not only control the motor's speed, but can improve the motor's dynamic and steady state characteristics. Adjustable speed ac machine system is equipped with an adjustable frequency drive that is a power electronic device for speed control of an electric machine. It controls the speed of the electric machine by converting the fixed voltage and frequency to adjustable values on the machine side. High power induction motor drives using classical three – phase converters have the disadvantages of poor voltage and current qualities. To improve these values, the switching frequency has to be raised which causes additional switching losses. Another possibility is to put a motor input filter between the converter and motor, which causes additional weight. The diode clamp method can be applied to higher level converters. As the number of level increases, the synthesized output waveform adds more steps, producing staircase waveform. A zero harmonic distortion of the output wave can be obtained by an infinite number of levels. In this paper, a three-phase diode clamp multilevel inverter fed induction motor is described. The diode clamped inverter provides multiple voltage levels from a five level unidirectional voltage balancing method of diode clamped inverter [2]. The voltage across the switches has only half of the dc bus voltage. These features effectively double the power rating of voltage source inverter for a given semiconductor device [3]. The proposed inverter can reduce the harmonic contents by using multicarrier SPWM technique. It generates motor current of high quality. V/f is an efficient method for speed control in open loop. In this scheme, the speed of induction machine is controlled by the adjustable magnitude of stator voltages and its frequency in such a way that the air gap flux is always maintained at the desired value at the steady state.



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Revitalizing Theoretical Aspects in Electrical and Electronics Engineering Curricula

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ABSTRACT

In the past several decades there has been a divide between the theories of Electricity and Magnetism (E&M) and Circuit Theory taught in engineering courses which has prevented students with Electrical and Electronics majors, from acquiring cognitive skills necessary for the analysis and application of Electrical science in advanced circuit theory and design. One of the chief reasons many students struggle to understand advanced topics in circuit theory and electronic devices and circuits is the rapid pace in the introduction of abstract concepts using sophisticated field theory and neglect of key concepts in E&M which directly affect circuit processes. After describing the difficulties of teaching and learning E&M, this paper describes proposals made by experts in Science Education for a revised E&M structure which will lend coherence to the disconnected subjects of electrostatics, magnetostatics and fields of moving charges and circuits. Then, the results of performance tests of students in the new E&M sequence is presented followed by a set of guidelines the authors have prepared to assist in restructuring existing engineering curricula in Universities.

Keywords - Engineering Curriculum, Syllabus Revision, Revised Electricity and Magnetism Structure, Unified Treatment of Electrostatics and Circuits

I.INTRODUCTION

In most traditional E&M courses, during which teachers are focused on explaining Ohm's law and Kirchhoff's laws, inadequate descriptions such as voltage being the "cause for the flow of electrons" are provided [1]. Then, after defining the electric field and potential, finally the term "voltage between A and B" is defined as potential difference = work done to move a unit charge from A to B $=\Delta V=\Delta E_p/q$, where ΔE_p is the work done to move a charge q. According to Professor Hermann Härtel [1], this sequence of explaining voltage makes it a "highly abstract and mathematically elegant approach" but which "sets aside any causal mechanism which could explain the flow of electrons within electric circuits". The role of surface charges in the conduction process and microscopic descriptions of electron motion (of the millions and millions of electrons in conductors) is missing which provides the correct causal mechanism [3][6][7].

Laboring to meet syllabus completion deadlines, teachers are unable to discuss the central role of the field in

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A Review of Various Modulation Strategies for Trinary Cascaded Multilevel Inverter

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Abstract: A various modulation techniques for trinary cascaded H-bridge multilevel inverter are analyzed in this paper. This technique can enhance the output voltages and minimize the total harmonic distortion in nine-level inverters. Multi carrier Sine Pulse Width Modulation (MC-SPWM) techniques are commonly used for different multilevel inverter topologies. The different novel carrier-based multilevel PWM schemes are discussed which help to balance the switch utilization in multilevel inverters for optimizing inverter performance parameters. This paper analyses multicarrier PWM method namely Phase Disposition (PD), Modified sinusoidal modulation signals with a single carrier signal and multiple carriers signal. The Switching Frequency Optimal PWM (SFO-PWM) method and Trapezoidal multicarrier based PWM (TMC-PWM) method are also discussed. Finally simulation results of a trinary cascaded multi-level inverter topology are carried out using MATLAB / simulink.

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The cascaded H bridge inverter is useful for practical applications owing to the advantages that the modularized circuit layout, it does not need extra clamping diodes or voltage balancing capacitors and it requires the reduced number of components to achieve the same number of output voltage levels among the conventional multilevel inverters. The Carrier-based PWM uses several triangular carrier signals, which can be modified in phase and/or vertical position in order to reduce the output voltage harmonic content. In this paper, constant switching frequency based on carrier pulse width modulation methods are presented and compared. A new modulation method called trapezoidal multi carrier (TMC) SPWM is implemented and compared with other methods. This new modulation method gives advantages in multilevel inverter to minimize the percentage of total harmonic distortion (THD) and to increase the output voltage.

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II. TRINARY CASCADED MULTILEVEL INVERTER

A configuration of a nine level trinary cascaded H-bridge MLI is shown in Fig. 1. The optimal asymmetry has been obtained using voltage sources proportionally to the two or three H bridge gives the number of levels in phase voltage obtained as follows.

$$m = 3^n \qquad if V_{dci} = 3^{(i-1)} V_{dc}\, i = 1, 2, \ldots, n$$

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A Review of Various Modulation Strategies for Triuary Cascaded Multilevel Inverter

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Abstract: A various modulation techniques for trinary cascaded H-bridge multilevel inverter are analyzed in this paper. This technique can enhance the output voltages and minimize the total harmonic distortion in nine-level inverters. Multi carrier Sine Pulse Width Modulation (MC-SPWM) techniques are commonly used for different multilevel inverter topologies. The different level carrier-based multilevel PWM schemes are discussed which help to balance the switch utilization in multilevel inverters for optimizing inverter performance parameters. This paper analyses multicarrier PWM method namely Phase Disposition (PD), Modified sinusoidal modulation signals with a single carrier signal and multiple carriers signal. The Switching Frequency Optimal PWM (SFO-PWM) method and Trapezoidal multicarrier based PWM (TMC-PWM) method are also discussed. Finally simulation results of a trinary cascaded multi-level inverter topology are carried out using MATLAB / simulink.

***Keywords*—Cascaded Multilevel Inverter (CMLI); Phase Shifted PWM (PSPWM); Level Shifted PWM(LSPWM); Carrier Overlapping PWM(COPWM); Total Harmonic Distortion (THD).**

I. INTRODUCTION

Recently, Multi level inverters play a major role in high power and medium voltage applications. It is trendier because of less number of switches, low costs, low harmonic distortion, higher voltage capability and less switching loss. The multi level inverters are classified as diode clamped multi level inverters, flying capacitor multi level inverter and cascaded H-bridge multi level inverter. The cascaded H-bridge multi level inverter has some advantages when compared to other topologies, because it improves the voltage level for same numbers of switches. The cascaded H bridge multi-level inverters are the ability of utilizing different DC voltages on the individual H-bridge which may be obtained from batteries, fuel cells, or solar cells, etc. It also reduces $\partial v/\partial t$ stresses on the load which gives the opportunity to work with low speed drives. The output filters can be remarkably shrunk or even eliminated which improves the efficiency. The carrier base PWM schemes are classified as (i) Phase shifted multi carrier modulation,(ii) Level shifted multi carrier modulation The level shifted multi carrier modulation schemes are classified as (i) In phase disposition method (ii)Alternative phase opposite disposition method and (iii) Phase opposite disposition method.

The term Multilevel was first introduced by Nable el al as number of levels increase in inverter the output voltage has more steps generating a staircase waveform with a reduced harmonic distortion but a higher number increase the control complexity. PWM, SVM, SHE, DTC etc are the modulation and control strategies developed for multilevel inverter. Steinke proposed a carrier-based method termed switching frequency optimal PWM SFO-PWM) which was similar to Carrara's except that a zero sequence (triplen harmonic) voltage is added to each of the carrier waveforms.

The cascaded H bridge inverter is useful for practical applications owing to the advantages that the modularized circuit layout, it does not need extra clamping diodes or voltage balancing capacitors and it requires the reduced number of components to achieve the same number of output voltage levels among the conventional multilevel inverters. The Carrier-based PWM uses several triangular carrier signals, which can be modified in phase and/or vertical position in order to reduce the output voltage harmonic content. In this paper, constant switching frequency based on carrier pulse width modulation methods are presented and compared. A new modulation method called trapezoidal multi carrier (TMC) SPWM is implemented and compared with other methods. This new modulation method gives advantages in multilevel inverter to minimize the percentage of total harmonic distortion (THD) and to increase the output voltage.

The paper is organized as follows. Introduction of trinary cascaded multilevel inverter has been presented in section II. Multicarrier modulation strategies have been presented in sections III and Experimental results have been provided in section IV. The conclusion of this paper has been presented in section V.

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PARTIAL REPLACEMENT OF COURSE AGGREGATE WITH COCONUT SHELLS PIECES IN CONCRETE

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ABSTRACT

The high cost of convectional construction material affects economy of structure. With the increasing concern over excessive exploitation of natural aggregates, synthetic lightweight aggregate produced from environmental waste is a viable new source of structural aggregate material. It is becoming more difficult to find natural resources. Therefore the coconut shell as partial replacement for coarse aggregate in concrete is studied. The density, slump and compressive strength of concrete are tested. The replacement of coarse aggregate by coconut shell by 0%,5%, 15%, 20% and 25%. The tests were carried out and the results carried out and the results obtained suggested that the replacement more then 20% leads to lightweight aggregate concrete. The slump found out to be increases as the percentage replacement increased. Similarly the density is reduced as the percentage replacement increased. The compressive strength found to be decreases as the percentage replacement increases.

I INTRODUCTION

The three basic needs of man are food, clothing and shelter. Civil Engineer has relevance with all basic needs of man directly or indirectly. Man has progressed a lot in developing the method of constructing shelter. Initially man used to stay in huts and time passed it developed into house that is load bearing. Concrete is an engineered material which is most widely used in the construction world today. The popularity of concrete is due to its strength durability and low maintenance cost.

Concrete is no longer a material consisting of cement, aggregates, water and admixtures but it is an engineered material with several new constituents performing satisfactorily under differently exposed conditions. The method of specifying a concrete

according to its performance and requirement, rather than its constituents and ingredients for producers of concrete so as to suit their specific requirements.

Nowadays, sustainability is the key requirement in building and constructing industry to lower environmental impacts and attentive use of natural resources. In the recent years, the construction industry is steadily implement initiatives to improve sustainability by increasing the use of recycled and manufactured aggregates in concrete production. There was a rapid depletion of natural aggregates due to their continuous extensive extraction. In this constructed environment, the rising cost of

PARTIAL REPLACEMENT OF COURSE AGGREGATE WITH COCONUT SHELLS PIECES IN CONCRETE

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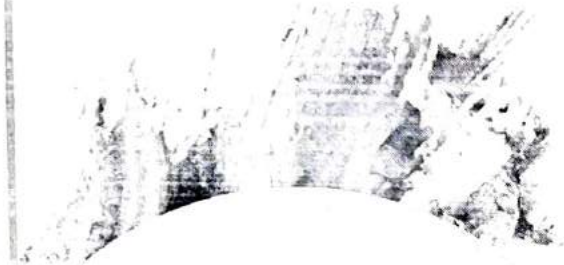

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Evolutionary Algorithms for Performance Based Topology Optimisation of Continuum Structures

KNV Chandrasekhar, Jagadeesh Bommisetty, Tirukovela Sai Keertan, Vuppu Naveen and Tangudu Manoj

Abstract: The field of optimisation has been rapidly gaining interest in the recent past. Swarm Intelligence algorithms are one sub class of Evolutionary Algorithms which are widely used to perform structural optimisation. The main aim of this research is to develop a framework to use swarm intelligence algorithm and evaluate Performance Based Indices which are based on stress, displacement and energy of the structure with the objective of minimizing the weight subject to the constraints of stress and displacement. A few problems from the literature have been optimised and the results were compared and presented. The results show that the weight of the structure reduces while the energy of the structure increases after every iteration. The stress and displacement based performance indices show an increase in performance of the structure.

Index Terms: Firefly, Optimisation, Performance, Stress, Displacement, Energy.

I. INTRODUCTION

Civil Engineering involves Design, Analysis, Construction and Maintenance of both natural and artificially built structures to provide a safe economical and green environment to live in and prosper without violence or destruction. Structural engineering plays a vital role in achieving the purpose of a Civil engineer [1]. An engineer's dream is to build and operate such structures which not only improve the way to live and prosper but also unique. In building such unique and heavy structures both time and cost play an important role [2].

Structural optimization is an emerging field area of civil engineering, with the ease and reducing cost of computational power more engineers from across the fields have been pursuing their interests in this area of research [3]. In other words, we can save the cost of material required to build the structure [4]. The field of structural optimization requires the knowledge of Mechanics, Mathematics, Computer Science and Information Technology [5].

The process of structural design is iterative in nature. Liang [6] proposed this method as a developing technology where in the structure is designed to cater the specific performance levels by the user. The work done by the Liang [6] has addressed the challenges in the performance based design that can be used by the structural engineers to achieve a cost effective and high performance structures. Structural optimisation is the real time application of the principles of mechanics strongly supported by Mathematics, Computer science and Information technology.

An analytical solution cannot be found for all problems in structural optimization. The topology optimization of complex problems requires numerical methods [7]. It is practical to minimize the weight of the structure and subject to the geometric and performance constraints such as stress, displacement, buckling, frequency, mean compliance, seismic hazard. Performance levels can be defined by the maximum values of displacement, ductility, structural damage indices. The standard codes are usually developed based on these performance based constraints. The gap between the development of structural optimization and practical applications in the field of aeronautical, civil, mechanical engineering industries can be bridged using the performance based optimization. The challenge in structural optimization is to transform from a mere academic activity to a practical aspect which is not only rational and efficient but also useful for practicing civil engineers. [6]

Rahimi et al. [8] have integrated the performance based optimisation with the topology optmisation of unbraced and braced steel frame in order to assess its efficiency. The non-linear pushover analysis is carried out and the response of the structure is assessed at various performance levels. The final design can be cost-effective and also reliable. Harjirasouhila et. al. [9] applied Performance based optimization to design non-linear truss like structures subjected to earthquake excitation. Different truss like structures were evaluated for the effects of seismic excitation, target ductility and buckling of the compression members.

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13

A study on Performance Based Indices to perform Topology Optimisation of Continuum Structures using Swarm Intelligence Firefly Algorithm - II

Sravali Thulla[1], KNV Chandrasekhar[2*], T.Muralidhara Rao[3]

[123] CVR College of Engineering

Abstract: Structural optimization is an emerging area of research over the past few decades. Evolutionary algorithms which are nature inspired have been increasingly in use. Firefly algorithm is one of such meta-heuristic algorithms which has been consistently performing to locate the optimum point. The performance of the final distribution can be measured in terms of stress, displacement and energy based indices. The main focus of this study to measure these performance indices throughout the optimization process and study the variation of the performance indices with the weight of the structure. A few problems from the literature have been solved and the results compared and presented. The results show that the optimal distribution using Firefly algorithm are similar to those existing in the literature.

Key Words: Firefly, Structural Optimisation, Performance Based Index, Metaheuristics, Stress, Displacement, Energy, Weight, Swarm Intelligence, Evolutionary Algorithms

1.0 INTRODUCTION

Civil Engineering involves Design, Analysis, Construction and Maintenance of both natural and artificially built structures to provide a safe economical and green environment to live in and prosper without violence or destruction. Structural engineering plays a vital role in achieving the purpose of a civil engineer. An engineer's dream is to build and operate such structures which not only improve the way to live and prosper but also unique. In building such unique and heavy structures both time and cost play an important role.

Metaheurisitcs which are subclass of Evolutionary Algorithms have been widely used to optimize the continuum structures. Behesheti (2013) [13] in his paper discussed on the concept of metaheuristics. The words "meta" and "heuristics" are Greek, where "*meta*" is "*higher level or above*" and "*heuristics*" means "*to find, to know.*" Heuristics are methods to find near good optimal solutions in a reasonable computational cost. This is an iterative process to perform

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Multi population parallel search engines to perform Isogeometric Topology Optimisation of continuum structures using Swarm Intelligence Aqua Search algorithm

NSS Sahithi[1*], KNV Chandrasekhar[2], T.Muralidhara Rao[3]

[1]M.Tech Student, Structural Engineering, CVR College of Engineering, Hyderabad

[2]Asst Prof., Department of Civil Engineering, CVR College of Engineerng, Hyderabad

[3]Professor & HOD, Department of Civil Engineering, CVR College of Engineering, Hyderabad

Abstract

Isogeometric analysis is a popular method for the analysis of problems involving complex geometry and governed by differential equations. Meta-heuristics are widely used to determine the optimum distribution of material within the given design domain. The focus of this study is to use two parallel search engines and perform Isogeometric Topology optimization of continuum structures using meta-heuristics nature inspired Aqua search algorithm. NURBS basis functions are used to construct the geometric model and to calculate the displacements as well. In this paper, a two dimensional plate structure is modelled using NURBS basis functions and analysed for the given loading and boundary conditions. ESO technique is used to identify the elements which carry the material and penalize the remaining elements which do not carry any stress. Few examples have been solved and the results are presented. The results clearly show that the distribution of material using Isogeometric analysis is similar to the distribution of material using FEA.

Keywords: Isogeometric Analysis, Structural Optimisation, Aqua Search, Metaheuristic, Continuum, parallel search engines

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Topology Optimization of Continuum Structures Using Firefly Algorithm

B.Archana[1], K.N.V.Chandrasekhar[2], Dr. T. Muralidhara Rao[3]

[1]M.Tech Structural Engineering, [2]Assistant Professor, [3]Professor & Head, Department of Civil Engineering, CVR College of Engineering, Hyderabad

Abstract— Topology optimization of solids given a set of material properties, loading, and boundary conditions has been an interesting topic for several years. In this paper, the focus is on developing a mathematical model for topology optimization of continuum structures using a firefly algorithm with the help of the finite element method. A new approach to the existing optimization process is used, in which locally unstable elements and elements having low stress values are excluded from the structure during the decoding of representation codes. This representation technique ensures a larger number of effective individuals to participate in the subsequent optimization process. This in turn helps to identify the optimal solution with an improved efficiency. A few sample test cases are considered to check the viability of this approach and the results are presented.

Keywords: Firefly algorithm, three-dimensional continuum, topology, optimization.

1.0 Brief Introduction

Topology optimization of structures is one of the most important areas in civil engineering that has fast developed during the recent past. With the advent of new technologies and higher computing power available at lower cost, this field has been consistently gaining ground. With the landmark paper by Bendsoe and Kikuchi(Hsu and Hsu, 2005) the topology optimization of continuum structures made significant progress in optimizing structures. The main idea behind topology optimization as the name goes by is to find the optimum distribution of material configuration in the immediate neighborhood for the given continuum with the given set of natural and kinematic boundary conditions. In other words, unlike with the constructions of olden days where-in heavy cross-sections had been used and the entire cross section was not required to transfer the loads and this can be reduced efficiently so that the newer cross-sections

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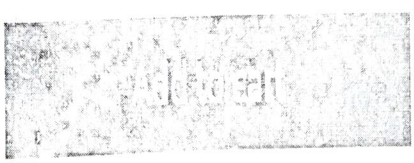

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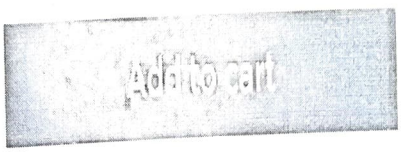

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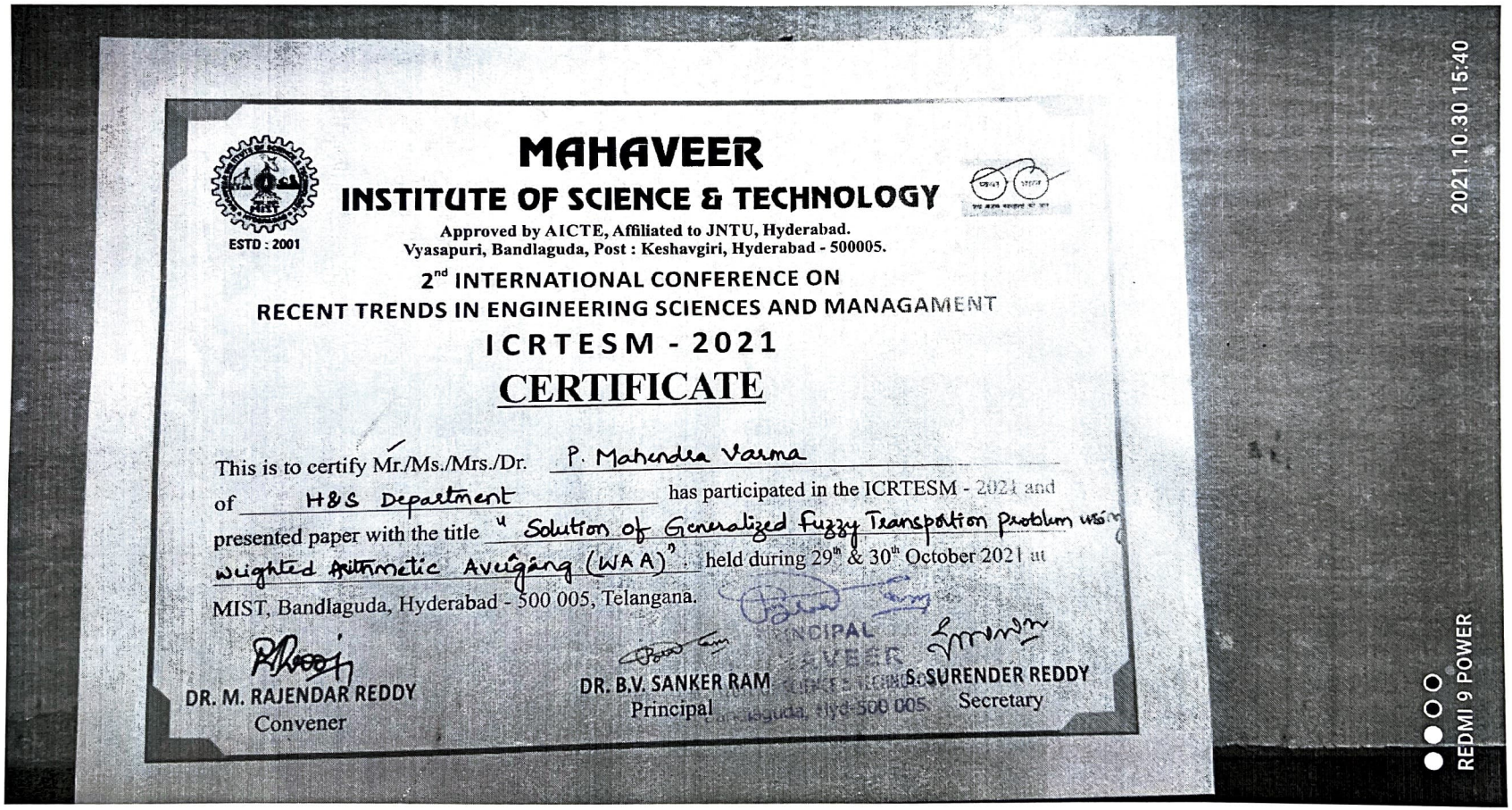

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Dr. Smrati Rai is Professor of Mathematics and Head, Department of Humanities and Sciences, Teegala Krishna Reddy Engineering College, Meerpet, Hyderabad. She earned Ph.D. in Mathematics from Barkatullah University Bhopal (M.P.) in the year 2003. She has over 10 years teaching experience of post graduate and engineering Colleges.

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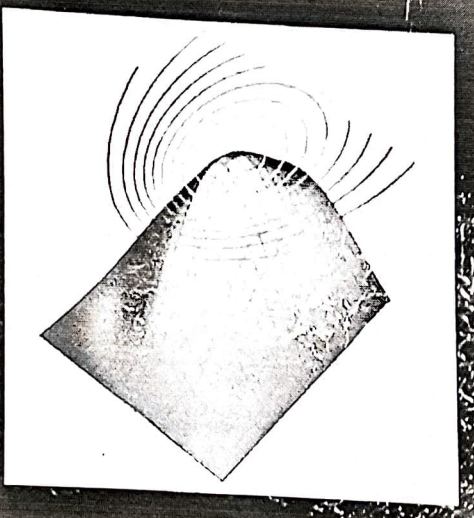

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ULTRASONIC VELOCITY MEASUREMENTS ON *LACTOBACILLUS AMYLOPHILUS* AT VARIOUS GROWTH PHASES

P. Srinivas Kumar[1], E. Govindarajacharyulu[2], andD. Linga Reddy[3]

[1] *Dept. of Physics, Mahaveer Institute of Science and Technology, Hyderabad-500005.*
[2] *Retd. H.O.D of Physics, Bhavan's New Science College, Narayanaguda, Hyderabad-500029.*
[3] *UGC-Emeritus Professor, Dept. of Physics, Osmania University, Hyderabad-500 007, India.*
srinivas_ponna@rediffmail.com1, govindareachempati1959@ymail.com2, profdlrphy@gmail.com3.

The ultrasonic parameters were carried out at the frequency of 3 MHz, using Pulse Technique and compared with Pulse Echo (PEO) technique on *Lactobacillus amylophilus* grown in nutrient broth at a constant temperature of 37°C, in three phases of ..e. Active, Stationary, Decline with optical density 1.0. The values of Acoustic Impedance (Z), Isotropic Compressibility (Ke) ..lated from measured values of Ultrasonic Velocity (v), Attenuation Coefficient (α),Echo Amplitude (a_0) and Density (ρ). The ..parameters were correlated with Jacobson's Free Length Theory (FLT). In the present work, the variation of ultrasonic ..with different bacteria has been studied and interpreted on the basis of motility, shape and size of the bacteria.

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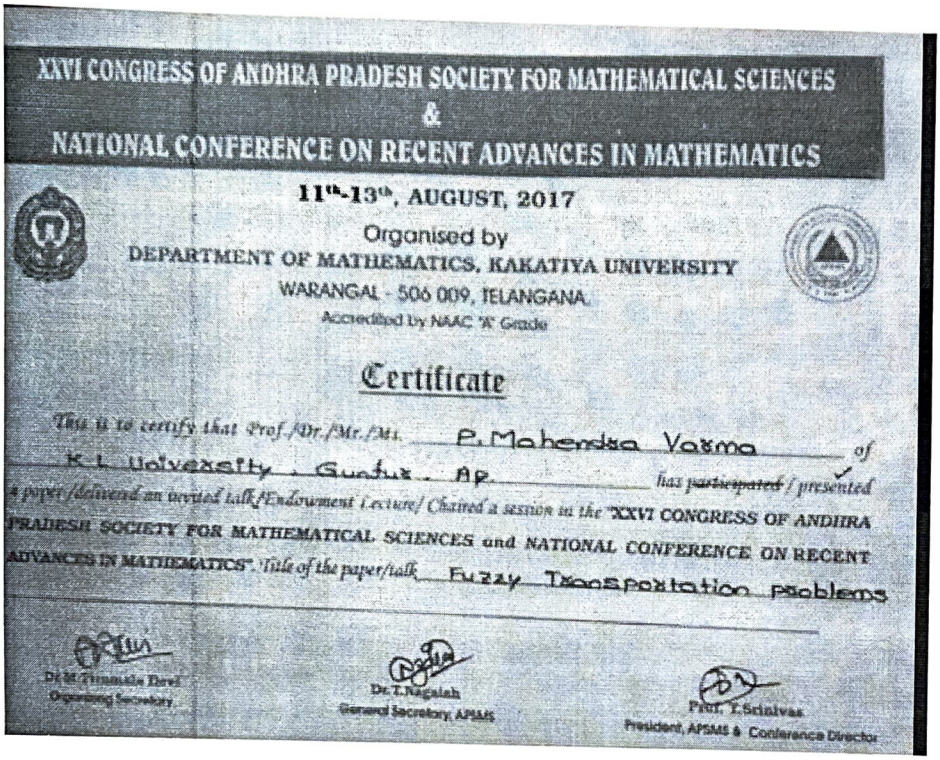

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