

RESPONSE SURFACE AND NEURO FUZZY
METHODOLOGY FOR ROTATING MAGNETIC
FIELD AND GMR ARRAY SENSOR FOR
CRACK DETECTION IN FERROMAGNETIC
PIPE

DAMHUJI BIN RIFAI

Doctor of Philosophy

UNIVERSITI MALAYSIA PAHANG



SUPERVISOR'S DECLARATION

We hereby declare that we have checked this thesis and in our opinion, this thesis is adequate in terms of scope and quality for the award of the degree of Doctor of Philosophy in Electrical Engineering.

(Supervisor's Signature)

Full Name : Dr Hadi Bin Manap

Position : Senior Lecturer

Date :



STUDENT'S DECLARATION

I hereby declare that the work in this thesis is based on my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at Universiti Malaysia Pahang or any other institutions.

(Student's Signature)

Full Name : Damhuji Bin Rifai

ID Number : PEE 14005

Date :

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LIST OF SYMBOLS

C_i	Centre of the Gaussian Membership Functions
σ_i	Width of the Gaussian Membership Functions
$^{\circ}C$	Degree Celsius
μ	Conducting Material Permeability
Å	Angstrom
a	Tuning Parameter
B	Vector of Tuning Parameters
I	Current
K	Kelvin
L	Inductance
R	Resistance
V	Voltage
X	Value of Design Variable
x_i	Design Parameter
Y	Vector of Observations
θ	Angle
σ	Conducting Material Conductivity
ω	Angular Frequency
B_{θ}	Azimuth Magnetic Field
B_r	Radial Magnetic Field

LIST OF ABBREVIATIONS

VT	Visual testing
AE	Acoustic emission
ANFIS	Adaptive neuro-fuzzy inference system
ANN	Artificial neural network
CNC	Computer numerical control
Cr	Cuprum
CTS	Copper tubing size
DAQ	Data acquisition
DC	Direct current
DSECT	Distributed System for Eddy Current Testing
ECT	Eddy current testing
Fe	Ferum
FEM	Finite element model
GMR	giant magneto resistance
MBE	Minimum bias estimator
MFL	Magnetic flux leakage
MRPC	Motorized rotating probe coil
MRPC	Motorized rotating probe coil
MSE	Mean squared error
MT	Magnetic particle testing
NDT	Destructive testing
NDT	Non-destructive testing
PT	Penetrant testing
PVC	Poly vinyl chloride
RPC	Rotating pancake coil
RSM	Response surface methodology
RT	Radiographic testing
RT	Radiographic testing
USB	Universal serial bus
UT	Ultrasonic testing

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ABSTRAK

Saluran paip digunakan untuk mengangkut minyak dan gas di dalam industri petroleum. Walaupun paip adalah lebih murah daripada lain-lain cara pengangkutan, penjimatan kos ini datang dengan risiko yang tinggi. Saluran paip adalah terdedah kepada kecacatan dan kakisan yang boleh menyebabkan kebocoran minyak dan gas yang seterusnya menyebabkan pencemaran dan kerosakan pada alam sekitar. Tumpahan minyak dan kebocoran gas serta kesannya pada alam sekitar menjadi kebimbangan yang utama di dalam industri minyak dan gas. Pemeriksaan berkala yang bertujuan untuk pengesanan awal terhadap kemerosotan struktur mekanikal saluranpaip adalah bagi memastikan integriti saluran paip dan operasi yang selamat. Ujian Arus Eddy (ECT) telah terbukti menjadi satu teknik yang berkesan untuk mengesan kecacatan yang berlaku di dinding paip. Dalam tempoh dua dekad yang lalu, tiga jenis Ujian Arus Eddy dibangunkan untuk pemeriksaan paip iaitu Kuar Gelung Bobbin, Kuar Berputar dan Kuar Berjajar. Setiap satu daripada probe ini mempunyai kekurangannya. Kuar Gelung Bobbin tidak sensitif kepada keretakan lilitan dan Kuar Berputar adalah perlahan dan melibatkan putaran mekanikal yang kompleks manakala Kuar Berjajar mempunyai resolusi yang rendah dan kos peralatan yang tinggi. Kajian ini membentangkan reka bentuk prob untuk ujian ECT baru. Prinsip operasi prob ECT yang dicadangkan adalah berdasarkan arus pusing yang terhasil di dalam sampel ujian dan gangguan medan magnet yang disebabkan oleh perjalanan dan mengukur gegelung kecacatan. Sensor magnet berintang besar (GMR) digunakan untuk mengukur medan magnet yang teraruh. Kuar ECT yang direka adalah terdiri daripada belitan tiga fasa yang berbentuk segi empat tepat dan jujukan sensor GMR yang diletakkan sekeliling kuar. Kuar ECT yang direka mempunyai kelajuan imbasan cepat dan sensitif kepada semua jenis kecacatan. Kecekapan kuar ECT yang direka adalah dipengaruhi oleh faktor rekabentuk seperti ketebalan gegelung pengujaan, bilangan sensor GMR yang digunakan, frekuensi arus tiga fasa yang digunakan untuk pengujaan gegelung dan diameter prob yang digunakan. Parameter ini mempengaruhi ketepatan kuar ECT mengesan kecacatan semasa pemeriksaan paip. Kaedah tindak balas permukaan (RSM) dan Adaptive Neuro-Fuzzy Inference Systems (ANFIS) digunakan untuk membangunkan model sistem ini. Pengoptimuman reka bentuk dilakukan untuk mendapatkan ketepatan yang tinggi semasa pengujian paip besi karbon dengan diameter 70 mm dengan menggunakan bilangan GMR sensor yang sedikit, ketebalan gegelung pengujaan dan diameter prob berada pada julat rekabentuk. Sistem ujian arus eddy (DSECT) dibangunkan untuk menilai kecekapan probe yang direka dalam pengujian kecacatan pada paip. Reka bentuk kuar disahkan menggunakan model Finite Element. Prototaip kuar ECT dibina untuk mengesahkan keputusan simulasi berkenaan dengan menggunakan kecacatan jenis paksi dan lilitan. Kuar yang direka mempunyai kelajuan imbasan yang tinggi. Hasil ujikaji menunjukkan reka bentuk kuar yang dibangunkan mempunyai ketepatan pengimbasan yang tinggi iaitu lebih dari 85 %. Perbandingan peratus perbezaan kesalahan adalah kurang dari 2%. Keputusan ini menunjukkan kebolehan kuar yang dicadangkan dalam mengesan kecacatan di dalam paip karbon besi.

ABSTRACT

Pipelines are used to transport oil and gas in oil and gas industry. While pipes are cheaper than other means of transportation, this cost saving comes with a major price. Pipes are subject to defect and corrosion which in turn can cause leakage and environmental damage. Oil spills, gas leaks and their associated environmental problems has become a serious and major concern in the oil and gas industry. Periodic inspections aimed at timely detection and characterization of the degradation is a key element for ensuring pipeline integrity and safe operation. Eddy current testing has proved to be an effective technique to detect defects occurring in the pipe wall. In the past two decades, three types eddy current probes developed for pipe inspection include bobbin coil probe, rotating probe and array probe. Each of these probes has their own limitations. The bobbin coil probe is insensitive to circumferential cracks, and rotating probe is slow and involves complex mechanical rotation whereas the array probe has poor resolution and high cost of instrumentation. This study presents the design and validation of a new eddy current testing (ECT) probe. The operating principles of the probe is based on inducing eddy currents in the conducting test sample and measuring the perturbations in induced magnetic fields associated with the eddy currents. The sensor system utilizes a very low frequency rotating current excitation that is sensitive to deep embedded cracks of all orientations. An array of Giant Magnetoresistance (GMR) sensors are used to measure the induced fields. The probe is composed of three phase rectangular windings and array of GMR pickup sensor placed around the probe. The probe avoids mechanical rotation and has fast scan speed. The rotating field probe is sensitive to all orientation defects. The axial component of magnetic field along the carbon steel pipe due to a defect is measured by the pickup sensor. For rotating the magnetic ECT probe design, the sensitivity and efficiency of defect detection are essentially determined by the thickness of the excitation coil, the number of GMR sensors in the array sensor, the frequency of the three phase alternating current for the coil excitation, the diameter of the probe design that affect the distance of the lift-off during the inspection. This design parameter influences the level of accuracy of the detection of a defect during the inspection of a pipe. The Response Surface Methodology (RSM) and Adaptive Neuro-Fuzzy Inference Systems (ANFIS) is used to model the system and desirability function method to optimize the parameter probe design. The optimization was carried out in order to design and fabricate DSCET probe for optimum defect detection in 70 mm diameter carbon steel pipe by using a minimum number of GMR sensor, in range of excitation coil thickness and diameter of the ECT probe for optimum response of the axial and circumference defects detection. Distributed System for Eddy Current Testing (DSECT) is developed for evaluation of the probe design in pipe defect inspection. The probe design and performance are evaluated using an experimental validated finite element model. A probe prototype is built to validate the simulation results with respect to axial and circumference defects. The probe avoids mechanical rotation and has fast scan speed. Experimental result show the accuracy of the probe design inspection is more than 85% for size of defect 1.5 mm x 11.5 mm. While the comparison of predicted and experimental inspection results show a close agreement where percentage error is less than 2%. This results show the feasibility of proposed probes to detect a variety of defect in carbon steel pipe.

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