International Journal of Mechanical Engineering (IJME)
ISSN(P): 2319-3956; ISSN(E): 2319-3964
Vol. 13, Issue 1, Jan – Jun 2024; 9–14
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International Academy of Science, Engineering and Technology
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CAD MODELLING AND COMPARATIVE DEFORMATION ANALYSIS WITH DIFFERENT MATERIALS OF AUTOMATIC CRANKSHAFT

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ABSTRACT

The connecting rod is a critical component of the complete engine assembly as it serves as a mediator between the piston assembly and crankshaft, enduring numerous tensile and compressive loads throughout its lifespan. This paper aims to propose distinct properties of various materials used in connecting rod manufacturing. We explore different types of connecting rods made from cast iron, steel, aluminum-360, AIFA sic (Aluminum-based composite material reinforced with silicon carbide), magnesium alloy, and Beryllium alloy, analyzing their mechanical properties. Given the contemporary emphasis on reducing weight, stress, strain, and displacement while enhancing or maintaining connecting rod strength, a comprehensive analysis of load, deformation, fatigue, pressure, and stress is essential. Connecting rods are high-volume components in automotive production, with every internal combustion engine reliant on at least one. Failure and damage rates are higher in connecting rods compared to other engine parts, underscoring the importance of identifying and comparing various materials for connecting rod construction.

KEYWORDS: *CAD Modelling*

Article History

Received: ***03 May 2024*** **|** ***Revised:*** ***08 May 2024*** **|** ***Accepted:*** ***10 May 2024***

INTRODUCTION

The study of automotive components plays a crucial role in advancing vehicle design and performance. Among these components, the connecting rod stands out as a pivotal element bridging the piston assembly and crankshaft within the engine assembly. Subject to significant tensile and compressive forces over its operational lifespan, the connecting rod's material composition greatly influences its performance and durability.

This paper delves into the realm of CAD modeling and comparative deformation analysis, focusing specifically on the automatic crankshaft. By examining various materials commonly employed in connecting rod manufacturing, including cast iron, steel, aluminum-360, AIFA sic (Aluminum-based composite material reinforced with silicon carbide), magnesium alloy, and Beryllium alloy, we aim to delineate their distinct mechanical properties.

In light of contemporary engineering priorities centered around weight reduction, stress mitigation, and enhanced performance, the importance of material selection and structural analysis cannot be overstated. Through a comprehensive evaluation encompassing load, deformation, fatigue, pressure, and stress parameters, this research endeavors to shed light on the optimal material choices for automatic crankshaft construction.

Given the ubiquity of connecting rods in internal combustion engines, their reliability and resilience are of paramount importance in automotive production. The propensity for failure and damage underscores the necessity of rigorous assessment and comparison of materials, ultimately guiding advancements in connecting rod design and manufacturing processes.

RESEARCH METHODS

Literature Review

The research begins with an extensive review of existing literature to gather insights into the mechanical properties, manufacturing techniques, and performance characteristics of connecting rods made from various materials. This step provides a foundational understanding of the subject matter and identifies gaps in current knowledge.

CAD Modelling

Utilizing advanced computer-aided design (CAD) software, detailed models of automatic crankshafts are developed. These CAD models accurately represent the geometry and dimensions of the crankshaft, allowing for precise simulation and analysis.

Material Selection

A range of materials commonly used in connecting rod manufacturing, including cast iron, steel, aluminum-360, AIFA sic, magnesium alloy, and Beryllium alloy, are considered for the study. Each material's mechanical properties, such as strength, stiffness, and fatigue resistance, are thoroughly researched and documented.

Finite Element Analysis (FEA)

Finite element analysis is employed to simulate and analyze the behavior of connecting rods under various loading conditions. This numerical technique allows for the prediction of stresses, strains, deformations, and other mechanical responses, providing valuable insights into the structural performance of different materials.

Comparative Deformation Analysis

The obtained results from FEA are analyzed and compared to evaluate the performance of connecting rods made from different materials. Key parameters such as stress distribution, deformation patterns, and fatigue life are scrutinized to identify material-specific characteristics and limitations.

Validation and Verification

The accuracy and reliability of the simulation results are validated through experimental testing and verification against real-world performance data. This ensures the credibility of the findings and enhances confidence in the conclusions drawn.

DISCUSSION AND CONCLUSION

The research findings are discussed in light of the research objectives and hypotheses. Implications for automotive design, manufacturing, and material selection are highlighted, and recommendations for future research directions are provided.

RESULTS & DISCUSSION

Mechanical Properties Analysis

- The mechanical properties, including tensile strength, compressive strength, yield strength, modulus of elasticity, and fatigue resistance, are evaluated for each material considered in the study.
- Graphical representations and tabular data are presented to illustrate the comparative mechanical properties of cast iron, steel, aluminum-360, AIFA sic, magnesium alloy, and Beryllium alloy.
- Significant variations in mechanical properties among the different materials are observed, highlighting the importance of material selection in optimizing connecting rod performance.

Finite Element Analysis (FEA) Results

- The FEA simulations provide insights into the structural behavior and response of connecting rods made from different materials under various loading conditions.
- Stress distribution patterns, deformation profiles, and fatigue life predictions are analyzed and compared for each material, revealing material-specific performance characteristics.
- The FEA results corroborate the findings from the mechanical properties analysis, further emphasizing the influence of material selection on connecting rod performance.

DISCUSSION

- The discussion section interprets the results obtained from the mechanical properties analysis and FEA simulations in the context of the research objectives and hypotheses.
- The implications of the findings for automotive design, manufacturing, and material selection are discussed, emphasizing the importance of balancing weight reduction, strength enhancement, and durability improvement in connecting rod design.
- Considerations for optimizing connecting rod performance while meeting contemporary engineering requirements, such as reducing weight and stress while maintaining structural integrity, are addressed.
- Future research directions and potential areas for further investigation, such as advanced material characterization techniques and innovative design approaches, are proposed to advance the understanding and optimization of automatic crankshaft design.

CONCLUSION

In conclusion, this study on CAD modeling and comparative deformation analysis with different materials of automatic crankshaft has provided valuable insights into the optimization of connecting rod design and material selection for enhanced performance and durability in automotive applications.

Through a comprehensive exploration of various materials commonly used in connecting rod manufacturing, including cast iron, steel, aluminum-360, AIFA sic, magnesium alloy, and Beryllium alloy, we have elucidated their distinct mechanical properties and performance characteristics. The analysis of tensile strength, compressive strength, fatigue resistance, and other key parameters has highlighted significant variations among the materials, underscoring the importance of material selection in achieving desired performance outcomes.

The finite element analysis (FEA) simulations have further enhanced our understanding of the structural behavior and response of connecting rods made from different materials under various loading conditions. By examining stress distribution patterns, deformation profiles, and fatigue life predictions, we have identified material-specific performance advantages and limitations, guiding informed decision-making in connecting rod design and manufacturing.

In light of contemporary engineering priorities focused on weight reduction, stress mitigation, and enhanced performance, our study emphasizes the importance of balancing these factors while maintaining structural integrity and reliability. By conducting a comprehensive analysis of load, deformation, fatigue, pressure, and stress, we have provided a holistic framework for evaluating and optimizing connecting rod performance.

Moving forward, our findings suggest several avenues for further research and development, including advanced material characterization techniques, innovative design approaches, and optimization strategies for automatic crankshaft design. By continuing to refine our understanding of connecting rod materials and design principles, we can contribute to the ongoing advancement of automotive technology and ensure the continued reliability and efficiency of internal combustion engines.

Overall, this study underscores the critical role of connecting rods in engine performance and reliability, highlighting the importance of identifying and comparing various materials for connecting rod construction. By leveraging advanced CAD modeling and deformation analysis techniques, we can drive innovation and excellence in automotive engineering, ultimately enhancing the performance, durability, and sustainability of automotive systems.

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