**CONTENTS**

[1. INTRODUCTION 1](#_Toc294178036)

[1.1 CONVENTIONAL AUTOMOTIVE AIR CONDITIONING 2](#_Toc294178037)

[1.1.1 Compressor 2](#_Toc294178038)

[1.1.2 Condenser 3](#_Toc294178039)

[1.1.3 Receiver- Drier 4](#_Toc294178040)

[1.1.4 Expansion Valve 4](#_Toc294178041)

[1.1.5 Evaporator and Blower 5](#_Toc294178042)

[1.2 SHOCK ABSORBER 5](#_Toc294178043)

[1.2.1 Twin- Tube Shock Absorber 6](#_Toc294178044)

[1.2.2 Mono- Tube Shock Absorber 8](#_Toc294178045)

[2. MODIFIED SHOCK ABSORBER 10](#_Toc294178046)

[3. ON-ROAD OPERATIONAL CHARACTERISTICS OF AN AUTOMOBILE SUSPENSION 11](#_Toc294178047)

[3.1 Light Dependent Resistors 11](#_Toc294178048)

[3.2 Electronic Sensor 11](#_Toc294178049)

[3.3 Computer interface Circuit 12](#_Toc294178050)

[4. OBSERVATIONS 14](#_Toc294178051)

[4.1 Results 15](#_Toc294178052)

[4.2 Energy Absorbed in the suspension system 15](#_Toc294178053)

[5. DESIGN OF THE EXPERIMENTAL SETUP 16](#_Toc294178054)

[5.1 Calculation of Optimum Pressure after compression 16](#_Toc294178055)

[5.2 Calculation of Clearance Volume 17](#_Toc294178056)

[5.3 Piston Head 18](#_Toc294178057)

[5.4 Power Required by the Motor 19](#_Toc294178058)

[5.5 Speed Reduction Using Belt Drive 20](#_Toc294178059)

[5.6 Crank and crankshaft 21](#_Toc294178060)

[5.7 Storage Tank 21](#_Toc294178061)

[5.8 Heat exchanger 22](#_Toc294178062)

[6. EXPERIMENTAL SETUP 24](#_Toc294178063)

[6.1 Specification of the Experimental Setup 25](#_Toc294178064)

[7. RESULT 26](#_Toc294178065)

[7.1 Cooling capacity and COP 26](#_Toc294178066)

[8. CONCLUSION 27](#_Toc294178067)

[9. APPENDIX 28](#_Toc294178068)

[9.1 Performance of conventional automotive air conditioning system 28](#_Toc294178069)

[10. REFERENCES 29](#_Toc294178070)