RFS	FAF	RCH	AR	ELCL F
ILJ		VCI I		

OPEN ACCESS

# Supervised Machine Learning Algorithms for Vehicles Reliability Performance

V. Raghu Ram Chowdary<sup>[1]</sup>, G. Tejaswini<sup>[2]</sup>, E. Divya<sup>[3]</sup>, K. Adity<sup>[4]</sup>, M. Varjan Babu<sup>[5]</sup>

<sup>[1]</sup> Assistant Professor, Department of Information Technology,

<sup>[2], [3], [4], [5],</sup> Student, Department of Information Technology, Seshadri Rao Gudlavalleru Engineering College

## ABSTRACT

It is an important to analysis the factors using number of well-known approaches of machine learning algorithms like linear regression, decision tree and random forest to improve the vehicle performance efficiency. And here we consider a performance in mileage.

Keywords: Machine learning, Random forest, Performance, KNN, SVM

#### I. INTRODUCTION

Predicting the performance level of cars is an important and interesting problem. The main goal of the current study is to predict the performance of the car to improve certain behaviour of the vehicle. This can significantly help to improve the systems fuel consumption and increase the efficiency. The performance analysis of the car based on the engine type, no of engine cylinders, fuel type and horsepower etc. These are the factors on which the health of the car can be predicted. It is an on-going process of obtaining, researching, analysing and recording the health based on the above three factors. The performance objectives like mileage, dependability, flexibility and cost can be grouped together to play a vital role in prediction engine and engine management

system. This approach is the very important step towards understanding the vehicles performance.

# II. DATA SET

The Kaggle website hosts the dataset that is used for predicting the performance. This study's classification objective is to determine the performance of the car. Jupyter Notebook, a more adaptable and potent data science application software, is used to conduct the data analysis in Python programming. There are various phases in determining the performance of car, and those stages are mentioned in the form of methodology in the diagram below, which summarizes the methodology of the complete procedure.



## 2.1. METHODOLOGY

## **2.2. EXISTING METHOD**

In the existing system use only decision tree model algorithm to develop this model and it produce low accuracy and it is the time taken to predict the result is more.

## **2.3. PROPOSED METHOD**

The proposed system consists of main components. Firstly Random Forest Model is used to obtain feature importance to train the model with top features. After the model is trained, the URL features are extracted to obtain the features of different layers in the network.

We imported all the required libraries and packages, including keras, tensor flow, matplotlib, numpy, etc., in the first stage. We must load the dataset and process the dataset after importing the libraries. Here the user uploads the dataset and then the system read that and train the data and then test the data and then at last it will predict the result using applied model and displays on the screen.

The datasets are imported, the null valued columns are dropped and the columns are labelled. The dataset consists of different features that are to be taken into consideration while determining a website URL as legitimate or phishing. Follow the commands as shown:

datas=pd.read\_csv(r"C:\Users\HP\Downloads\car performance-dataset.csv")

	mpg	cylinders	displacement	horsepower	weight	acceleration	model year	origin	car name
0	18.0	8	307.0	130	3504	12.0	70	1	chevrolet chevelle malibu
1	15.0	8	350.0	165	3693	11.5	70	1	buick skylark 320
2	18.0	8	318.0	150	3436	11.0	70	1	plymouth satellite
3	16.0	8	304.0	150	3433	12.0	70	1	amc rebel sst
4	17.0	8	302.0	140	3449	10.5	70	1	ford torino

## PRE-PROCESS THE DATASET TO GET THE PROPER TRAINING SET:

In this activity we will find whether there are any null values present in 'data\_website'.

<pre>datas.isnull()</pre>	datas.isnull().any()				
mpg	False				
cylinders	False				
displacement	False				
horsepower	False				
weight	False				
acceleration	False				
model year	False				
origin	False				
car name	False				
dtype: bool					

#### **IDENTIFYING INDEPENDENT & DEPENDENT VARIABLES:**

In this activity, the dependent and independent variables are to be identified.

The last column (Result) in the dataset is the dependent variable which is dependent on the 30 different factors. The independent columns are considered as x and the dependent column as y.

```
x=datas.iloc[:,1:8].values
y=datas.iloc[:,0].values
```

## **SPLITTING THE DATA:**

After identifying the dependent and independent variables, the dataset now has to be split into two sets, one set is used for training the model and the second set is used for testing how good the model is built. The split ratio we consider is 80% for training and 20% for testing.

from sklearn.model\_selection import train\_test\_split
x\_train,x\_test,y\_train,y\_test=train\_test\_split(x,y,test\_size=0.2,random\_state=0)

## START BUILDING MACHINE LEARNING MODEL:

There are several Machine learning algorithms to be used depending on the data you are going to process such as images, sound, text, and numerical values. The algorithms can be chosen according to the objective. As the dataset which we are using is a Classification dataset so you can use the following algorithms

- Logistic Regression
- Random Forest Regression / Classification
- Decision Tree Regression / Classification
- K-Nearest Neighbours
- Support Vector Machine

You will need to train the datasets to run smoothly and see an incremental improvement in the prediction rate.

# CHOOSE THE APPROPRIATE MODEL

Working with Standard scaler model

**Step 1:** Here, we will be initially considering the Standard scaler model and fit the data.

```
from sklearn.preprocessing import StandardScaler
sd=StandardScaler()
x_train=sd.fit_transform(x_train)
x_test=sd.fit_transform(x_test)
```

Step 2:

from sklearn.ensemble import RandomForestRegressor d=RandomForestRegressor(n\_estimators=30,random\_state=0) d.fit(x\_train,y\_train)

RandomForestRegressor(n\_estimators=30, random\_state=0)

## **CHECK THE METRICS OF THE MODEL:**

Here we will be evaluating the model built. We use the test set for evaluation. The test set is given to the model for prediction and prediction values are stored in another variable called y\_pred.

The actual and predicted values are compared to know the accuracy of the model using the accuracy\_score function from sklearn.metrics package.

Follow the below steps to find the accuracy of the model.

```
y_pred=d.predict(x_test)
y_pred
array([14.3833333, 24.25666667, 14.21666667, 20.56666667, 18.4733333,
30.21666667, 34.6333333, 21.15 , 16.3033333, 25.76 ,
36.60333333, 36.27 , 19.53666667, 27.3233333, 16.54333333,
32.9933333, 28.3233333, 27.49666667, 17.03 , 35.82 ,
16.4733333, 23.54 , 23.16666667, 20.7 , 33.69666667,
26.45 , 33.79666667, 30.3733333, 31.93666667, 16.5733333,
20.26666667, 32.99 , 19.79666667, 34.0833333, 20.85666667,
25.02 , 19.6533333, 17.14 , 34.7833333, 12.76666667,
25.02 , 19.6533333, 17.14 , 34.7833333, 12.76666667,
25.02 , 19.6533333, 17.14 , 34.7833333, 12.76666667,
25.02 , 19.6533333, 16.5066667, 23.38 , 29.8833333,
22.68666667, 20.5433333, 16.5066667, 23.38 , 29.8833333,
34.31666667, 26.5 , 17.63 , 27.7833333, 15.9666667,
12.96666667, 18.86666667, 21.6 , 13.46666667,
15.3333333, 14.2 , 18.9033333, 24.72666667, 14.21666667,
34.87666667, 13.25 , 22.96666667, 18.77666667, 23.833333,
32.16666667, 28.17666667, 31.2366667, 31.94 , 14.35 ])
```

import pickle
pickle.dump(d,open(r'C:\Users\HP\Downloads\regression.pkl','wb'))

from sklearn.metrics import r2\_score
accuracy=r2\_score(y\_test,y\_pred)
accuracy

0.8914224071232417

## III. RESULTS

The app.py page when run on the Spyder application will produce an url as output.

- URL should be copied and placed on an web browser.
- Then the phishing detection page gets opened.





## **IV.** CONCLUSION

With the help of this model users can easily predict their performance quickly.The results will display whether the car have better performance or not by taking some test values like accurate value.Present world is running towards Machine Learning so,The future scope for this model is very high because by following some simple procedure only we are getting the disease prediction results. This model makes the user work easy by predicting the results quickly.

## REFERENCES

1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept development and automotive design. Design Studies. 2003;24(2):135-53. Beccaria M, Buresti G, Ciampa A, 3. Lombardi G, Gentzsch W, Paap H-G, et al. High-performance road-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. Shojaefard MH, Goudarzi K, Fotouhi H. 4. Numerical Study of Airfl ow around Vehicle A-pillar Region and Windnoise Generation Prediction. American Journal of Applied Sciences. 2009;6(2):276-84. 5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II (STISWB II); 2010 13-14 August 2010; Quang Binh University, Viet Nam. 6. Kunanoppadon J. Thermal effi ciency of a combined turbocharger set with gasoline engine. American Journal of Engineering and Applied Sciences. 2010;3(2):342-9. 7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with antilock braking systems. Safety Science. 2006;44(10): 905-17. 8. Ramos JC, Rivas A, Biera J, Sacramento G, Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11-12):1836-53.

9. Summala H, Lamble D, Laakso M. Driving experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7. 10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring for applications. automotive Materials & Design. 2010;31(1):475-84. 1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept development and automotive design. Design Studies. 2003;24(2):135-53. 3. Beccaria M, Buresti G, Ciampa A, Lombardi G, Gentzsch W, Paap H-G, et al. High-performance road-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. 4. Shojaefard MH, Goudarzi K, Fotouhi H. Numerical Study of Airfl ow around Vehicle A-pillar Region and Windnoise Generation Prediction. American Journal of Applied Sciences. 2009;6(2):276-84. 5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II (STISWB II); 2010 13-14 August 2010; Quang Binh University, Viet Nam. Kunanoppadon J. Thermal effi ciency of a 6. combined turbocharger set with gasoline engine. American Journal of Engineering and Applied Sciences. 2010;3(2):342-9. 7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with

antilock braking systems. Safety Science. 2006;44(10): 905-17.

8. Ramos JC, Rivas A, Biera J, Sacramento G, 2010;3(2):342-9. Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11-12):1836-53. 9. Summala H, Lamble D, Laakso M. Driving experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7. 10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring 9. for automotive applications. Materials & Design. 2010;31(1):475-84. 1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept for development and automotive design. Design Studies. 2003;24(2):135-53. 3. Beccaria M, Buresti G, Ciampa A, Lombardi G, Gentzsch W, Paap H-G, et al. High-performance 29 road-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. Shojaefard MH, Goudarzi K, Fotouhi H. 4. Numerical Study of Airfl ow around Vehicle A-pillar Region and Windnoise Generation Prediction. American Journal of Applied Sciences. 2009;6(2):276-84. 5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II (STISWB II); 2010 13-14 August 2010; Quang Binh University, Viet Nam. 6. Kunanoppadon J. Thermal effi ciency of a combined turbocharger set with gasoline engine. American Journal of Engineering and Applied Sciences.

7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with antilock braking systems. Safety Science. 2006;44(10): 905-17. 8. Ramos JC, Rivas A, Biera J, Sacramento G, Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11–12):1836-53. Summala H, Lamble D, Laakso M. Driving experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7. 10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring automotive applications. Materials & Design. 2010;31(1):475-84. The Concept to Measure the Overall Car Performance Vol 32, No1, January-February 2013 11. Gündodu Ö. Optimal seat and suspension design for a quarter car with driver model using genetic algorithms. International Journal of Industrial Ergonomics. 2007;37(4):327-32. 12. Kitada M, Asano H, Kanbara M, Akaike S. Development of automotive air-conditioning system basic performance simulator: CFD technique development. JSAE Review. 2000:21(1):91-6. Friedrich R, Richter G. Performance 13. requirements of automotive batteries for future car electrical systems. Journal of Power Sources. 1999;78(1-2):4-11. 14. Jahirul MI, Masjuki HH, Saidur R, Kalam MA, Jayed MH, Wazed MA. Comparative engine performance and emission analysis of CNG and gasoline in a

retrofi tted car engine. Applied Thermal Engineering.

2010;30(14-15):2219-26. 15. Sørensen B. Assessing current vehicle performance and simulating the performance of hydrogen and hybrid cars. International Journal of Hydrogen Energy. 2007;32(10-11):1597-604. 16. Ibusuki U, Kaminski PC. Product development process focus with value on engineering and target-costing: A case study in an automotive International Journal company. of Production Economics. 2007;105(2):459-74. 17. Sprei F, Karlsson S, Holmberg J. Better performance or lower fuel consumption: Technological development in the Swedish new car fl eet 1975-2002. Transportation Research Part D: Transport and Environment. 2008;13(2):75-85. 18. Heywood JB. Internal Combustion Engine Fundamentals: McGraw-Hill, Inc.; 1988. 19. Ferguson CR, Kirkpatrick AT. Internal Combustion Engine: Applied Thermosciences. 2nd ed: John Wilay & Sons, Inc.; 2001. 20. Pulkrabek WW. Engineering Fundamentals of the Internal Combustion Engine. 2nd ed: Pearson Prantice-Hall, Pearson Education, Inc.; 2004. 21. Hountalas DT. Prediction of marine diesel engine performance under fault con 1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept development and automotive design. Design Studies. 2003:24(2):135-53. Beccaria M, Buresti G, Ciampa A, 3. Lombardi G, Gentzsch W, Paap H-G, et al. High-performance road-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. Shojaefard MH, Goudarzi K, Fotouhi H. 4. Numerical

Study of Airfl ow around Vehicle A-pillar Region and Windnoise Generation Prediction. American Journal of Applied Sciences. 2009;6(2):276-84. 5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II (STISWB II); 2010 13-14 August 2010; Quang Binh University, Viet Nam. Kunanoppadon J. Thermal effi ciency of a 6. combined turbocharger set with gasoline engine. American Journal of Engineering and Applied Sciences. 2010;3(2):342-9. 7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with antilock braking systems. Safety Science. 2006;44(10): 905-17. 8. Ramos JC, Rivas A, Biera J, Sacramento G, Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11-12):1836-53. Summala H, Lamble D, Laakso M. Driving 9. experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7. 10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring for automotive applications. Materials & amp; Design. 2010;31(1):475-84. The Concept to Measure the Overall Car Performance 29 Vol 32, No1, January-February 2013 11. Gündodu Ö. Optimal seat and suspension design

for a quarter car with driver model using genetic

algorithms. International Journal of Industrial Ergonomics. 2007;37(4):327-32. 12. Kitada M, Asano H, Kanbara M, Akaike S. Development of automotive air-conditioning system basic performance simulator: CFD technique development. JSAE Review. 2000;21(1):91-6. 13. Friedrich R, Richter G. Performance requirements of 3. automotive batteries for future car electrical systems. Journal of Power Sources. 1999;78(1-2):4-11. 14. Jahirul MI, Masjuki HH, Saidur R, Kalam MA, Jayed MH, Wazed MA. Comparative engine performance and emission analysis of CNG and gasoline in a retrofi tted car engine. Applied Thermal 4. Engineering. 2010;30(14-15):2219-26. Sørensen B. Assessing current vehicle 15. performance and simulating the performance of hydrogen and hybrid cars. International Journal of Hydrogen Energy. 2007;32(10-11):1597-604. 16. Ibusuki U, Kaminski PC. Product development process with focus on value engineering and target-costing: A case 14 study in an automotive company. International Journal of 6. Production Economics. 2007;105(2):459-74. 17. Sprei F, Karlsson S, Holmberg J. Better performance or lower fuel consumption: Technological development in the Swedish new car fl eet 1975-2002. Transportation Research Part D: Transport and Environment. 2008;13(2):75-85. 18. Heywood JB. Internal Combustion Engine Fundamentals: McGraw-Hill, Inc.; 1988. 19. Ferguson CR, Kirkpatrick AT. Internal Combustion Engine: Applied Thermosciences. 2nd ed: John Wilay & Sons, Inc.; 2001. 20. Pulkrabek WW. Engineering Fundamentals of the Internal Combustion Engine. 2nd ed: Pearson Prantice-Hall, Pearson Education, Inc.; 2004.

21. Hountalas DT. Prediction of marine diesel engine performance under fault con References 1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept development and automotive design. Design Studies. 2003;24(2):135-53. Beccaria M, Buresti G, Ciampa A, Lombardi G, Gentzsch W, Paap H-G, et al. High-performance road-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. Shojaefard MH, Goudarzi K, Fotouhi H. Numerical Study of Airfl ow around Vehicle A-pillar Region and Windnoise Generation Prediction. American Iournal of Applied Sciences. 2009;6(2):276-84. 5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II (STISWB II); 2010 13-August 2010; Quang Binh University, Viet Nam. Kunanoppadon J. Thermal effi ciency of a combined turbocharger with gasoline engine. set American Journal of Engineering and Applied Sciences. 2010;3(2):342-9. 7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with antilock braking systems. Safety Science. 2006;44(10): 905-17. 8. Ramos JC, Rivas A, Biera J, Sacramento G, Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11-12):1836-53.

9. Summala H, Lamble D, Laakso M. Driving experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7. 10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring for applications. automotive Materials & Design. 2010;31(1):475-84. The Concept to Measure the Overall Car Performance 29 Vol 32, No1, January-February 2013 11. Gündodu Ö. Optimal seat and suspension design for a quarter car with driver model using genetic algorithms. International Journal of Industrial Ergonomics. 2007;37(4):327-32. 12. Kitada M, Asano H, Kanbara M, Akaike S. Development of automotive air-conditioning system basic performance simulator: CFD technique development. JSAE Review. 2000;21(1):91-6. Friedrich R, Richter G. Performance 13. requirements of automotive batteries for future car electrical systems. Journal of Power Sources. 1999;78(1-2):4-11. 14. Jahirul MI, Masjuki HH, Saidur R, Kalam MA, Jayed MH, Wazed MA. Comparative engine performance and emission analysis of CNG and gasoline in a retrofi tted car engine. Applied Thermal Engineering. 2010;30(14-15):2219-26. Sørensen B. Assessing current vehicle 15. performance and simulating the performance of hydrogen and hybrid cars. International Journal of Hydrogen Energy. 2007;32(10-11):1597-604. 16. Ibusuki U, Kaminski PC. Product development process with focus value on engineering and target-costing: A case study in an automotive company. International Journal of Production

Economics. 2007;105(2):459-74. 17. Sprei F, Karlsson S, Holmberg J. Better performance or lower fuel consumption: Technological development in the Swedish new car fl eet 1975–2002. Transportation Research Transport Part D: and Environment. 2008;13(2):75-85. 18. Heywood JB. Internal Combustion Engine Fundamentals: McGraw-Hill, Inc.; 1988. 19. Ferguson CR, Kirkpatrick AT. Internal Combustion Engine: Applied Thermosciences. 2nd ed: John Wilay & Sons, Inc.; 2001. 20. Pulkrabek WW. Engineering Fundamentals of the Internal Combustion Engine. 2nd ed: Pearson Prantice-Hall, Pearson Education, Inc.; 2004. 21. Hountalas DT. Prediction of marine diesel engine performance under fault conditions. Applied Thermal Engineering. 2000;20(18):1753-83. 22. Kunanoppadol J. Calculation for Automotive Engineering: Mechanical engineering, Faculty of engineering and industrial technology, Silpakorn university, Thailand; 2009. 23. Yamin JAA, Dado MH. Performance simulation of a four-stroke engine with variable stroke-length and compression ratio. Applied Energy. 2004;77(4): 447-63. 24. Crouse WH, Anglin DL. Automotive Engines. 8th ed: Glancoe Division of Macmillan/McGraw-Hill School Publishing Company; 1994. 25. Brundell-Freij K, Ericsson E. Infl uence of street characteristics, driver category and car performance on urban driving patterns. Transportation Research Part D: Transport and Environment. 2005;10(3): 213-29. 26. Serrano L, Carreira V, Câmara R, da Silva MG. On-road performance comparison of two identical

cars consuming petrodiesel and biodiesel. Fuel Processing Technology. 2012(0). 27. Tan CH, Tan KC, Tay A. Computationally effi cient behaviour based controller for real time car racing simulation. Expert Systems with Applications. 2010;37(7):4850-9. 28. Ganesan V. Internal COmbustion Engine. 2 nd ed: Tata McGraw-Hill Publishing, Co., Ltd.; 2004. 29. Ford. Fiesta Specifi cation Data. Thailand: Ford Sales & Service (Thailand) Co., Ltd.; 2012 References 1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept development and automotive design. Design Studies. 2003;24(2):135-53. 3. Beccaria M, Buresti G, Ciampa A, Lombardi G, Gentzsch W, Paap H-G, et al. High-performance road-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. 4. Shojaefard MH, Goudarzi K, Fotouhi H. Numerical Study of Airfl ow around Vehicle A-pillar Region and Windnoise Generation Prediction. American Journal of Applied Sciences. 2009;6(2):276-84. 5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II (STISWB II); 2010 13-14 August 2010; Quang Binh University, Viet Nam. 6. Kunanoppadon J. Thermal effi ciency of a combined turbocharger engine. set with gasoline American Journal of Engineering and Applied Sciences. 2010;3(2):342-9.

7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with antilock braking systems. Safety Science. 2006;44(10): 905-17. 8. Ramos JC, Rivas A, Biera J, Sacramento G, Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11-12):1836-53. Summala H, Lamble D, Laakso M. Driving 9. experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7. 10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring for applications. automotive Materials & Design. 2010;31(1):475-84. The Concept to Measure the Overall Car Performance 29 Vol 32, No1, January-February 2013 11. Gündodu Ö. Optimal seat and suspension design for a quarter car with driver model using genetic algorithms. International Journal of Industrial Ergonomics. 2007;37(4):327-32. 12. Kitada M, Asano H, Kanbara M, Akaike S. Development of automotive air-conditioning system basic performance simulator: CFD technique development. JSAE Review. 2000;21(1):91-6. Friedrich R. Richter G. Performance 13. requirements of automotive batteries for future car electrical systems. Journal of Power Sources. 1999;78(1–2):4-11. 14. Jahirul MI, Masjuki HH, Saidur R, Kalam MA, Jayed MH, Wazed MA. Comparative engine performance and emission analysis of CNG and gasoline in a retrofi tted car engine. Applied Thermal Engineering. 2010;30(14-15):2219-26.

15. Sørensen B. Assessing current vehicle performance and simulating the performance of hydrogen and hybrid cars. International Journal of Hydrogen Energy. 2007;32(10-11):1597-604. 16. Ibusuki U, Kaminski PC. Product development process with focus on value engineering and target-costing: A case study in an automotive company. International Journal of Production Economics. 2007:105(2):459-74. Sprei F, Karlsson S, Holmberg J. Better 17. performance or lower fuel consumption: Technological development in the Swedish new car fl eet 1975-2002. Transportation Research Part D: Transport and Environment. 2008;13(2):75-85. 18. Heywood JB. Internal Combustion Engine Fundamentals: McGraw-Hill, Inc.; 1988. 19. Ferguson CR, Kirkpatrick AT. Internal Combustion Engine: Applied Thermosciences. 2nd ed: John Wilay & Sons. Inc.: 2001. 20. Pulkrabek WW. Engineering Fundamentals of the Internal Combustion Engine. 2nd ed: Pearson Prantice-Hall, Pearson Education, Inc.; 2004. 21. Hountalas DT. Prediction of marine diesel engine performance under fault conditions. Applied Thermal Engineering. 2000;20(18):1753-83. 22. Kunanoppadol J. Calculation for Automotive Engineering: Mechanical engineering, Faculty of engineering and industrial technology, Silpakorn university, Thailand; 2009. 23. Yamin JAA, Dado MH. Performance simulation of a four-stroke engine with variable stroke-length and compression ratio. Applied Energy. 2004;77(4): 447-63. 24. Crouse WH, Anglin DL. Automotive Engines. 8th ed:

Glancoe Division of Macmillan/McGraw-Hill School Publishing Company; 1994. 25. Brundell-Freij K, Ericsson E. Infl uence of street characteristics, driver category and car performance on urban driving patterns. Transportation Research Transport and Part D: Environment. 2005;10(3): 213-29. 26. Serrano L, Carreira V, Câmara R, da Silva MG. On-road performance comparison of two identical cars consuming petrodiesel and biodiesel. Fuel Processing Technology. 2012(0). 27. Tan CH, Tan KC, Tay A. Computationally effi cient behaviour based controller for real time car racing simulation. Expert Systems with Applications. 2010;37(7):4850-9. 28. Ganesan V. Internal COmbustion Engine. 2 nd ed: Tata McGraw-Hill Publishing, Co., Ltd.; 2004. 29. Ford. Fiesta Specifi cation Data. Thailand: Ford Sales & Service (Thailand) Co., Ltd.; 2012 1. Tovey M. Intuitive and objective processes in automotive design. Design Studies. 1992;13(1):23-41. 2. Tovey M, Porter S, Newman R. Sketching, concept development and automotive design. Design Studies. 2003;24(2):135-53. 3. Beccaria M, Buresti G, Ciampa A, Lombardi G, Gentzsch W, Paap H-G, et al. Highperformanceroad-vehicle optimised aerodynamic design: Application of parallel computing to car design. Future Generation Computer Systems. 1999;15(3):323-32. 4. Shojaefard MH, Goudarzi K, Fotouhi H. Numerical Study of Airfl ow around Vehicle A-

Numerical Study of Airfl ow around Vehicle Apillar Region and Windnoise Generation Prediction. American Journal of Applied Sciences. 2009;6(2):276-84.

5. Kunanoppadol J, editor. The concept of using offset piston to improve the engine power. International conference on science, technology and innovation for sustainable well-being II

(STISWB II); 2010 13-14 August 2010; Quang Binh University, Viet Nam.

6. Kunanoppadon J. Thermal effi ciency of a combined turbocharger set with gasoline engine. American Journal of Engineering and Applied Sciences. 2010;3(2):342-9.

7. Petersen A, Barrett R, Morrison S. Drivertraining and emergency brake performance in cars with antilock braking systems. Safety Science. 2006;44(10):905-17.

8. Ramos JC, Rivas A, Biera J, Sacramento G, Sala JA. Development of a thermal model for automotive twin-tube shock absorbers. Applied Thermal Engineering. 2005;25(11–12):1836-53.

9. Summala H, Lamble D, Laakso M. Driving experience and perception of the lead car's braking when looking at in-car targets. Accident Analysis & amp; Prevention. 1998;30(4):401-7.

10. Talib ARA, Ali A, Goudah G, Lah NAC, Golestaneh AF. Developing a composite based elliptic spring for automotive applications. Materials & amp; Design. 2010;31(1):475-84.

The Concept to Measure the Overall Car Performance29Vol 32, No1, January-February 2013

11. Gündodu Ö. Optimal seat and suspension design for a quarter car with driver model using genetic algorithms. International Journal of Industrial Ergonomics. 2007;37(4):327-32.

12. Kitada M, Asano H, Kanbara M, Akaike S. Develop-ment of automotive air-conditioning system basic performance simulator: CFD technique development. JSAE Review. 2000;21(1):91-6.

13. Friedrich R, Richter G. Performance requirements of automotive batteries for future car electrical systems. Journal of Power Sources. 1999;78(1–2):4-11.

14. Jahirul MI, Masjuki HH, Saidur R, Kalam MA, Jayed MH, Wazed MA. Comparative engine performance and emission analysis of CNG and gasoline in a retrofi tted car engine. Applied Thermal Engineering. 2010;30(14–15):2219-26.

15. Sørensen B. Assessing current vehicle performance and simulating the performance of

hydrogen and hybrid cars. International Journal of Hydrogen Energy. 2007;32(10–11):1597-604.

16. Ibusuki U, Kaminski PC. Product development process with focus on value engineering and target-costing: A case study in an automotive company. International Journal of Production Economics. 2007;105(2):459-74.

17. Sprei F, Karlsson S, Holmberg J. Better performance or lower fuel consumption: Technological development in the Swedish new car fl eet 1975–2002. Transportation Research Part D: Transport and Environment. 2008;13(2):75-85.

18. Heywood JB. Internal Combustion Engine Funda-mentals: McGraw-Hill, Inc.; 1988.

19. Ferguson CR, Kirkpatrick AT. Internal Combustion Engine: Applied Thermosciences. 2nd ed: John Wilay & Sons, Inc.; 2001.

20.Pulkrabek WW. Engineering Fundamentals of theInternal Combustion Engine. 2nd ed: Pearson Prantice-Hall, Pearson Education, Inc.; 2004.

21.Hountalas DT. Prediction of marine diesel engine performance under fault conditions. Applied Thermal Engineering. 2000;20(18):1753-83.

22. Kunanoppadol J. Calculation for Automotive Engineering:Mechanical engineering, Faculty of engineeringand industrial technology, Silpakorn university, Thailand; 2009.

23. Yamin JAA, Dado MH. Performance simulation of a four-stroke engine with variable stroke-length and compression ratio. Applied Energy. 2004;77(4):447-63.

24. Crouse WH, Anglin DL. Automotive Engines. 8th ed: Glancoe Division of Macmillan/McGraw-Hill School Publishing Company; 1994.

25. Brundell-Freij K, Ericsson E. Infl uence of street characteristics, driver category and car performance on urban driving patterns. Transportation Research Part D: Transport and Environment. 2005;10(3):213-29.

26 Serrano L, Carreira V, Câmara R, da Silva MG.On-road performance comparison of two identical cars consuming petrodiesel and biodiesel. Fuel Processing Technology. 2012(0).

27. Tan CH, Tan KC, Tay A. Computationally efficient behaviour based controller for real time car

racing simulation. Expert Systems with Applications. 2010;37(7):4850-9.

28. Ganesan V. Internal COmbustion Engine. 2nd ed: Tata McGraw-Hill Publishing, Co., Ltd.; 2004.

29. Ford. Fiesta Specifi cation Data. Thailand: Ford Sales & Service (Thailand) Co., Ltd.; 2012