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Edited by
Mohd Fadzli Bin Abdollah
Hilmi Amiruddin
Amrik Singh Phuman Singh

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CENTRE FOR ADVANCED RESEARCH ON ENERGY
Universiti Teknikal Malaysia Melaka

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Editorial Preface

This open access e-proceedings contains a compilation of 170 selected papers from the 7th Mechanical Engineering Research Day (MERD'20) that was held virtually at Kampus Teknologi UTeM, Melaka, Malaysia, on 16 December 2020. The event was jointly organized by the Faculty of Mechanical Engineering and Centre for Advanced Research on Energy, Universiti Teknikal Malaysia Melaka. This year, MERD is also be co-organized by Graduate School of Engineering, Nagoya University, Japan.

It was gratifying to all of us when the response for MERD'20 is overwhelming as the technical committees received 230 submissions from various areas of mechanical engineering and related fields to facilitate the mutual understanding of fundamentals, theory and applications including Automotive, Additive Manufacturing, Advanced Materials and Processes, Computer Modeling and Simulation, CBM, Mechanical Vibration and Control, Energy Engineering and Management, Engineering Education, Mechanical Design and Optimization, Structural and Mechanical Testing, Surface Engineering and Tribology, Thermal and Fluids. All submitted papers are then peer-reviewed, revised according to the reviewers' comments and ultimately 170 papers were accepted for publication in this proceeding. This open access e-proceedings can be viewed or downloaded via www3.utm.edu.my/care/proceedings. We hope that this proceeding will serve as a valuable reference for researchers.

With the large number of submissions, the event has achieved its main objective which is to bring together educators, researchers, and practitioners to share their findings and perhaps sustaining the research culture in the university and industry.

As the editors-in-chief, we would like to express our gratitude to the fellow review members for their tireless effort in reviewing the submitted papers for this proceeding. We also would like to say special thanks to all the authors for promptly revising their papers according to the proceeding requirements. Special thanks are extended to the organizer of the MERD'20.

Thank you

Mohd Fadzli Bin Abdollah

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Table of Contents

Editorial Preface	i
Editorial Board	ii
Reviewers	iii
Table of Contents	viii

No.	Title	Authors	Page
Theme 1: Automotive			
001	Effect blended mineral-vegetable oil on a diesel engine performance	<i>Suhadi Jamil, Saiful Din Sabdin, Nor Azwadi Che Sidik, Ummi Kalsom Abidin</i>	1
002	Comparative study on combustion and emission characteristics of ethanol and butanol oxygenates blend with diesel and biodiesel	<i>Nurul Hanim Razak, Haslenda Hashim, Nor Alafiza Yunus, Jiří Jaromír Klemeš</i>	4
003	Effect of improving gravito-inertial force of the vehicle occupants in reducing severity of motion sickness	<i>Nidzamuddin Md. Yusof, Juffrizal Karjanto, Syabillah Sulaiman, Jacques Terken, Frank Delbressine, Matthias Rauterberg</i>	6
004	Frequency-domain analysis of heart rate variability in passenger's motion sickness using fast fourier transform and autoregressive modeling	<i>Juffrizal Karjanto, Nidzamuddin Md. Yusof, Abd Fathul Hakim Zulkifli, Jacques Terken, Frank Delbressine, Matthias Rauterberg</i>	8
005	Comparative evaluation of two peripheral information systems using motion sickness subjective rating	<i>Juffrizal Karjanto, Nidzamuddin Md. Yusof, Norrizal Mustaffa, Jacques Terken, Frank Delbressine, Matthias Rauterberg</i>	10
006	Quantifying the automated vehicle passenger's level of comfort in the longitudinal and lateral direction	<i>Juffrizal Karjanto, Hielke Wils, Nidzamuddin Md. Yusof, Mohamed Ihsan Sabri Mohamed Nazar, Jacques Terken, Frank Delbressine, Matthias Rauterberg</i>	12
007	An overview on aluminum metal matrix composite for automobile application	<i>Dhananjay Pise, C. Shrivankumar, T.V.V.L.N. Rao</i>	14
008	Proof of concept of the vibration pattern in inducing calming effect for autonomous vehicle's occupants	<i>Nidzamuddin Md. Yusof, Juffrizal Karjanto, Nakul Shetty, Muhammad Zahir Hassan, Jacques Terken, Frank Delbressine, Matthias Rauterberg</i>	16
009	Development of low-cost voice operated vehicle turn signal system for eco-car urban concept using arduino uno	<i>K. Amri Tofrowaih, A.F. Ali, M.F. Mukhtar</i>	18
010	Effect of injection timing on combustion strategies of a boosted multi-cylinder CNGDI engine	<i>Hilmi Amiruddin, Wan Mohd Faizal Wan Mahmood, Shahrir Abdullah, Mohd Radzi Abu Mansor</i>	20

011	Application of oil palm fiber in organic brake friction composite material	<i>Mohd Fadzli Bin Abdollah, Hilmi Amiruddin, Mohamad Jabbar Nordin, Takayuki Tokoroyama, Noritsugu Umehara</i>	22
012	Effects of DBD plasma actuator on air flow of automotive spoiler	<i>Nurfarah Diana Mohd Ridzuan Tan, Nurfarah Nabila Saad Azam, Fudhail Abdul Munir, Musthafah Mohd Tahir, Herman Saputro, Mohammad Kamil Sued, Nazri Md Daud</i>	24
013	Electronic wedge brake model approximation analysis	<i>Mohd Hanif Che Hasan, Mohd Khair Hassan, Fauzi Ahmad, Mohammad Hamiruce Marhaban, Sharil Izwan Haris</i>	26
014	Development of rear hazard lights system on vehicle after collision	<i>Mohd Zakaria Mohammad Nasir, Mohd Hanif Harun, Nurhazwani Mokhtar, Mohd Arif Hilmi Mokhtar Amat</i>	28
015	Lane change and stopping maneuvers for emergency obstacle avoidance	<i>Amrik Singh Phuman Singh, Azma Putra, Khairil Anwar Abu Kassim</i>	30
016	Active front steering for passenger vehicle using Fuzzy-PID method	<i>Mohd Saiful Bin Sukardi, Mohd Khairi Mohamed Nor</i>	32
017	A review of environmental assessment on different levels of manufacturer-retailer relationship for integrated supply chain models	<i>Muhammad Idham Sabtu, Hawa Hishamuddin, Nizaroyani Saibani, Mohd Nizam Ab Rahman</i>	35
018	Failure detection in engine due to misfire using improved statistical analysis and machine learning	<i>Nor Azazi Ngatiman, Mohd Zaki Nuawi, Azma Putra, Muhammad Nur Othman, Mohd Irman Ramli</i>	37
019	Fuzzy logic based adaptive cruise control for electric vehicles	<i>Abdul Razak Naina Mohamed, Amrik Singh Phuman Singh</i>	39
020	Railway vehicle stability improvement using bogie-based skyhook control	<i>Mohd Hanif Harun, Mohd Azman Abdullah, Saiful Anuar Abu Bakar, Mohd Zakaria Mohammad Nasir, W Mohd Zailimi W Abdullah, Wan Mohd Farid Wan Mohamad</i>	41
021	Comparison of magnetorheological damper modelling using Gaussian ANFIS and generalized bell ANFIS algorithm	<i>Ikhtiar Choirunisa, Ubaidillah, Fitriani Imaduddin, Elliza Tri Maharani, Gigih Priyandoko, Saiful Amri Mazlan</i>	43
Theme 2: Additive Manufacturing			
022	Laser power implication to the hardness of Ti-6Al-4V powder by using SLM additive manufacturing technology	<i>Mohd Faizal Sadali, Mohamad Zaki Hassan, Nurul Huda Ahmad, Mohamed Azlan Suhot, Roslina Mohammad</i>	45
023	The influence of STL data quality on the surface roughness of 3D printed Melaka historical artifact	<i>Hambali Boejang, Low Kah Lai, Syahibudil Ikhwan Abdul Kudus, Mohammad Rafi Omar, Mohd Idain Fahmy Rosley, Shafizal Mat, Mohd Rizal Alkahari</i>	47
024	Experimental study of fused deposition modeling printing materials for lower limb prosthetic socket	<i>Lim Guo Dong, Mohd Juzaila Abd Latif, Mohd Rizal Alkahari, Mohd Shukri Yob, Masjuri Musa, Mohd Nazim Abdul Rahman, Lattish Rao Threemurty</i>	49

025	Elastic modulus approximation via experimental formulation for ABS lattice structure material	<i>Rafidah Hasan, Nur Ameelia Rosli, Mohd Rizal Alkahari</i>	51
026	Prioritizing material selection criteria for additive manufacturing (3D printing) filament using conjoint analysis	<i>Ai Nurhayati</i>	53
027	Influence of processing parameters of selective laser melting (SLM) on additive manufactured titanium alloy (Ti6Al4V)	<i>Farhana Mohd Foudzi, Minhalina Ahmad Buhairi, Fathin Iliana Jamhari</i>	55
028	Effect of processing parameters on microhardness and microstructure of additive manufactured titanium alloy (Ti6Al4V) via selective laser melting (SLM)	<i>Farhana Mohd Foudzi, Fathin Iliana Jamhari, Minhalina Ahmad Buhairi</i>	58
029	Micro plasma wire arc additive manufacturing of multi-layer single pass structure	<i>Nor Ana Rosli, Mohd Rizal Alkahari, Mohd Fadzli Bin Abdollah, Shajahan Maidin, Faiz Redza Ramli</i>	61
030	Influence of layer thickness and infill design on the surface roughness of PLA, PETG and metal copper materials	<i>M.A. Che Mat, Faiz Redza Ramli, Mohd Rizal Alkahari, Mohd Nizam Sudin, Mohd Fadzli Bin Abdollah, Shafizal Mat</i>	64
031	Understanding the running-in friction behavior of a 3D-printed pin with an internal triangular flip structure	<i>Mohamad Nordin Mohamad Norani, Muhammad Ilman Hakimi Chua Abdullah, Mohd Fadzli Bin Abdollah, Hilmi Amiruddin, Faiz Redza Ramli, Noreffendy Tamaldin</i>	67
032	Preliminary development of modular-based hydrogel extruder for 3D-bioprinting	<i>Masni-Azian Akiah, Muhammad Azizi Ahmad, Zaleha Mustafa, Mohd Rizal Alkahari, Chan Chow Khuen, Mohd Shahir Kasim</i>	69
033	Mechanical properties of treated kenaf/ABS composites fused filament fabrication	<i>Mastura M.T., Noryani M., M.L. Kasim</i>	72
Theme 3: Advanced Materials and Processes			
034	An experimental investigation on the effect of pulse on time, voltage and wire tension on material removal rate and white layer thickness during machining of hard steel	<i>Mohd Aidil Shah Abdul Rahim, Mohamad Minhat, Saiful Sabdin, Azmaizam Mohd Zain</i>	74
035	Weld formation of thin material using different convex angle shoulder in bobbin friction stir welding	<i>Mohammad Khairul Azmi Mohd Kassim, Mohammad Kamil Sued, Jong-Ning Aoh, Nur Izan Syahriah Hussein</i>	77
036	Performance of hybrid composite brake pad as compared to commercial brake pad	<i>Edynoor Osman, Rohaizuan R., Hazlinda K., Muhyiaddin A.Q., Farizul J.</i>	79
037	Stiffness behaviour of pineapple leaf fibre/poly lactic acid composites under high stress fatigue conditions	<i>Zaleha Mustafa, Tey Yik Yang, Tuan Idzuddin Tuan Nawi, Siti Hajar Sheikh Md Fadzullah, Sivakumar Dhar Malingam, Zurina Shamsudin, Thanate Rataniwilai</i>	82

038	The effect of chemical treatment on the tensile behavior of kenaf fiber using Box-Behnken design	<i>Ikhwan Ibrahim, Mohamad Zaki Hassan, Sa'ardin Abd Aziz, Sallehuddin Muhamad, Abdul Yasser Fatah, Noorazizi Samsuddin</i>	84
039	Degradation behaviour of o-ring elastomer subjected to palm biodiesel immersion	<i>Siti Hajar Sheikh Md. Fadzullah, Chin Kah Chun, Muhd Ridzuan Mansor, Mohd Nur Azmi Nordin, Mizah Ramli, Noreffendy Tamaldin, Nadlene Razali</i>	86
040	Effect of sintering temperature on physical properties of sintered green glass ceramic composite (GCC)	<i>Zurina Shamsudin, Masturah Mesri, Rafidah Hasan, Zaleha Mustafa, Jariah Mohamad Juoi</i>	89
041	Polyvinyl alcohol electrospun nanofibre-coated vehicle cabin air filter	<i>Abdul Hamid Nurfaizey, Dominic Ajay Pakiam</i>	92
042	Effect of electrospinning distance and applied voltage on the production of polyacrylonitrile electrospun fibres	<i>Abdul Hamid Nurfaizey, Nurain Abdul Munajat</i>	94
043	Copper/carbon nanotubes composites: Physical characterization	<i>N.S. Shaari, M.H. Ismail, M. Zainudin, M.F.A. Manap, N. Shaari, M.W. Rohidatun</i>	97
044	State of the art on micromilling hard to cut material	<i>Ainur Munira Rosli, Ahmad Shahir Jamaludin, Mohd Nizar Muhd Razali, Amiril Sahab Abdul Sani</i>	99
045	Chemical treatment on dragon fruit (<i>Hylocereues Polyrhizus</i>) peel	<i>Nurul Hanan Taharuddin, Ridhwan Jumaidin, Mohd Ridzuan Mansor</i>	102
046	Thermoplastic starch as biodegradable materials	<i>Zatil Hafila Kamaruddin, Ridhwan Jumaidin, Mohd Zulkefli Selamat</i>	104
047	Experimental investigation of modified jatropha based oil nanofluids in orthogonal cutting process	<i>Nor Athira Jamaluddin, Norfazillah Talib, Amiril Sahab Abdul Sani</i>	106
048	Application of 22MnB5 boron steels as cutting tool in machining aluminum alloy	<i>Hadzley Abu Bakar, Mohd Fairuz Rashid, Norfauzi Tamin, Umar Al Amani, Safarudin Gazali Herawan</i>	109
049	Material characterization on the mechanical and physical properties of elastomer component in B10 and B30 biodiesel	<i>Muhammad Saiful Muslim Abdul Rahim, Nadlene Razali, Mizah Ramli, Siti Hajar Sheikh Md. Fadzullah, Muhd Ridzuan Mansor, Mohd Nur Azmi Nordin, Noreffendy Tamaldin</i>	111
050	The effect of alkaline treatment on the tensile properties of kenaf fibre reinforced vinyl ester composites	<i>Aida Haryati Jamadi, Nadlene Razali, Mastura Mohamad Taha</i>	114
051	The application of titanium dioxide (TiO ₂) in aqueous system: A short review	<i>Evyang Yang Chia Yan, Chong Mee Yoke, Chia Chin-Hua, Sarani Zakaria</i>	118
052	Effect of electrolyte molar concentration variation to the corrosion behaviour of SS316L plate for HHO generator	<i>Basori, Wan Mohd Farid Wan Mohamad, Muhd Ridzuan Mansor, Agung Iswadi</i>	121

053	Texturization of silicon NanoWire (SiNW) process for P-Type silicon wafer	<i>Nurul Aqidah Mohd Sinin, Mohd Norizam Md Daud, Mohd Adib Ibrahim, Suhaila Sepeai, Kamaruzzaman Sopian</i>	123
054	A study on modulus of elasticity and rigidity of biocomposite clay Kenaf fiber's reinforcement	<i>Mohd Afdhal Shamsudin, Muhammad Ilman Hakimi Chua Abdullah, Muhammad Aliff Jamil</i>	125
Theme 4: Computer Modeling and Simulation			
055	Designing for structural durability in finite element analysis using CAD simulation	<i>Nik Muhammad Azif Arifin, Rizauddin Ramli, Mohammad Soleimani Amiri</i>	127
056	22nm graphene FET design structure, fabrication and characterization	<i>Izwanizam Yahaya, Afifah Maheran A.H., F. Salehuddin I, K.E. Kaharudin</i>	129
057	Comparison analysis of the PID controller and fuzzy logic controller (FLC) for a newly developed remotely operated vehicle (ROV) depth control	<i>Fauzal Naim Zohedi, Mohd Shahrieel Mohd Aras, Hyreil Anuar Kasdirin, Lim Zhehow, Mohd Bazli Bahar</i>	131
058	Design comparisons of compact autonomous railway inspection vehicle (CARIV)	<i>Ho Gui Yan, Mohd Shahrieel Mohd Aras, Fauzal Naim Zohedi, Mohd Bazli Bahar, Fadilah Ab Azis</i>	134
059	Numerical failures of the solder joints in the electronic package under thermal reliability process	<i>A.F. M. Yamin, A.S. Abdullah, H. Yusoff, H. Ghafar</i>	138
060	Liquid film thickness effect on heat transfer at solid-liquid interfaces	<i>Abdul Rafeq Saleman, Ridhwan Jumaidin, Jannatul Al-Qashah Muhammad Ali Jinnah, Gota Kikugawa, Taku Ohara</i>	141
061	Android based digital steganography application using LSB and PSNR algorithm in mobile environment	<i>Affiq Shahmi Mohamad Shaiden, Shayla Islam, Kasthuri Subaramaniam</i>	143
062	Design modification by integrate product conceptual into a computer aided design approach	<i>Nik Muhammad Azif Arifin, Rizauddin Ramli, Mohammad Soleimani Amiri</i>	145
063	RFID based student attendance system	<i>Abdul Samad Shibghatullah, Kasthuri Subaramaniam, Zaheera Zainal Abidin, Kinusha Tamil Selvam, Nurul Azma Zakaria, Zuraida Abal Abas</i>	147
064	Computational assessment of frictional force encountered by NiTi wire in three-point and three-bracket systems	<i>Muhammad Fauzinizam Razali, Abdus Samad Mahmud, Muhammad Hafiz Hassan</i>	150
065	Contact interaction mechanism of axially compressed conical shell with non-uniform axial length	<i>F.M. Mahidan, O. Ifayefunmi, S.H.S.M. Fadzullah</i>	152
066	An empirical investigation of the implementation of ITIL in SME's sector in Southland - New Zealand	<i>Oras Baker, Waseem Bashir, Kasthuri Subaramaniam</i>	154

067	Impacting financial literacy for children using mobile application: A requirement analysis	<i>Soon Hong Yong, Chit Su Mon, Abdul Samad Shibghatullah</i>	156
068	Investigation on task distribution algorithm for robotic system	<i>Lee Jiann Ping, Nur Ilyana Anwar Apandi, Shahrul Kamal Abdul Rahim</i>	158
069	Effects of ISFET geometrical parameters on sensing proprieties	<i>A.S.M. Zain, Ahmed M. Dinar, Enas A. Raheem, F. Salehuddin, H. Hazura, A.R. Hanim, S.K. Idris, Afifah Maheran A. Hamid</i>	160
070	Triple band of slotted rectangular bar absorber with a perfect absorbency	<i>Siti Adlina Md Ali, Maisarah Abu, Siti Normi Zabri</i>	162
071	Bridal & photography service booking and management system	<i>Ammar Ashraf Narul Akhla, Kasthuri Subaramaniam, Abdul Samad Shibghatullah, Raenu Kolandaisamy, Abdurrahman Jalil, Amir 'Aatieff Amir Hussin</i>	165
072	A new approach of single input fuzzy logic controller (SIFLC) for remotely operated vehicle (ROV) depth control	<i>Fauzal Naim Zohedi, Mohd Shahrheel Mohd Aras, Hyreil Anuar Kasdirin, Mohd Bazli Bahar</i>	167
073	Optimization of a 22nm graphene/TiO ₂ /WSi _x SOI NMOS device	<i>A.H. Afifah Maheran, Izwanizam Yahaya, F. Salehuddin, Z.A.F.M. Napiyah, P.S. Menon, I. Ahmad</i>	170
074	Empirical model for ammonia concentration prediction in distilled water	<i>N.T.J. Ong, S.K. Yee, S.H. Dahlan, A.Y.I Ashyap, C.K. Sia</i>	172
075	Collision detection techniques in crowd simulations	<i>Nazreen Abdullasim, Hamzah Asyrani Sulaiman, Ibrahim Ahmad</i>	174
076	Preliminary structural integrity investigation for quadcopter frame to be deployed for pest control	<i>Sulaiman Ibrahim, Babawuya Alkali, Adedipe Oyewole, Salihu Bala Alhaji, Aliyu Alhaji Abdullahi, Ibrahim Aku G.</i>	176
077	Interface designs with MBTI personality types	<i>Kasthuri Subaramaniam, John Loh Ern-Rong, Sellappan Palaniappan</i>	178
Theme 5: CBM, Mechanical Vibration and Control			
078	Developing the solar water pump using Arduino microcontroller for agriculture purposes	<i>Nurul Muthmainnah Mohd Noor, Muhammad Faisal Mohd Zulkeflee, Yaa'kob Yusof</i>	180
079	Energy harvesting power circuit design that applied on quadcopter system	<i>Khairuddin Osman, Mohamed Sultan Mohamed Ali, Md Nazibul Hasan</i>	182
080	Road crack detection using modification of threshold values in Canny algorithm	<i>Zuraini Othman, Siti Nur Asiyah Zukfily, Sharifah Sakinah Syed Ahmad, Fauziah Kasmin</i>	184
081	IoT based emergency power shut down switch for industrial machines	<i>Muhammad Sufyan Safwan Mohamad Basir, Mohamed Sheham Mohamed Abdul Kader, Khairul Huda Yusof, Nabilah Ripin, Syazana Syahirah Jamaluddin, Khairul Aimi Yusof, Siti Madihah Mazalan, Nur Hidayu Shahadan</i>	187

082	Preliminary study on vibration transmissibility of various types of cellular structure materials	<i>Muhamad Syafwan Azmi, Rainah Ismail, Azma Putra, Maimunah Ismail, Kek Yan Zheng</i>	189
083	Robustness performances of modified PID control scheme of a rotary switched reluctance actuator (SRA): Fully aligned vs intermediate positions	<i>Mariam Md Ghazaly, Siau Ping Tee, Shin Horng Chong, Zulkeflee Abdullah, Nurdiana Nordin, Norhaslinda Hasim, Muhammad Shadiq Lagani</i>	191
084	Experimental investigation of speed checker monitoring system for conveyor using microcontroller	<i>Siti Khadijah Idris, Hazura Haroon, Hanim Abdul Razak, Muhammad Shahriezan Omar</i>	194
085	Precision positioning control of a tubular linear switched reluctance actuator (T-LSRA)	<i>Mariam Md Ghazaly, Chin Kiat Yeo, Shin Horng Chong, Zulkeflee Abdullah, Nurdiana Nordin, Norhaslinda Hasim, Muhammad Shadiq Lagani</i>	197
086	Utilisation of kapok fibre to enhance sound absorption of coir fibre	<i>D.H. Kassim, A. Putra, M.N. Othman, R. Ramlan</i>	200
087	Effect of polypropylene on sound absorption performance of durian peel using impedance tube	<i>Muhammad Nur Othman, Azma Putra, Mohd Zulkefli Selamat, Nor Azazi, Ngatiman, F.A. Azis, Ahmad Adham Abu Bakar</i>	202
088	A statistical approach of crack distance determination using metal magnetic memory technique	<i>Mazian Mohammad, Sugan Murthy, Mohd Azam Mohd Adnan, Mohd Arif Mohd Norman, Hasnurizal Zakaria</i>	204
Theme 6: Energy Engineering and Management			
089	Coconut shell: Thermogravimetric analysis and gross calorific value	<i>H. Ghafar, S.N.A.M. Halidi, Mohamad Sufian So'aib</i>	206
090	Optimization of H-type Darrieus VAWTs: A preliminary review	<i>Muhamad Fadhli Ramlee, Ahmad Fazlizan, Noorliyana Ramlee</i>	208
091	Gas chromatography analysis on gas generated from domesticated animal waste	<i>Siti Nur Amalina Mohd Halidi, Wan Mubaraq Wan Muhabakri, Halim Ghafar</i>	210
092	<i>Corbiculla Fluminea</i> shell as solid catalyst for transesterification of <i>Hevea Brasiliensis</i> oil via microwave irradiation	<i>Mahanum Mohd Zamberi, Farid Nasir Ani, Mohd Fadzli Bin Abdollah, Fadhilah Shikh Anuar</i>	212
093	Energy efficiency lighting system for a Kolej Kemahiran Tinggi Mara Ledang (KKTML Ledang)	<i>Nurul Syafiqah Mohd Asmadee, Ming Foong Lee, Normah Zakaria</i>	214
094	The impact of independent variables on energy saving measures implementation: A case study in healthcare services	<i>Mohamed Hafiz Md Isa, Mohamad Fani Sulaima, Norhidayah Mohamad</i>	216
095	Optimization of thermal energy of cylindrical micro-combustor by using the different materials	<i>Herman Saputro, Marshal Bima, Laila Fitriana, Danar S. Wijayanto, Husin Bugis1, Fudhail Abdul Munir</i>	218

096	Application of log-transform method in exploring correlation between weather variables and energy consumption in hot and humid climate region	<i>Afiqah Ngah Nasaruddin, Tee Boon Tuan, Musthafah Mohd Tahir</i>	220
097	A combine MCDM and robust optimization approach for capacity planning	<i>Muhammad Faishal, Effendi Mohamad, Hayati Mukti Asih, Azrul Azwan Abd Rahman</i>	222
098	Ambient indoor environment analysis according to GBI criteria for existing building	<i>Md Eirfan Safwan Md Jasman, Afiqah Ngah Nasaruddin, Md Isa Ali, Tee Boon Tuan</i>	224
099	A study of correction factor of halogen lamp for an indoor solar simulator in comparison with outdoor measurements	<i>Daniel Azlan Mohd Azli, Mohd Afzanizam Mohd Rosli, Mohamad Zaid Nawam</i>	226
100	Domestic hot water production from flat plate solar collector using transient system simulation software (TRNSYS) in hospital thermal-fluid applications	<i>Mohd Afzanizam Mohd Rosli, Logan Naidu Purusothma Naido, Mohd Khairul Anuar Sharif, Maida Saputra, Sulaiman Ali</i>	229
101	Potential of cocoa pod husk (<i>Theobroma cacao L.</i>) for seawater desalination	<i>A.A. Gd. Bagus Mahendra, Rafkita Shelly, Oktaviani Wulandari, Nona Merry M. Mitan</i>	231
102	Sustainable development practices in Malaysian hotel: A case of the Palace Hotel	<i>Syaiful Rizal Hamid, Chew Boon Cheong, Alina Shamsuddin, Muhammad Azfar</i>	233
Theme 7: Engineering Education			
103	Psychometric properties of intelligence quotient (IQ) items among female engineering students using dichotomous Rasch model	<i>Mohd Effendi @ Ewan Mohd Matore, Mohammed Afandi Zainal, Muslihaza Abdul Musikin, Normawati Abdul Rahman, Hisyamsani Idris, Effa Rina Mohd Matore</i>	237
104	Reassessing the construct of ISIS in measuring SQ among polytechnic students using exploratory factor analysis (EFA)	<i>Mohd Effendi @ Ewan Mohd Matore, Mohammed Afandi Zainal, Miftahuljanah Kamaruddin, Effa Rina Mohd Matore</i>	240
105	The 360-degree teaching evaluation preferability with gender among TVET teachers using chi-square test for independence	<i>Mohd Effendi @ Ewan Mohd Matore, Muhamad Firdaus Mohd Noh, Mohammed Afandi Zainal, Masyitahfatimah Muktar, Effa Rina Mohd Matore</i>	243
106	Exploratory factor analysis (EFA) in validating EQ constructs using USMEQ-i among polytechnic students	<i>Mohd Effendi @ Ewan Mohd Matore, Muhamad Firdaus Mohd Noh1, Mohammed Afandi Zainal, Norsuhana Othman, Normawati Abdul Rahman, Hisyamsani Idris, Effa Rina Mohd Matore</i>	245
107	Establishing factorial validity in Raven advanced progressive matrices (RAPM) in measuring IQ from polytechnic students' ability using exploratory factor analysis (EFA)	<i>Mohd Effendi @ Ewan Mohd Matore, Muhamad Firdaus Mohd Noh, Mohammed Afandi Zainal, Effa Rina Mohd Matore</i>	248

108	The relationship of intelligence quotient (IQ) with academic performances for female engineering students	<i>Mohd Effendi @ Ewan Mohd Matore, Nursohana Othman, Mohammed Afandi Zainal, Hisyamsani Idris, Normawati Abdul Rahman, Effa Rina Mohd Matore</i>	251
109	GRIT vs. academic performance: The power of polytechnic students to be academically GRIT-tinians!	<i>Mohd Effendi @ Ewan Mohd Matore, Mohammed Afandi Zainal, Miftahuljanah Kamaruddin, Normawati Abdul Rahman², Hisyamsani Idris³, Effa Rina Mohd Matore</i>	253
110	The associations of peer review and self-reflections in teaching assessment with accuracy and gender from TVET teachers' feedback	<i>Mohd Effendi @ Ewan Mohd Matore, Nursohana Othman, Effa Rina Mohd Matore</i>	255
111	The characteristics of quitters, campers and climbers of adversity quotient (AQ) on polytechnic students from gender perspectives	<i>Mohd Effendi @ Ewan Mohd Matore, Nurfarzana Mohd Al Hapiz, Effa Rina Mohd Matore</i>	257
112	Implementation of asynchronous video lectures in the experimental fluid mechanics course	<i>Mohd Rusdy Yaacob, Clara Marika Velte</i>	259
113	Implementation of video-based instruction on the experimental work of experimental fluid mechanics course	<i>Mohd Rusdy Yaacob, Clara Marika Velte</i>	261
114	Development of a wearable glove for a sign language translation	<i>Nurul Kausar Ab Majid, Nurbahirah Norddin, Kamilah Jaffar, Rohaina Jaafar, Amalia Aida Abd Halim, Emy Zairah Ahmad</i>	263
115	The readiness among the polytechnic engineering and non-engineering lecturers towards implementation of 4C in teaching	<i>Noor Hidayah Awang, Ming Foong Lee</i>	266
Theme 8: Mechanical Design and Optimization			
116	Ergonomic workstation assessment for online learning using rapid upper limb assessment (RULA)	<i>Wongani Salima, Shafizal Mat, Abd Rahman Dullah, Siti Nurhaida Khalil</i>	268
117	Effects of drilling penetration angle and cutting tool geometrical features on surface roughness	<i>Mohd Fairuz Jaafar, Mohd Shukor Salleh, Raja Izamshah Raja Abdullah, Muhamad Hafiz Hassan, Mohammad Shah All-Hafiz Mohd Shahrin¹, Syahrul Azwan Sundi @ Suandi, Mohd Shahir Kasim</i>	270
118	Ring compression test of aluminum alloy AA6061 using palm mid olein as a metal forming lubricant	<i>Y. Aiman, S. Syahrullail</i>	272
119	Conceptual design of kitchen food waste composter using morphological chart	<i>Ng Angie, Ernie Mat Tokit, Fatimah Al-Zahrah Mohd Sa'at, Fadhilah Shikh Anuar</i>	277
120	House of quality method in preliminary design of kitchen food waste composter	<i>Ng Angie, Ernie Mat Tokit, Norasra Abd Rahman, Nona Merry Merpati Mitan</i>	279

121	Parameter estimation of microalgae growth kinetic model by Levenberg-Marquardt Method	<i>Ling Kim Sia, Siti Suhana Jamaian, Abd Fathul Hakim Zulkifli</i>	281
122	Development of new container for oyster grow-out culture	<i>Arzul Arifin, Mohd Asri Yusuff, Nur Leena Wong W.S., Kamarul Ariffin Zakaria</i>	283
123	Design, analysis and manufacture of low-cost automatic sliding gate system using tap water pressure	<i>M.B. Ali, K.A. Zakaria, D. Sivakumar, A.B. Hadzley, Norfauzi Tamin, Kevin Tan, Faiz Aswad</i>	285
124	RULA analysis of the headrest head supporter on car seat	<i>Ng Lim Huat, Shafizal Mat, Abd Rahman Dullah, Siti Nurhaida Khalil</i>	288
125	Design and development of domestic cyclone dust collector system	<i>Azmil Arif Mohamad Wazir, Abdul Hamid Nurfaizey</i>	291
126	Design and development of 3D printer filament extruder	<i>Muhamad Aminur 'Ilman Zainal Aris, Shafizal Mat, Muhammad Syazwan Sam, Faiz Redza Ramli, Mohd Rizal Alkahari, Syahibudil Ikhwan Abdul Kudus</i>	293
127	Design selection criteria for foldable chairs	<i>Mohd Azman Abdullah, Shamsul Anuar Shamsudin, Shafizal Mat, Mohd Hanif Harun, Muhd Ridzuan Mansor, Faiz Redza Ramli, Fathiah Mohamed Jamil</i>	295
128	Effect of blending local plastic pyrolytic oil with diesel on lubricity	<i>Muhamad Sharul Nizam Awang, Nurin Wahidah Mohd Zulkifli*, Muhammad Mujtaba Abbas, Syahir Amzar Zulkifli, Mohd Nur Ashraf Mohd Yusoff, Muhammad Hazwan Ahmad, Wan Mohd Ashri Wan Daud</i>	297
129	Effect of rider mass and pillion rider mass on the center of gravity for the motorcycle system	<i>M. Hisyam Basri, A.H. Zulkifli, Arif Pahmi, H. Azmi, N.I. Ismail, R.J. Talib</i>	300
130	Analysis of permeability on optimized composition of green sand	<i>Nur Farah Bazilah Wakhi Anuar, Pang Sze Xiang, Amir Hamzah Abdul Rasib, Salleh Aboo Hassan</i>	302
131	Pressure distribution pattern for different types of seat pan surface under dynamic conditions	<i>Cheah Weng Cheng, Mohd Faizal Mat Tahir, Nor Kamaliana Khamis, Nabilah Sabri</i>	304
132	Design of a shape-changing linkage mechanism in an aircraft wing	<i>Adinda Hadirah Mohd Zin, Shamsul Anuar Shamsudin, Shafizal Mat, Mohd Nizam Sudin, Faiz Redza Ramli, Abd Rahman Dullah, Mohd Rizal Alkahari</i>	306
133	Design and development of a flexible wearable sit-stand passive exoskeleton using quality function deployment	<i>Zulkeflee Abdullah, Isa Halim, Shajahan Maidin, Mariam Md Ghazaly, Mohd Amran Mohd Ali</i>	308
134	Conceptual design of portable sink for handwashing station	<i>Norasra A. Rahman, Abdul Rahim Abdul Rahman, Muhammad Fitri Rosmawazi, Muhammad Ikhmal Zulkifli, Noridza Mustafar</i>	310

135	Design and development of mechanical based proximal soil sensing system for precision agriculture application	<i>A.M. Kassim, M.R. Yaacob, W.M.B. Wan Daud, M. F. Yahya, M.A.S.S. Izran, A.H. Azahar, A.K.R.A. Jaya</i>	312
136	Development of a screw driven mobile scissor lift table for radio antenna	<i>Alkali Babawuya, Adamu Garba, A. Nasir, P.M. Kamtu, Ayuba J.A., Agontu Joshua Agandu</i>	314
Theme 9: Structural and Mechanical Testing			
137	Effect heat input on a thin plate distortion lap joint using GMAW welding technologies	<i>Saiful Din Sabdin, Nur Izan Syahriah Hussein, Mohammad Kamil Sued, Mohd Faizal Tokeran</i>	316
138	Effects of aluminium honeycomb –filled tubes with various cross sections using finite element analysis	<i>Noor Dina Ghazali, Kamarul Ariffin Zakaria, Mohd Basri Ali</i>	318
139	Effects of annealing on punches head and the repercussion on the product lifecycle and cost	<i>S.N. Khalil, Muhammad Zahin Kamarulzaman, Shafizal Mat</i>	321
140	Biopolymer from starch	<i>Nur Diyana Zakuan, Ridhwan Jumaidin, Mohd Zulkefli Selamat</i>	323
141	Thermal performance evaluation of a newly developed autoclaved aerated concrete in a closed climatic chamber	<i>Rafiza Abdul Rahman, Ahmad Fazlizan Abdullah, Nilofar Asim, Athakorn Thongta</i>	325
142	The investigation of fibre orientation effect in crashworthiness of kenaf and hybrid kenaf/glass fiber composite	<i>Al Emran Ismail, Muhammad Fadhil Sahrom, Ahmad Hamdan Ariffin</i>	327
143	Fiber misalignment effect on mechanical and damage behavior of kenaf composite	<i>Sareh Aiman Hilmi Abu Seman, Tan Wei Theng, Muhammad Fauzinizam Razali</i>	330
Theme 10: Surface Engineering and Tribology			
144	Experimental of friction characteristic properties of TiN coating	<i>Okka Adiyanto, Effendi Mohammad, Wonsik Choi, Rosidah Jaafar</i>	332
145	The modification of SS316L electrode plate surface texturing to improve hydrogen production on HHO generator	<i>Asmawi, H. Rozali, M.R. Mansor, N. Tamaldin, V. Vekky R. Repi</i>	334
146	Comparison of coated and uncoated drill bit on the drilling quality of CFRP/AL7075-T6 stacked materials	<i>Muhammad Hafiz Hassan, Muhammad Fauzinizam Razali</i>	336
147	Effect of features segmentation procedures on 3D simulated surface topography	<i>Ainaa Farhanah Mohd Razali, Mohd Fauzi Ismail</i>	339
148	Friction characteristic study on flat surface embedded with micro pit	<i>Y. Aiman, H. Hafishah, M.N. Musa, S. Syahrullail</i>	342
149	Study on the acoustic and tribological performance of water-lubricated journal bearings based on CFD–FSI methods	<i>Mohammad Tauviqirrahman, Muchammad, Jamari, Naomi Almaida, Eflita Yohana</i>	346

150	Tribological properties of modified jatropa-based nanofluids enriched with activated carbon for metalworking fluid purposes	<i>Norfazillah Talib, Tan Kai Sheng, Nor Athira Jamaluddin, Lee Woon Kiow, Haslina Abdullah, Aslinda Saleh</i>	348
151	Surface roughness of AISI 4340 using treated recycle cooking oil (TRCO)	<i>A.A. Ahmad, J.A. Ghani, C.H. Che Haron</i>	350
152	Tribological studies on ultra-high molecular weight polyethylene with palm kernel shell in dry condition	<i>Muhammad Ashraf Ab. Rahim, Mohd Rody Mohamad Zin, Mohd Fadzli Bin Abdollah, Shahira Liza Kamis, Mohd Nur Azmi Nordin, Nazri Huzaimi Zakaria</i>	353
153	Effect of rake angle and feed rate on wear and roughness in machining carbon steel 1045	<i>Mohd Fawzi Zamri, Norlida Jamil, Ahmad Razlan Yusoff</i>	355
154	Influence of saccharin content on the characteristics and hardness properties of electrodeposited nickel-quarry dust composite coatings	<i>Intan Sharhida Othman, Muhammad Ammar Farhan Maula Mohd. Azam, Masitah Shafie, Mohd. Shahir Kasim, Qumrul Ahsan, Jariah Mohamad Juoi, Syahrul Azwan Sundi @Suandi</i>	357
155	Study of wear and service life on AlTiSiN milling tool under different oil/water mixing ratio of cutting fluid	<i>Chin-Chung Wei, Kuang-Ying Tseng, Yu Chu</i>	359
156	Tribological properties and mechanism of a series of phenyl terephthalate derivatives with different isomeric alkyl chains as lubricant additives	<i>Ying Jiang, Jianqiang Zhang, Jiusheng Li</i>	361
157	The enhanced performance of functionalized GO with various fine structure in water-based cutting fluid	<i>Shaoqing Xue, Yuemei Cen, Hongmei Yang, Takuro Honda, Yoshitaka Nakanishi, Li Zhang, Baohua Zhang, Xiangqiong Zeng</i>	363
158	Tribological properties of fluorinated cholesterol liquid crystal as lubricant additives in PAO4	<i>Jianqiang Zhang, Yiming Gao, Ying Jiang, Jiusheng Li</i>	365
159	Skin behavior analysis using 3D skin analyzer: Pigmentation & elasticity	<i>Wan Afiqah Adlina, Salmiah Kasolang</i>	367
160	Evaluation of minimal quantity lubrication effects on surface roughness in milling with coated and uncoated tools using kurtosis quantification method approach	<i>Norlida Jamil, Mohd Fawzi Zamri, Ahmad Razlan Yusoff</i>	369
Theme 11: Thermal and Fluids			
161	Swirl intensity measurement in a straight pipe using LDA method	<i>Nor Faizah Haminudin, Mahanum Mohd Zamberi</i>	371
162	The effect of iso-butanol addition in algae-diesel fuel blends on diesel engine performance	<i>Hazim Sharudin, Nik Rosli Abdullah, F.N. Yusof, Rohidatun M.W., Arif Pahmi, Mahadzir M.M.</i>	373
163	Turbulence measurements in the developing region of a turbulent round jet using a software-driven laser doppler system	<i>Mohd Rusdy Yaacob, Preben Buchhave, Clara Marika Velte</i>	375

164	Investigation of flow behaviors and temperature distribution in porous foam using infrared thermographic technique	<i>Fadhilah Shikh Anuar, Fatimah Al-Zahrah Mohd Saat, Ernie Mat Tokit</i>	377
165	The impact of computational domain on heat transfer solution of flow across tube banks with vortex generators	<i>Chou Aw Lin, Fatimah Al-Zahrah Mohd Sa'at, Fadhilah Shikh Anuar, Dahlia Johari</i>	379
166	Turbulent convective heat transfers of sic/water through circular pipe equipped with modified twisted tape	<i>Sa'adah Ahmad Sowi, Kamaruzzaman Sopian, Shahrir Abdullah</i>	381
167	Exhaust emissions of a diesel engine fuelled with iso-butanol additive on algae-diesel blends	<i>Muhd Azhar Zainol, Hazim Sharudin, Fatiha Naziera Yusof, Mohd Fahmi Md Salleh, Muhamad Faris Syaifiq Khalid, Zeno Michael, Haszeme Abu Kasim</i>	383
168	Lift performances of Neo-Ptero UAV	<i>N.I. Ismail, Hazim Sharudin, Mahadzir M.M., Shariffuddin A.A., N.I. Kamel</i>	385
169	Emissions characteristics of a single cylinder diesel engine using algae-diesel fuel blends with POME additive	<i>Hazim Sharudin, F.N.A.R. Shah, M. Hisyam Basri, N.I. Ismail, Azmi Husin, R. Othman</i>	387
170	Effect of diffuser and nozzle shape orifice to the synthetic jet centerline velocity	<i>H. Azmi, M.Z. Abdullah, M.A. Ismail, M. Hisyam Basri, C.M. Sharzali, M.A.A.H. Pahmi</i>	389

Preliminary structural integrity investigation for quadcopter frame to be deployed for pest control

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ABSTRACT – Quadcopters are one of the most versatile unmanned aerial vehicles deployed for various purposes. In this study it is going to be used as part of a system used for bird control therefore the structural integrity is investigated. The aim of the paper is to investigate the structural and aerodynamic behaviour of a quadcopter intended for bird control. A model of the drone has been developed in SolidWorks, then structural along with flow analysis carried out using ANSYS software. The structural analysis shows promising results as the stress built up due to the loads applied are within the safe range.

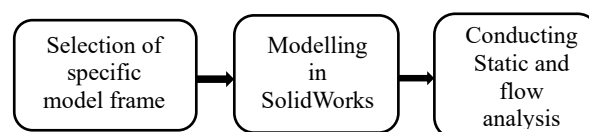


Figure 1 Methodology block diagram.

Other component loads like liquid repellent, pump and mp3 player added. The total weight W_t is obtained using Equation (1) [4].

$$W_t = W_E + W_P \quad (1)$$

Where, W_E is the empty weight and W_P is the payload weight. The empty load includes the frame, battery, electronic speed controllers (ESCs) and motor weights while the payload are additional weights on the frame. Weight acting directly on the upper plate is determined as 9.2 N. The required thrust Th_r used was obtained as 7.48 N using Equation (2) as provided by Saheb and Babu [4].

$$Th_r = \frac{W_t \times 2}{4} \quad (2)$$

A propeller 1045, battery with capacity 3300 mAh 3S/11.1 V and 930 Kv motor were selected for the set up [5,6]. Equation (3) is used to determine the thrust produced by the motor [4].

$$T = \sqrt[3]{2 \times \pi \times r_p^2 \times \rho_{air} \times (P \times \eta_h)^2} \quad (3)$$

Where r_p is the radius of the propeller in m, ρ_{air} is the air density 1.225 kg/m³, P is the power and η_h the hovering efficiency. P is obtained from Equation (4) [4].

$$P = k \times N^{pf} \quad (4)$$

Where k is the propeller constant, N is the speed in revolutions per minute ((rpm) in thousands) and pf is the power factor. k and pf for 1045 propeller values are 0.144 and 3.2 respectively [5]. The produced thrust is 15.72 N.

The material used are Nylon 6 (with density 1148 kg/m³, yield strength 43.1 MPa and 0.35 Poisson ratio) for the arms and E-glass fibre (with density 2660 kg/m³, shear modulus 30 GPa and 0.22 Poisson ratio) for the frames [1].

As for the CFD simulation, the external study excluding cavities and internal spaces was considered with laminar flow options selected for the analysis. The effect of quadcopter movement at 0° and 30° was investigated.

1. INTRODUCTION

Birds are one the most destructive to cereal farms in Nigeria and their control is of major concern. Various studies have introduced the use of aerial devices for pest control to varying degrees of success. The use of quadcopters has gained traction due to its high manoeuvrability and simple design [1]. But as the unmanned aerial vehicle (UAV) will lift the payload is of utmost importance. How much thrust it will require and the effect load will have on the structure needs to be investigated. A CAD model of the quadcopter is often used for the investigation as it is cheaper and can be rendered for various what if scenarios.

SolidWorks is used to model the drone and investigation regarding the structure and computational fluid dynamics analysis (CFD) conducted in ANSYS as provided in different literature [1-3]. The structural analysis is used to determine the stresses acting on the various components together with its resulting deformations. The CFD on the other hand reveals the effects of wind acting on the quadcopter structure. Some of the parameters obtained from flow simulation are the wind pressure, lift and drag forces acting on the quadcopter surface.

2. METHODOLOGY

The method is adopted from previous literature [1]. The model will be selected, modelled and analysis carried out as depicted in Figure 1.

The F450 was selected for this analysis, it was modelled using SolidWorks 2020 design software. The dimension specifications were obtained from product user manual and other literature [3]. The various loads were also obtained likewise, electrical components, masses were obtained from manufacturer specifications.

The study area where the quadcopter will be deployed is Bida, Niger State Nigeria. A speed of 7 m/s is suggested by Radiansyah, et al. [6] for wild life monitoring speed to be employed for UAVs, same will be adopted for the study since the drone is to be deployed for pest monitoring and control.

3. RESULTS AND DISCUSSION

3.1 Structural analysis

The maximum stress obtained on the frame is 18.51 MPa are more prevalent on the top plate as seen in Figure 2, and a minimum of 0.092 MPa recorded at the mid regions of the arms. The maximum deformation recorded is 1.62 mm along with a strain of 0.0086.

The stresses present in the arm is spread across the length of the arm towards the fixtures [7] and range from 0.0015 to 39.13 MPa. Both stresses are within the safe working stress of the components, so design is safe. The stress concentration areas are similar to those recorded in previous literature [1,7]

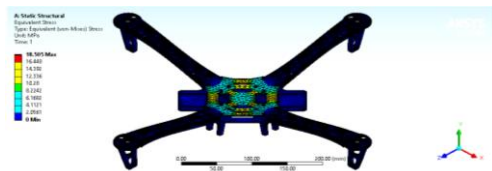


Figure 2 Frame structure results for stress analysis.

3.2 CFD analysis

The drag and lift force obtained are 1.14 N and 0.052 N respectively for the 0° flight configuration of the drone. The total pressure on the surface is determined to be 3.508×10^{-5} MPa as shown in Figure 3. The pressures are more prevalent on the arms in the same direction as the wind flow.

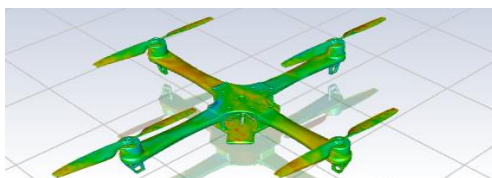


Figure 3 Total surface pressure flow simulation result.

There is an increase in the drag force to 1.78 N as the quadcopter is tilted 30°. The force becomes -0.78 N. The negative value insinuating a push downwards. This will necessitate expending more force to keep the drone hovering. Also increased is the total pressure to 3.689×10^{-5} MPa. The pressure is present more in the geometry areas with sudden changes and sharp corners (Figure 4).

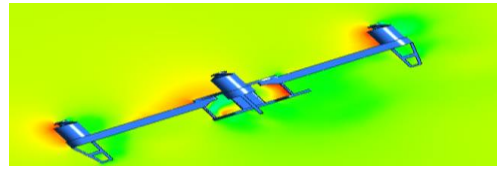


Figure 4 Pressure on sharp corners.

4. CONCLUSION

The structure of the drone selected to be deployed for bird control has been successfully analysed for suitability of purpose. The structure was modelled in SolidWorks and analysed using ANSYS Workbench simulation tools. Maximum stresses obtained are 18.51 and 39.13 MPa for the frame and arm structures, respectively. The stress is well within safe working limits for the material, therefore safe for use. The CFD flow reveal higher drag of 1.78 N during roll and pitch motions. Minimizing those movement patterns will be incorporated in designing the flight mission during operation to save battery life when drone is deployed.

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