Early Detection of Overheating in Motorcycle Disc Brakes based on Arduino

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Early Detection of Overheating in Motorcycle Disc Brakes based on Arduino

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Abstract – The braking system is very important on a motorcycle. The main function of the braking system is to slow down and even stop the motorcycle. The braking system using disc brakes on motorcycles is commonly used today, especially on automatic transmission motorcycles.. One of the disadvantages of disc brakes is the heat caused by the friction of the disc with the brake pads if you apply continuous braking. This continuous braking is often done by motorists when crossing downhill roads in mountainous areas. Excessive heat in the disc brakes causes the brake fluid to boil, resulting in air bubbles and resulting in braking failure. The failure of the braking system on a motorcycle is very dangerous for the rider and others. Experimental method is used to detect braking system failure by detecting the temperature of the disc brake with a touchless temperature sensor, MLX90614, then temperature detection is processed with Arduino as a control and the temperature is displayed on the LCD. If the disc brake temperature is above 200ºC, a buzzer is activated as a warning to the driver. The results of the test show that the system can display a temperature reading on the LCD that is lower than the thermometer gun, with the lowest reading difference of 0.2ºC and the highest 0.4ºC. The system can also display notifications to users on disc brake temperatures above 200ºC, namely at temperatures of 211.1ºC, 224.3ºC and 237.5ºC which were achieved at 200, 225 and 250 seconds.

Keywords: early detection, disc brake, MLX90614, temperature sensor, arduino

I. INTRODUCTION

The rapid development of the automotive industry and intense competition among automotive manufacturers have made automotive manufacturers competing to produce vehicles that are faster than before. Therefore we need a better braking system too. The braking system is an important device in a vehicle, especially a motorcycle. The main function of the braking system is to slow down the vehicle and even stop it. So that the speed of the vehicle can be controlled properly. The principle of the braking system is to convert kinetic energy into heat energy [**1**]. Heat energy in disc brakes is generated by the friction between the metal disc and the brake pads when it comes into contact during braking.

The brake system with disc brakes is widely used on motorcycles that use automatic transmissions. This type of motorcycle relies entirely on disc brakes to control the speed of the motorcycle. Automatic motorbikes are motorbikes that are in great demand by most people in Indonesia because of their practicality. Automatic motorbikes have been chosen because many riders find it easier and more comfortable to operate.

One of the causes of the many accidents on this automatic transmission motorcycle is the malfunction of the braking system as it should be. Braking failure often occurs in mountainous locations where there are many downhill roads. When braking is done, there is friction between the iron disc and the brake pads, causing heat. In addition, the lack of knowledge of motorcyclists in continuously braking disc brakes may result in brake failure. Because in automatic transmission motorbikes there is no engine brake plus the burden on the vehicle and the rider that must be borne by the disc brakes, over a long period of time there will be overheating of the disc brakes. Overheating of the disc brakes will result in: 1) The seal inside the caliper expands and the caliper piston jams. 2) The disc brake disc that is too hot will expand and make the surface slippery, so that the brake pads cannot grip the disc surface [**2**]. The condition of the disc brake that is too hot and constantly rubbing against the brake lining will transfer heat to the brake fluid through the piston, causing the brake fluid to boil and air bubbles form causing false air and causing the disc brake to malfunction [**3**]. The failure of this braking system is very dangerous and can have fatal consequences for the rider and others.

Arduino is known as a micro controlling device which is well known by many hardware developers. Arduino with its open-source nature that can be modified easily, supported by a large library of programs, integrated modules and a relatively low price, has now become a favorite in making various electronics and robotics projects. At this time Arduino is widely used as a control device in various fields including robotics [**4**][**5**][**6**][**7**][**8**][**9**], agriculture [**10**][**11**][**12**][**13**], and the automotive sector [**14**][**15**][**16**][**17**].

Based on the foregoing, it is necessary to make modifications to the motorcycle disc brake braking system by adding an overheat detection device using Arduino as a control which functions to provide early warning in the form of a buzzer sound to motorcyclists before the braking system failure occurs which can be fatal to the rider and other people.

A. Disk Brake Components

Today's disc brake systems are more widely used than drum brakes. This is because disc brakes have many advantages compared to drum brakes. Disc brakes are used on the front wheels only or both wheels. The disc brake components are slightly different from the drum brake components, but they still have the same function, which is to slow down or stop the motorbike. In general, the disc brake

braking system consists of several components, namely: reservoir tank, brake lever, brake pump, brake hose, brake caliper, piston, piston seal, brake pads and discs as shown in Figure. 1.

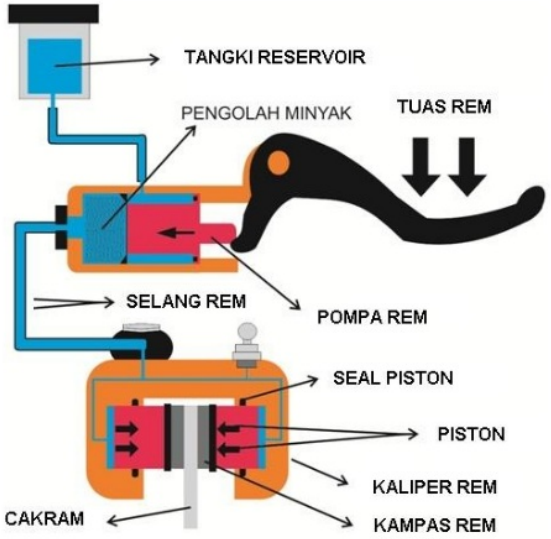

Figure 1. The components of a disc brake on a motorcycle.

The working principle of disc brakes is that when the brake lever is pressed, the pump will press the brake fluid in the reservoir tank so that pressure is passed through the brake hose to the brake caliper. Inside the brake caliper there is a piston which when there is caliper pressure, this piston will move outwards pushing the brake pads and there is friction between the brake pads and the disc, thereby reducing the vehicle speed.

This research basically measures the heat temperature at the source of the heat, namely the disc. Kinetic energy is converted into heat energy when the disc rubs against the brake lining. If you apply continuous braking, the disc will become very hot even until the disc burns as shown in Figure 2. This overheating condition can cause several problems which are considered to be the cause of the disc brake malfunction as described above.

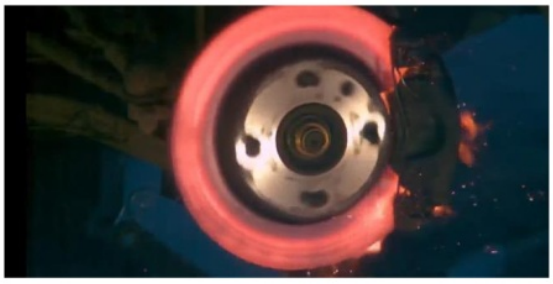

Figure 2. The disc's burning condition.

In some brands of automatic transmission motorcycles, there are those that adopt disc brakes only on the front wheels, while the rear wheels adopt drum brakes. The disc brake at the front wheel position can be seen as in Figure 3. While there are other brands that adopt disc brakes on both wheels. The position of the rear disc brake can be seen in Figure 4.

Figure 3. Disc brake in front wheel position.

Figure 4. Disc brake in rear wheel position.

In operation, disc brakes require brake fluid with the aim of providing hydraulic pressure to the brake calipers so that they can push the piston. When the piston is pushed out, the brake pads are automatically pushed towards the disc, causing friction. The brake fluid used in this study is the DOT-3 type as shown in Figure 5.

Figure 5. Minyak rem DOT-3.

This type of brake fluid was chosen because it is the type of brake fluid most commonly used by motorcyclists. This brake fluid has a dry boiling point of 205° Celsius, the lowest among other types of brake fluid such as DOT-4 and DOT-5.[**18**].

B. Sensor Module MLX90614

Overheating detection of disc brakes requires a heat sensing sensor. Due to the condition of the disc that is always rotating or in a condition that is always in motion, a heat sensor is needed which does not require direct contact with the heat source. The sensor used must be a sensor that can read the heat range below or above the boiling point of DOT-3 brake fluid. Based on this, a sensor that suits the conditions mentioned above is selected, namely the MLX90614 sensor.

The MLX90614 sensor is a non-contact infrared temperature sensor with high accuracy. This sensor operates in a voltage range of 3.6 - 5 Volts DC. The temperature of the measured object ranges from -70° C to 382.2° C with an accuracy level of 0.02°C. Measuring distance from the object 2 - 5 cm according to the page [**19**]. So that this sensor is often used in the industrial world to measure moving objects such as rotating shafts in electric motors. Due to its high accuracy and precision, this sensor can also be used in various commercial applications. Several studies that measure the accuracy of the MLX90614 sensor based on a distance from 1 - 5 cm have reported that the measured value on the sensor is smaller than the mercury thermometer with a range of 4.4° C at 1 cm and 8.64° C at a distance of 5 cm when the object temperature indicates 50°C according to the mercury thermometer[**20**]. As an illustration of the MLX90614 non-contact temperature sensor as in Figure 6 below.

Figure 6. MLX90614 temperature sensor.

C. Arduino Uno

The Arduino uno which is used as a controller in this study operates at a voltage of 5 volts DC, the recommended input voltage is 7-12 volts DC but the input voltage limit that can be tolerated is between 6-20 volts DC, the Atmega328P microcontroller, 14 digital I / O pins available, 6 pins PWM, 6 pins Analog input, with each pin having a current of 20mA. The Arduino uno has a clock speed of 16MHz and has 32 KB of flash memory, 2 KB of SRAM and 1 KB of EEPROM. This Arduino uno was chosen because the motorbike has a working voltage of 12 - 13.6 volts DC so it is still compatible when used as an Arduino uno input voltage. As an illustration of the Arduino Uno controller board, it can be seen in Figure 7.

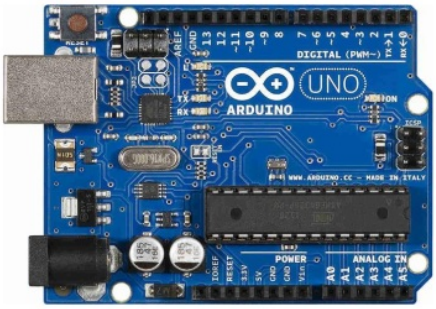

Figure 7. Arduino Uno controller board.

D. LCD 16x2 Module

To display research data from the Arduino controller board independently, a data display module is needed, namely a 16x2 LCD (Liquid Crystal Display). This module uses liquid crystal material to display data in the form of numbers, letters and images. This module is actually easy to find in everyday life, for example on gamebots, calculators and even television. This 16x2 LCD consists of 16 columns and 2 rows, is equipped with backlight lamps, has 192 characters, can be addressed with 4 bits or 8 bits, and there is also a programmed character generator. As an illustration of this 16x2 LCD can be seen in Figure 8 below.

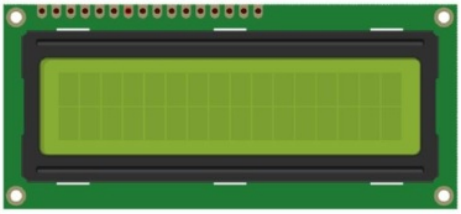

Figure 8. LCD 16x2 module.

The 16x2 LCD module is the easiest medium for observing the display of control results from the Arduino board, because it produces a lot of good character displays. The 16x2 LCD is capable of outputting 32 characters at a time consisting of 16 characters in the first and second lines.

E. I2C (Inter Integrated Circuit) Module

In general, this 16x2 LCD has 16 control pins for operation. This is of course very wasteful using Arduino pins. Therefore it is necessary to add a special module to control this 16x2 LCD so that it can be controlled via the I2C (Inter Integrated Circuit) line. By using this I2C module, the 16x2 LCD can be controlled via just 2 pins, namely SDA (Serial Data) and SCL (Serial Clock) so that it can save the use of Arduino pins. This I2C module is a two-way serial communication standard that is specifically designed to use two separate channels to send and receive data. The I2C system carries information from the I2C to the controller via SDA and SCL channels. The device connected to this I2C module can be

operated as a master or slave. It is called the master because this device initiates data transfer on the I2C bus by forming a start signal and ending data transfer by forming a stop signal and generating a clock signal. Meanwhile, it is called a slave because the device is the device the master is pointing at. As an illustration of the I2C module can be seen in Figure 9 below.

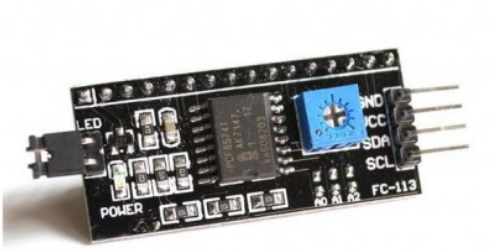

Figure 9. I2C LCD *interface*.

F. Buzzer

Buzzer is a component that can emit sound vibrations in the form of sound waves that can be heard by humans. The basic principle of the buzzer is to convert electrical signals into sound vibrations. In principle, it resembles a loud speaker but has a simpler function. Buzzer used in everyday life is generally used as an alarm. There are two types of buzzer, namely an active buzzer, namely a buzzer that has its own voice and a passive buzzer that does not have its own sound so an oscillator circuit is needed to generate the buzzer sound waves.

In this research, the buzzer used is an active buzzer. In order to emit sound waves, this active buzzer is sufficient to be fed with a voltage of 5 volts DC. As an illustration of this active buzzer can be seen in Figure 10 below.

Figure 10. Active buzzer.

II. RESEARCH METHODOLOGY

This study was designed using an experimental research model through the following stages:

1) Problem Identification: At this stage the identification of the problem is carried out by conducting a literature study to determine what will be the core of this research.

2) Model Design: This stage is very important in realizing the real system. The purpose of designing the model is to plan the design of hardware and software in accordance with the specifications and workings of the system to be made, so that work and cost efficiency can be achieved.

3) Model Testing: At this stage, testing of the model that has been designed will be carried out. The purpose of this test is to ascertain whether the model that has been designed is in accordance with what is desired and to anticipate any errors that may occur in its implementation.

4) Conclusion Conclusions are drawn based on the analysis or interpretation of the data from the model testing that has been done.

III. RESULT AND DISCUSSION

A. Hardware Design

This research starts from hardware design followed by software design. The hardware design of overheating detection of motorbike disc brakes can be seen in Figure 11 below..

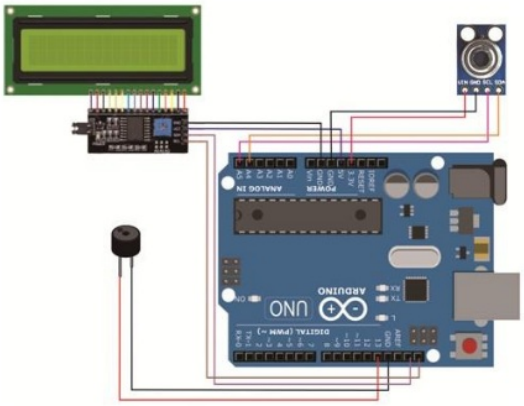

Figure 11. Hardware design.

The system detects heat from the disc via the MLX90614 non-contact temperature sensor. Data from the temperature sensor is sent to Arduino via an analog pin. The data from the sensor is then processed by Arduino and then displayed on the LCD via the SDA and SCL serial pins to the I2C module. When the temperature exceeds the maximum allowable limit, Arduino will activate digital pin 13 with the aim of sounding the buzzer.

B. Software Design

Software design is the definition of functional requirements and preparation for the design of a system. System design can be defined as depiction, planning and sketching or arrangement of several separate elements into a complete and functional unit, including system block diagrams, system flowcharts, user interface design, and database design.

A microcontroller based system, cannot operate based only on the design of hardware components, but also requires a sequence of instructions known as a program. Designing a software based on a microcontroller system must be in

accordance with the working principles of the system being built. Flowcharts are generally used to describe the sequence of instructions in detail and the relationship between one instruction and another. The design of overheating detection software for motorcycle disc brakes can be found via the flowchart in Figure 12 below.

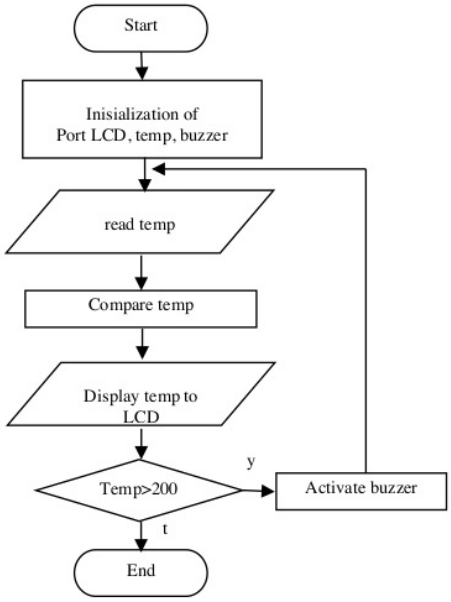

Figure 12. Software design flowchart.

After the hardware and software design stage is complete, it is continued with the implementation stage. This implementation stage is the stage of translating the results of designing hardware and software. Next, the testing phase is carried out which aims to determine the performance of the system being built.

C. *Hardware Implementation*

Hardware implementation is the stage of implementing hardware in accordance with the plans that have been made so that the system works according to its needs and functions. Hardware consists of several modules and basic electronic components. Hardware is arranged according to the function of the software, so that it can be connected to one another.

The hardware implementation stage consists of an Arduino UNO, an MLX90614 temperature sensor, an active buzzer, an LCD module, and an I2C module. The parts of this hardware are interconnected and integrated according to the requirements and functions of the disc brake heat detection.

Figure 13. Implementasi perangkat keras sistem.

D. *Software Implementation*

The software implementation consists of a sequence of instructions on the Arduino IDE which aims to read data from the temperature sensor, process sensor data, display sensor data on the LCD and sound the buzzer as can be seen in the program listing below.

```
#include <LiquidCrystal_I2C.h>
#include <Wire.h>
#include <Adafruit_MLX90614.h>
Adafruit_MLX90614 mlx = Adafruit_MLX90614();
LiquidCrystal_I2C lcd = LiquidCrystal_I2C(0x27,16,2);
int buzzer=13; //pin untuk buzzer
void setup() {
Serial.begin(9600);
lcd.init();
lcd.backlight();
pinMode(buzzer, OUTPUT);
lcd.setCursor(0,0);
lcd.print("Deteksi");
lcd.setCursor(0,1);
lcd.print("Suhu Piringan");
delay(5000);
lcd.clear();
mlx.begin();
}
void loop() {
float objek = mlx.readObjectTempC();
  if (objek >=200){
  buzzer_on();
lcd.setCursor(0,1);
    lcd.print("Suhu Tinggi");
    buzzer_off();
  }
  else if (objek <200){
  buzzer_off();
lcd.clear();
lcd.setCursor(0,1);
    lcd.print("Suhu Rendah");
  }
```

```
lcd.setCursor(0,0);
  lcd.print("Suhu =" );
lcd.setCursor(7,0);
  lcd.print(objek);
  lcd.print(char(0xdf));
  lcd.print("C");
}
void buzzer_on (){
digitalWrite(buzzer, HIGH);
delay(1000);
}
void buzzer_off (){
digitalWrite(buzzer, LOW);
delay(1000);
}
```

E. System Testing

Testing of the system aims to test the capabilities of the system based on predetermined specifications. Testing of this system is carried out on the capabilities of the system, namely::

1) System accuracy in detecting disc brake heat..
2) System ability to display temperature to LCD.
3) The system's ability to display notifications by sounding the buzzer according to the specified temperature.

Figure 14. Testing with an electric motor.

System testing is done by using an electric motor 1 HP 2800 rpm as a substitute for the rotation of the wheels. Testing of this system is carried out by being given a fixed braking load and then the electric motor is rotated regularly at a speed of 2800 rpm. The distance between the sensor and the disc is 5 cm. As a comparison of measurement accuracy, another tool is used in the form of a thermometer gun to find out the difference in the measurement results of the system on the LCD screen with a thermometer gun. Then the disc brake heat is detected periodically every 25 seconds. The results of testing with an electric motor can be seen in table 1 below.

TABLE 1.
SYSTEM TESTING RESULTS

No.	Time second	Thermo-meter Gun °C	Tempe-rature Sistem (LCD) °C	difference °C	Buzzer
1	25	94,7	94,5	0,2	*off*
2	50	121,3	120,9	0,4	*off*
3	75	143,4	143,1	0,3	*off*
4	100	164,8	164,4	0,4	*off*
5	125	177,2	176,8	0,4	*off*
6	150	186,7	186,5	0,2	*off*
7	175	197,3	196,9	0,4	*off*
8	200	211,5	211,1	0,4	*on*
9	225	224,6	224,3	0,3	*on*
10	250	237,9	237,5	0,4	*on*

IV. CONCLUSION

From the results of the trials conducted, it shows that the results of designing hardware and software for overheating detection of Arduino-based motorcycle disc brakes can be summarized as follows.

The system is able to display temperature detection into the LCD and the detection of disc heat generated by the system has a difference with the thermo gun of at least 0.2°C and a maximum of 0.4°C, greater value on the thermometer gun.

The system is able to issue notifications in the form of a buzzer sound at system temperatures of 211.1°C, 221.3°C and 237.5°C which were achieved at 200, 225 and 250 seconds.

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