

(12) PATENT APPLICATION PUBLICATION

(21) Application No.201941038416 A

(19) INDIA

(22) Date of filing of Application :23/09/2019

(43) Publication Date : 18/10/2019

(54) Title of the invention : A SYSTEM AND METHOD FOR AI BASED GPS ACCREDIT MORATORIUM SYSTEM

<p>(51) International classification :G06K9/00785</p> <p>(31) Priority Document No :NA</p> <p>(32) Priority Date :NA</p> <p>(33) Name of priority country :NA</p> <p>(86) International Application No :NA</p> <p style="padding-left: 20px;">Filing Date :NA</p> <p>(87) International Publication No : NA</p> <p>(61) Patent of Addition to Application Number :NA</p> <p style="padding-left: 20px;">Filing Date :NA</p> <p>(62) Divisional to Application Number :NA</p> <p style="padding-left: 20px;">Filing Date :NA</p>	<p>(71)Name of Applicant :</p> <p>1)Dr. SYED JAHANGIR BADASHAH Address of Applicant :S/O SYED ABDUL SALAM, PROFESSOR IN ELECTRONICS AND COMMUNICATION ENGINEERING, SREENIDHI INSTITUTE OF SCIENCE AND TECHNOLOGY, HYDERABAD, TELANGANA - 501301,INDIA Telangana India</p> <p>2)Dr. R. GANESH BABU</p> <p>3)Mr. SUBHANI SHAIK</p> <p>4)Mr. S.PARTHASARATHY</p> <p>5)Dr. T. K. SANTHOSH</p> <p>6)Mr. KOMMI AMARA KOTESWARA RAO</p> <p>(72)Name of Inventor :</p> <p>1)Dr. SYED JAHANGIR BADASHAH</p> <p>2)Dr. T. K. SANTHOSH</p> <p>3)Mr. S.PARTHASARATHY</p> <p>4)Dr. R. GANESH BABU</p> <p>5)Mr. SUBHANI SHAIK</p> <p>6)Mr. KOMMI AMARA KOTESWARA RAO</p>
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(57) Abstract :

The present invention GPS enabled suspension system• relates to automobile field in suspension mechanisms. More particularly this invention has GPS enabled shock absorber which means the device includes GPS system, electronically controlled shock absorber and basic components. This invention controls the suspension systems with GPS help. The suspension system of a vehicle refers to the group of mechanical components that connect the wheels to the frame or body. A great deal of engineering effort has gone into the design of suspension systems because of an unending effort to improve vehicle ride and handling along with passenger safety and comfort. In the horse and buggy days, the suspension system consisted merely of a beam (axle) that extended across the width of the vehicle. In the front, the wheels were mounted to the axle ends and the axle was rotated at the center to provide steering. The early automobiles used the one-piece axle design but instead of being rotated at the center, it was fix-mounted to the vehicle through springs to provide the cushioning of shock loads from road inaccuracies. The wheels were rotationally-mounted at the axle ends to provide steering. The first springs consisted of thin layers of narrow pieces of strip steel stacked together in an elliptical shape and were called leaf springs. In later installations, leaf springs were replaced by coil springs. In front-engine rear-drive vehicles, the front beam axle was replaced by independently mounted steerable wheels. The wheels were supported by short upper and lower hinged arms holding them perpendicular to the road as did the previous axle beam designs. A coil spring was used to support either the upper or the lower arm to provide dampening. Shock absorbers began to be used to dampen shock loads and also to provide resistance to spring oscillations.

No. of Pages : 27 No. of Claims : 10