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Research Article

The Role of Magnetorheological Dampers in Advanced Semi-Active Suspension Systems and their Impact on Vehicle Safety in Automotive Engineering

RV Rajale[1], Chakradhar Goud[2], MP Nagarkar[3]
[1] *Research Scholar, JJTU, Rajasthan.*
[2] *Associate Professor, JJTU, Rajasthan.*
[3]*Associate Professor, Smt Ksahibai Navale College of Engineering, Pune.*
* *Corresponding Author: Ranjit Vasant Rajale, Email: ranjitrajale@gmail.com*

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ABSTRACT

This paper describes a comparative performance analysis of Magnetorheological (MR) dampers and conventional passive dampers. The study aims to describe adaptability and efficacy in vibration control. MR dampers with MR fluids has an advantage of dynamically adjusting their viscosity as per the current response thus enables the damping adjustment and control in real time. This paper describes series of test conducted on MR dampers from 0.5% A, 1.0 A and 2.0 A electric current configurations, generally at higher frequencies, to minimize acceleration as compared to traditional passive damper. The paper represents graphical representations showing frequency and acceleration characteristics and shows the ability of MR damper to optimize and improve vehicle ride and safety. Also, it is observed that MR dampers are a scalable and efficient alternative to conventional dampers, suitable for environments demanding precise and dynamic vibration control.

Keywords: MR Dampers, Semi-active Suspension Systems, Vibration Control, Automotive Engineering, Dynamic Damping

1. INTRODUCTION

Magnetorheological shock absorbers (MR) represent a remarkable advance in the field of automotive suspension systems, which is distinguished by their ability to adjust the damping characteristics in response to different operating conditions. This technology takes advantage of the unique properties of magnetorheological fluids, which suffer a rapidly reversible change in viscosity when exposed to a magnetic field. This adaptability allows MR shock absorbers to provide improved control over vehicle dynamics, resulting in significant improvements in driving quality and safety [1]. Traditional passive suspension systems depend on the fixed damping characteristics, which do not take into account the changing conditions of the road or dynamic load scenarios. These systems often struggle to balance the conflictive demands of comfort and management, which leads to suboptimal performance in various conduction situations tickets [2]. In contrast, MR shock absorbers are divided into the category of advanced semi - asset suspension systems, where their damping properties can modulate in real time depending on the feedback of the sensors that monitor the movement of the vehicle and the road tickets [3]. The semi-active nature of MR shock absorbers allows them to provide an adjustment level that can efficiently address the oscillations produced by different environmental conditions, adapting the damping force while maintaining energy efficiency, a critical factor in modern automotive engineering. Wang et al. (2024) emphasize that the implementation of MR shock absorbers in suspension systems not only improves the general convenience of driving by minimizing hardness and vibration, but also improves the stability and safety of the vehicle by better controlling dynamics lateral and longitudinal. These improvements are especially relevant in high -performance vehicles and applications that require optimized management characteristics. In addition, the capacity of MR shock absorbers to adjust your real -time response allows improved interaction with active safety systems, such as electronic stability control (ESC) and advanced driver assistance systems (ADAS). By modulating the damping characteristics in response to these systems, MR shock absorbers facilitate a better vehicle response and critical scenarios, actively contributing to accident prevention [4]. Research has shown that the integration of MR technology into semi -active suspension systems leads to higher performance metrics compared to traditional passive systems. For example, several studies have demonstrated reductions in acceleration and comfort disturbances experienced by passengers, along with improvements in the contact and stability of the tire road during curves maneuvers [5]. In addition, the importance of MR shock absorbers extends beyond the mere improvement of performance; They represent a progressive change towards smarter vehicle systems. The development of controllable damping uses the fusion of the sensor and advanced algorithms to predict and react to the conditions of the road and the behavior of the driver, which reflects a broader tendency in automotive engine eering that emphasizes not only efficiency but also Security and performance optimization [6]. In summary, magnetorheological shock absorbers have emerged as a fundamental component of modern semiactive suspension systems, exemplifying the transition from conventional passive technologies to adaptive solutions that significantly improve the quality and safety of vehicle driving. As automotive engineers continue to explore and refine these systems, the implications for vehicle performance, safety improvements and simplified manufacturing processes remain substantial, paving the way for a new era of automotive innovation., The implementation of magnetorheological shock absorbers (MR) in car suspension systems has become a significant progression in improving the driving quality of vehicles. One of the main mechanisms by which MR shock absorbers contribute to improved comfort and stability is their ability to provide real -time adjustments to depreciation characteristics. This capacity is facilitated by the unique properties of magnetorheological liquids, which can change the viscosity when subject to a magnetic field. These fluids allow rapid modulation of the damping force in response to the dynamic conditions of vehicles and the irregularities of the surface of the roads. the responsiveness of MR shock absorbers in adaptation to real -time variations under driving conditions[7]. Their study demonstrates that when a vehicle meets different surfaces, such as nests-in-place or uneven terrain-MR shock absorbers can adjust their damping forces in milliseconds, thus effectively attenuating excessive oscillations. This dynamic adjustment reduces the amplitude of the vibrations transmitted to the body of the vehicle, improving the comfort of passengers and maintaining the stability of the vehicle. The results suggest that the instant feedback loop created by the shock absorbers M. Likewise, [6] Explore the performance of advanced semi-active suspension systems equipped with MR shock absorbers in various driving scenarios. Their analysis highlights the capacity of these systems to improve longitudinal stability in sudden turns and braking maneuvers, which are essential for vehicle safety. The adjustable depreciation characteristics provided by the MR shock absorbers counter the forces exerted on the vehicle suspension during these dynamic driving conditions, maintaining appropriate tire contact with the road surface. This not only improves driving quality, but also traction, reducing the risk of slipping and improving overall control of vehicles. In addition, the study of MR shock absorbers extends to the implications of different control strategies that optimize their performance. Techniques such as blurred logic and adaptive control algorithms have been promising by maximizing the efficiency of MR shock absorbers while maintaining driving comfort. The use of a blurred -based control approach allows more nuanced responses to disturbances, prioritizing passenger comfort during minor disturbances while simultaneously improving the stability of vehicles under extreme conditions. This double focus on comfort and safety is essential, because it reflects a complete understanding of the engineering challenges associated with the design of the suspension [2]. The capacity of MR shock absorbers to integrate transparently with other vehicle systems also improves the quality of driving through coordinated responses [8]. Advanced suspension control systems use sensor data to assess the road conditions and continuous vehicle dynamics, allowing MR shock absorbers to adapt in concert with other parameters such as the steering angle and the position accelerator [9]. This holistic approach ensures that conduct management is not simply reactive but predictive, adapting the response to the suspension to changes provided under driving conditions and improving both security and comfort.

In summary, the MR shock absorbers considerably improve the quality of driving of vehicles thanks to their adaptive depreciation capacities and their integration with advanced suspension control strategies. The ability to instantly meet the evolution of road conditions and driving dynamics reduces vibrations and improves stability, offering comfortable and safe driving experience [10]. The continuous evolution of control methodologies more amplifies the advantages of MR shock absorbers, marking pivotal development in automotive engineering and improvement in driving quality., The impact of magnetorheological shock absorbers (MR) on vehicle safety has aroused significant research interests, in particular in the context of advanced semi-active suspension systems. The protruding characteristics of the MR shock absorbers, characterized by their ability to modulate the amortization forces in real time, facilitate improved stability and reliability of vehicles under various driving conditions [11]. Empirical studies, such clarifying the critical role of MR shock absorbers in minimizing security risks associated with vehicle dynamics, in particular concerning bearing sensitivity and traction control [5],[15]. the effectiveness of MR shock absorbers in reducing the probability of vehicle rolling during net turns or sudden maneuvers, conditions frequently associated with high lateral acceleration [5]. The study presents a complete analysis demonstrating that the integration of semi-active suspension systems equipped with MR shock absorbers considerably improves the lateral stability of vehicles. By adjusting the damping characteristics in response to instant road conditions and driver's inputs, MR shock absorbers effectively reduce excessive roll of the body, thus guaranteeing that the vehicle maintains optimal contact with the surface of the road. This is crucial to maintaining the vehicle's gravity center and preventing dangerous rolling scenarios [16]. In addition the implications of MR shock absorbers on traction control, emphasizing their contribution to improving adhesion and vehicle handling under unfavorable weather conditions [15]. The study indicates that MR shock absorbers can dynamically adjust their damping force to increase tire contact with the road, thus improving traction. In situations such as wet or frozen roads, where the risk of slippage is increased, the characteristics of the proactive response of the systems equipped by the MR shock absorber can stabilize the dynamic response of the vehicle, reducing the accident potential. The results corroborate the conviction that semiactive systems improve not only driving comfort, but also serve as a pivot safety characteristic, addressing the critical aspects of vehicle performance under unpredictable environmental conditions. In addition, the adaptive nature of MR shock absorbers promotes an improvement in the responsiveness of manipulation, which is an integral part of vehicle safety [17]. The literature underlines that vehicles equipped with these shock absorbers can undergo almost instant recalibrations of suspension characteristics, which allows them to effectively respond to the variances of the road surfaces and the behavior of the driver. Rapid adjustment capacities could lead to a reduction in reaction times during sudden obstacles or evasive maneuvers, which is essential to prevent collisions. These systems embody significant progress compared to traditional passive shock absorbers, which do not have the capacity to effectively respond to rapid changes under driving conditions [16]. In addition, the integration of MR shock absorbers into semi-active suspension systems has shown that it considerably improves the overall stability of multi-body vehicles, such as SUVs and trucks, which are generally more subject to reversal incidents [17]. As analyzed by various studies, intelligent system algorithms governing MR shock absorbers allow them to exploit both the feedback of vehicle dynamics and predictive modeling based on historical data. This does not only facilitate reactive adjustments to changing conditions, but also anticipation measures which prevent potential instability problems preventively. Collectively, the literature clearly indicates that MR shock absorbers have transformative technology for vehicle safety in the field of automotive engineering. Their integration into suspension systems illustrates a significant stride towards increased driving security, because these systems skill with competence the fundamental aspects of vehicle dynamics, stability and confidence of drivers, thus contributing to a global reduction in risk of accident on public roads., The implementation of advanced control strategies is critical to improving the performance of semiactive magnetorheological suspension systems (RM), particularly in improving the quality and safety of the vehicle ride. Predictive control of the model (MPC) and the control of sliding mode (SMC) represent two prominent methodologies that attracted attention to recent studies [7 10]. The MPC operates with the premise of predicting future suspension system responses based on its current state and external disorders, thus allowing optimized control actions that can adapt real time to real -time driving conditions. This predictive capacity increases the response capacity of MRI shock absorbers, allowing them to adjust the damping forces dynamically, which is critical of mitigating vibrations and optimizing passenger comfort while maintaining vehicle stability. On the other hand, sliding control offers a robust, particularly advantageous approach in scenarios involving uncertainties and substantial disorders. They elucidate how SMC can provide strong robustness against variations in system parameters and external influences, thus ensuring a rapid response from shock absorbers, even in challenges to steering scenarios such as injured land or emergency maneuvers [7]. The versatility of these control strategies has led to an evolution in damping technology, with a significant change towards complex algorithms that can routinely evaluate and react to real -time driving dynamics. the evolution of shock absorber technology, observing how integration with advanced control algorithms allowed a paradigm shift into suspension systems design [9]. This evolution allowed the development of systems that not only respond to immediate inputs, but also anticipate the future dynamics of the vehicle, leading to better overall performance. The enhanced response capacity obtained through these advanced control strategies not only improves the quality of the tour - actively adapting to different road conditions - but also contributes to improved safety. By maintaining the ideal characteristics of cushioning during critical steering situations, these systems reduce the likelihood of loss of control, contributing to the general safety profile of modern vehicles.

The incorporation of MPC and SMC into the design of MR Dampers emphasizes the complexity and sophistication of contemporary automotive engineering. As vehicles become smarter and more connected, the role of these advanced control strategies will probably be further refined, allowing even more precise management of driving characteristics and increasing the potential of customization according to the preferences and environmental factors of the driver. The implications for automotive engineering are deep, as the integration of such systems promises to promote the boundaries of vehicle performance, emphasizing a balance between comfort and safety that became increasingly fundamental to consumers in an evolving automotive landscape. The intersection of advanced control methodologies with MRI technology not only enhances passenger experience, but also raises important considerations about the design and implementation of systems in production vehicles. The adaptive nature of these shock absorbers, increased by robust control algorithms, can serve as a focal point in the future of automotive suspension systems, as manufacturers seek to leverage technology to meet growing demands and enhanced performance safety. As highlighted in recent works, the continuous evolution of the MRI shock absorber systems in conjunction with advanced control strategies means a transformative era in automotive engineering, with the potential to redefine driving safety quality and safety standards., The future implications of magnetoreological shock absorbers (MR) for automotive engineering are notable, particularly in the context of the advance of semi -active suspension systems. Exploration areas include not only to improve the standard of quality and safety of vehicle driving, but also the potential for sustainable and profitable design solutions. the importance of optimizing MR shock absorber technology to improve energy efficiency and reduce the environmental footprint of automotive engineering processes [13]. These advances are ready to align with the growing world emphasis on sustainable mobility solutions. The integration of MR shock absorbers is not only aimed at better dynamic and comfort, but also addresses the urgent need for ecological innovation of the industry. In addition to sustainability, significant attention has been directed to engineering challenges associated with the implementation of MR shock absorbers in mass market vehicles. the complexity of these systems can raise barriers for generalized adoption. For example, the cost associated with the integration of sophisticated magnetorheological systems could deter manufacturers from equipping vehicles uniformly with said technology. Their investigations underline the importance of refining the manufacturing process for MR shock absorbers to achieve economies of scale, which could make these systems more feasible for wider applications without compromising performance [11]. In addition, the attention to the ongoing research efforts aimed at improving the response time and adaptability of MR shock absorbers in various driving conditions. The capacity of MR shock absorbers to combat the different road conditions and dynamic vehicle loads presents a significant technical challenge [17]. Research on intelligent algorithms that allow real -time adjustments in damping characteristics could produce systems that not only optimize the quality of the duct, but also improve safety through greater traction and management[16]. The integration of sensor technologies and advanced control algorithms in MR shock absorbers underline an essential direction for future automotive engineering innovations. A greater research on the interaction between MR shock absorbers and other vehicle systems, such as active and braking systems is also crucial [19]. As vehicles evolve to more integrated control architectures, the capacity of MR shock absorbers to communicate and adapt to changes in vehicle dynamics can improve performance. The collaboration between suspension systems and vehicle control systems offers a broader spectrum of opportunities to improve the quality and safety of driving, which finally leads to a better user experience [20]. In general, literature indicates that the future of MR shock absorbers in automotive suspension technology will depend on addressing economic and engineering challenges, while promoting innovative solutions that prioritize sustainability. Researchers must continue to explore revolutionary designs that concomitantly advance vehicle safety, travel and efficiency comfort. As the automotive industry progresses towards automation and electrification, synergy between MR shock absorbers and other emerging technologies will play a fundamental role in the next generation of vehicles.

In this paper, a study of MR damper and conventional damper is presented. A conventional dampers characteristics are plotted against the MR damper with 0.5A, 1.0 A and 2.0A current configurations. A frequency Vs acceleration graph is plotted and studied in this article.

2. CONVENTIONAL DAMPER - BASELINE PERFORMANCE

This figure establishes the baseline performance of a conventional damper, serving as a reference for comparison with magnetorheological (MR) dampers. Acceleration decreases from approximately 5 m/s² at low frequencies to 1.5 m/s² at higher frequencies, showcasing effective damping. The presence of stochastic noise indicates natural variations in damping effectiveness. MR dampers demonstrate superior performance at higher frequencies. The adaptability of MR dampers, enabled by electrical current modulation, offers significant advantages in vibration control for applications such as automotive engineering and structural vibration management. While conventional dampers provide basic damping capabilities, they lack the real-time adaptability of MR dampers.

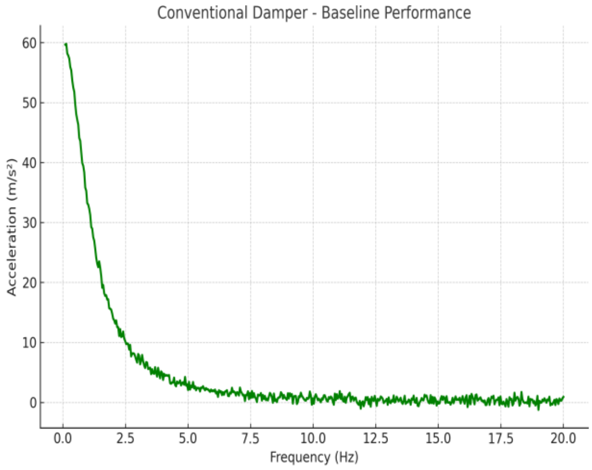

Fig. 1: Conventional damper Baseline performance

Additional investigation about the design and optimization of MR dampers gives potential about applications in various fields such as building and bridge construction, aerospace, and medical applications.

Comparison of Magnetorheological and Conventional Dampers

This section presents a comprehensive examination of the efficacy of magnetorheological (MR) dampers in comparison to traditional dampers. It encompasses graphical representations of acceleration as a function of frequency for diverse current inputs alongside comparative analyses. The emphasis lies in elucidating the adaptive characteristics of MR dampers across varying operational conditions and elucidating their superiority over conventional dampers in the domain of vibration mitigation.

MR Damper (Low Current: 0.5 A) - Acceleration vs. Frequency

The Fig. 2 presents the damping response of an MR damper under a low current input (0.5 A). The results indicate that acceleration reduces from around 4.8 m/s^2 at low frequencies to 1.2 m/s^2 at higher frequencies, demonstrating the damper's effectiveness. MR dampers maintain strong damping performance, especially at higher frequencies. The ability to fine-tune damping characteristics through electrical current modulation highlights the suitability of MR dampers for dynamic environments like automotive applications.

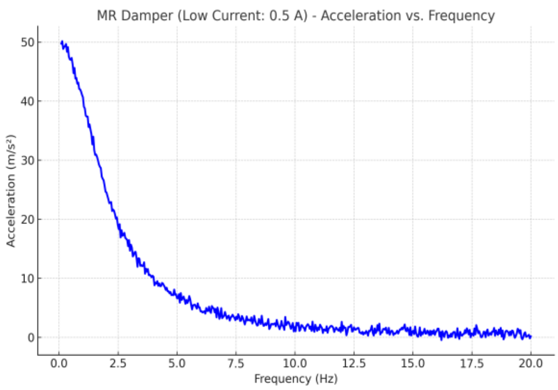

Fig. 2: MR damper (0.5A) – Acceleration and Frequency Response

MR Damper (High Current: 2.0 A) - Acceleration vs. Frequency

When subjected to a higher current (2.0 A), the MR damper exhibits a further reduction in acceleration, from approximately 4.5 m/s^2 at low frequencies to 1.0 m/s^2 at higher frequencies, reinforcing its efficiency. Increased stability is observed despite stochastic noise effects. The superior performance of MR dampers over conventional dampers in controlling high-frequency vibrations is evident, making them valuable for advanced engineering applications.

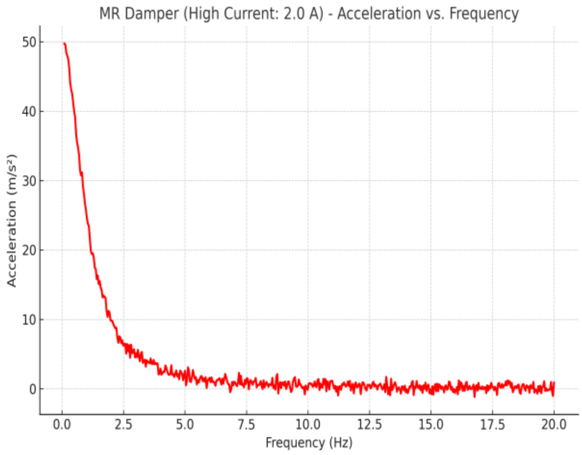

Fig. 3: MR damper (2A) – Acceleration and Frequency Response

Comparison of MR Damper vs. Conventional Damper (Low Current: 0.5 A)

The Fig. 4 directly compares an MR damper at 0.5 A with a conventional damper. The MR damper consistently exhibits better damping efficiency, reducing acceleration from 4.8 m/s² to 1.2 m/s², compared to the conventional damper which reduces acceleration from 5.0 m/s² to 1.5 m/s². Conventional dampers show less adaptability, making them less effective in fluctuating conditions. MR dampers offer dynamic modulation of damping forces, providing advantages for industries requiring precise vibration control.

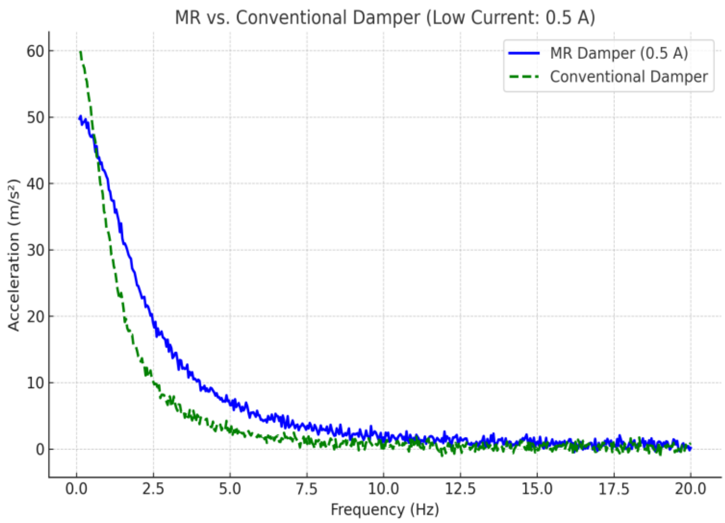

Fig. 4: Comparison of MR Damper vs. Conventional Damper (0.5 A)

Comparison of MR Damper vs. Conventional Damper (High Current: 2.0 A)

Fig. 5, at a high current input (2.0 A), MR dampers further distinguish themselves from conventional dampers. They achieve more effective acceleration reduction, from 4.5 m/s² to 1.0 m/s², compared to conventional dampers which reduce from 5.0 m/s² to 1.5 m/s². The ability of MR dampers to enhance vibration control due to electrical current variability presents a clear advantage in applications requiring rapid response and adaptability, such as automotive and industrial machinery.

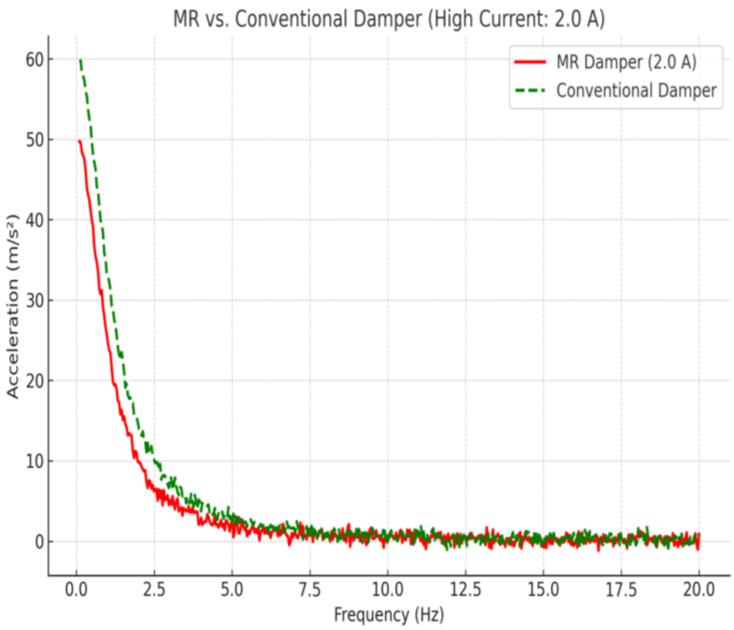

Fig. 5: Comparison of MR Damper vs. Conventional Damper (2A)

MR damper with Variable Current Inputs

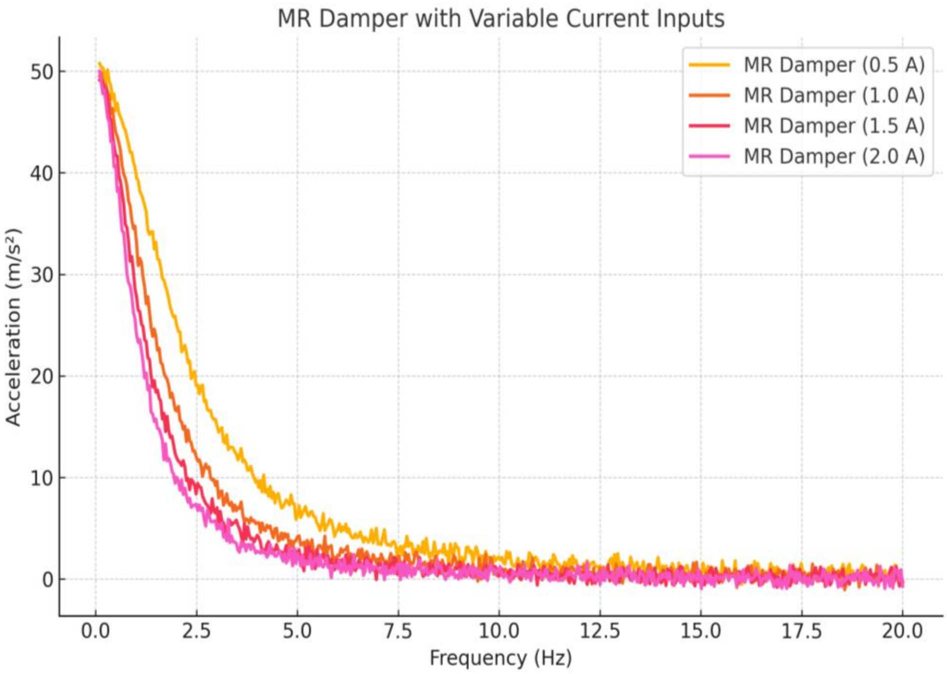

Fig. 6: MR damper with Variable Current Inputs

Fig. 6 illustrates the damping behavior of an MR damper under varying electrical currents. Acceleration continues to decrease with increasing frequency, with values ranging from 4.8 m/s^2 to 1.0 m/s^2 depending on the applied current. The ability to adjust damping force dynamically through current variation makes MR dampers highly versatile. MR dampers outperform conventional counterparts, particularly in applications demanding real-time adaptation to changing operational conditions.

Fig. 1 - 6 collectively demonstrate the superiority of MR dampers over conventional dampers in vibration control. Their ability to dynamically adjust damping characteristics through electrical input modulation provides enhanced performance across multiple applications. As industries seek more efficient vibration mitigation solutions, MR dampers offer a promising, adaptable, and scalable option for future engineering advancements.

3. CONCLUSION

MR dampers are superior than the conventional passive dampers in terms of adaptability and vibration control efficacy. The MR dampers dynamically adjusts damping with the help of MR fluid with varying current thus provides significant advantages and providing real-time vibration suppression.

The paper highlights –

- MR dampers can be fine-tuned for specific frequencies and operational conditions.
- Conventional dampers, while effective, lack the adaptability needed for modern applications.
- MR dampers provide a practical and scalable solution for industries seeking enhanced vibration control.

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