



Design And Analysis Of Leaf Spring In A Heavy Truck

Prof. Husain Shaikh¹, Prathamesh Pujari², Rohit Patil³

¹Asst.Professor Mechanical Engineering Vidya Prasarini Sabha's College of Engineering and Technology
,Lonavala

²Student Mechanical Engineering Vidya Prasarini Sabha's College of Engineering and Technology
,Lonavala

³Student Mechanical Engineering Vidya Prasarini Sabha's College of Engineering and Technology
,Lonavala

Abstract:

A leaf spring is a simple form of spring, commonly used for the suspension in wheeled vehicles. Leaf Springs are long and narrow plates attached to the frame of a trailer that rest above or below the trailer's axle. There are monoleaf springs, or single-leaf springs, that consist of simply one plate of spring steel. These are usually thick in the middle and taper out toward the end, and they don't typically offer too much strength and suspension for towed vehicles. Drivers looking to tow heavier loads typically use multileaf springs, which consist of several leaf springs of varying length stacked on top of each other. The shorter the leaf spring, the closer to the bottom it will be, giving it the same semielliptical shape a single leaf spring gets from being thicker in the middle. Springs will fail from fatigue caused by the repeated flexing of the spring. The aim of the project is to design and model a leaf spring according to the loads applied. Presently used material for leaf spring are forged steel. In this project we are going to design leaf spring for the materials Mild Steel and composite material Glass Carbon by varying reinforcement angle. We are going to check the strength variations while changing reinforcement angle. For validating this design we are conducting FEA Structural Analysis is done on the leaf spring by using two different materials Mild Steel and Glass Carbon. Modal and fatigue Analysis is also done. Pro/Engineer software is used for modeling and ANSYS is used for analysis.

Keywords: Leaf Spring; Composite Materials ; Creo; ANSYS;

I. INTRODUCTION

Leaf springs square measure in the principal applied in suspension structures to soak up shock masses in automobiles like light-weight motorcars, big obligation trucks and in rail structures. It carries lateral loads, brake torsion, driving torsion additionally to surprise riveting Originally called laminated or carriage spring, a spring can be a clean kind of spring, frequently used for the suspension in wheeled cars. It is additionally one many of the oldest kinds of springing, geological relationship back to medieval times. Typically stated as a semi-elliptical spring or cart spring, it takes the shape of a slim arcshaped duration of spring metallic of square cross section.

Actually, there is nearly a proper away quotient among the burden of the automobile and its fuel intake, substantially in town driving. The advanced composite materials like carbon, Carbon, Kevlar and Glass with suitable resins rectangular measure huge used due to their high precise electricity (strength/density) and high unique modulus (modulus/density). Advanced composite materials seem ideally fitted to suspension (leaf spring) applications. Their elastic houses can be tailor- made to extend the power and cut back the stresses evoked at some stage in application.

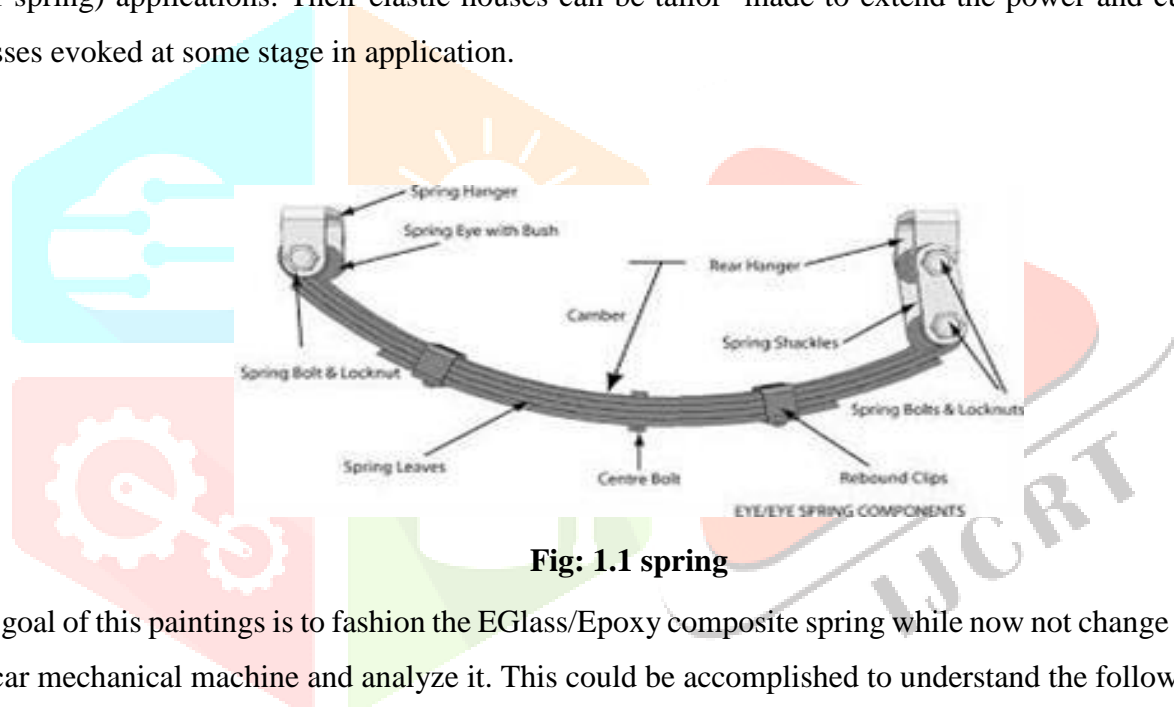


Fig: 1.1 spring

The goal of this paintings is to fashion the EGlass/Epoxy composite spring while now not change in stiffness for car mechanical machine and analyze it. This could be accomplished to understand the following.

To the update fashionable metallic springs with Eglass/Epoxy composite leaf spring at the same time as not modification in stiffness.

to realize full-size weight loss inside the mechanical machine by commutation metal spring with composite spring.

PRINCIPLE OF LEAF SPRING

The suspension spring is one some of the capability things for weight reduction in car as it accounts for 10 to simple fraction of the unsprung weight. The creation of composites helps in making plans bettera much higherplentiful betterhighera more potent betterstepped forward mechanical system with better ride great if it will likely be carried out even as now not lots growth in fee and decrease in satisfactory and responsibleness. Inside the style of springs, strain power turns into the maximum vital problem. The hyperlink of the right pressure strength might be expressed as two $U E = \sigma \rho /$ anywhere σ is that the

strength, ρ is that the density and E is that the Young's Modulus of the spring cloth. It could be genuinely discovered that cloth having lower modulus and density could have a larger unique stress power capability. The creation of composite substances created it possible to scale back the burden of the spring while not discount of load wearing capability and stiffness because of the subsequent elements of composite materials as compared to metal.



Fig: 1.2 Arrangement of spring in very automobile Model

1.2 PROBLEM DEFINITION

Objective of present paintings is to think about companion current car spring model TATA recreation EZRR PARABOLIC REAR and to fashion and examine a composite spring with upturned eye while now not dynamical stiffness to be able to alternate the triumphing metallic spring with a composite spring. A spring eye is honestly the top of a springunerect right into a round form to permit rotation concerning the spring eye. The maximum styles of spring eye stylessquare measure upturned, military wrapper, down grew to become, and Berlin eyes Fig: 4. Sorts Upturned eyes rectangular measure the foremost unremarkably used type of spring eye because of their trustworthy style and excessive durability. Upturned eyes square degree extraordinarily strong due to they withstand pressure because of vertical forces on a suspension.

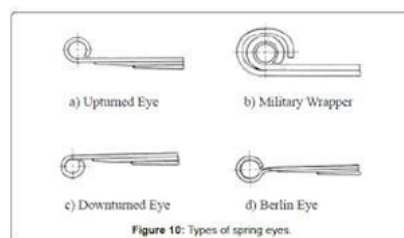


Fig: 1.3 Types of Spring Eyes

WHY A COMPOSITE

Over the closing thirty years composite substances, plastics and ceramics are the dominant rising materials. The quantity and variety of programs of composite materials have mature regular, penetrating and conquest new markets unrelentingly. Ultra-modern composite materials represent a huge proportion of the designed substances marketplace beginning from ordinary product to elegant niche programs. Whereas composites have already tried their cost as weight- saving materials, the existing challenge is to form them cost effective.

DESIGN OF LEAF SPRING

CALCULATIONS FOR RADIUS AND LENGTHS OF LEAVES

Specifications of Ashok Leyland Viking

When $n=10$, Rear suspension

Number of leaf springs = 4

Overall length of the spring = $2L_1 = 137.2\text{cm} = 1372\text{mm}$

Width of leaves = $76.2 = 80\text{mm}$

Number of full length leaves = $2 = n_f$

Number of graduated leaves = $8 = N_g$

Number of springs = $10 (N_g + N_f)$

Center load = $2W = 115 \text{ tones} = 11500\text{kg}$

$2W = 11500 \times 9.8 = 112700\text{N}$

$2W = 112700/4 = 28175$

$NW = 14087.5\text{N}$

2.LITERATURE REVEIW

DESIGN AND ANALYSIS OF COMPOSITE LEAF SPRING FOR LIGHT VEHICLES

Reducing weight even as growing or maintaining power of merchandise is attending to be especially essential studies problem in this modern world. Composite materials are one of the cloth households which can be attracting researchers and being solutions of such problem. In this paper we describe layout and analysis of composite leaf spring. The objective is to examine the stresses and weight saving of composite leaf spring with that of metallic leaf spring. The layout constraint is stiffness. The Automobile Industry has awesome hobby for substitute of metallic leaf spring with that of composite leaf spring, because the composite substances has excessive energy to weight ratio, appropriate corrosion resistance. The cloth decided on changed into glass fiber reinforced polymer (E-glass/epoxy), carbon epoxy and graphite epoxy

is used towards traditional metal. The design parameters had been decided on and analyzed with the goal of minimizing weight of the composite leaf spring compared to the metal leaf spring. The leaf spring become modeled in Auto- CAD 2012 and the analysis became performed using ANSYS nine.0 software. Keywords: - stiffness, composite leaf spring, metallic leaf spring, ANSYS 9.Zero, Auto-CAD 2012

INTRODUCTION TO CAD

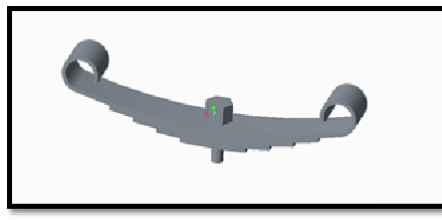
Computer-aided design (CAD) is using laptop structures (or workstations) to aid within the advent, change, analysis, or optimization of a layout. CAD software is used to increase the productiveness of the clothier, improve the great of layout, improve communications via documentation, and to create a database for production. CAD output is frequently within the form of digital documents for print, machining, or other manufacturing operations. The term CADD (for Computer Aided Design and Drafting) is also used.

INTRODUCTION TO CREO

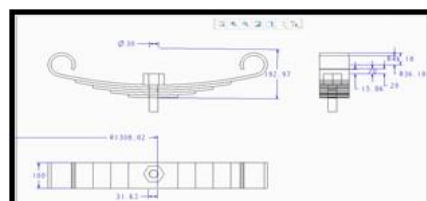
PTC CREO, formerly referred to as Pro/ENGINEER, is 3D modeling software used in mechanical engineering, design, manufacturing, and in CAD drafting carrier firms. It turned into one of the first 3-d CAD modeling programs that used a rule-primarily based parametric device. Using parameters, dimensions and functions to capture the behavior of the product, it is able to optimize the development product in addition to the design itself.

The name become changed in 2010 from Pro/ENGINEER Wildfire to CREO. It was introduced through the organisation who developed it, Parametric Technology Company (PTC), all through the release of its suite of design products that includes programs which includes assembly modeling, 2D orthographic views for technical drawing, finite detail analysis and greater.

3D MODEL OF LEAF SPRING



2D MODEL OF LEAF SPRING



INTRODUCTION TO FEA

Finite element evaluation is a technique of solving, normally approximately, certain problems in engineering and science. It is used specially for troubles for which no precise solution, expressible in a few mathematical shape, is available. As such, it is a numerical in preference to an analytical technique. Methods of this type are wanted due to the fact analytical strategies cannot cope with the real, complicated troubles which can be met with in engineering. For instance, engineering electricity of substances or the mathematical principle of elasticity may be used to calculate analytically the stresses and lines in a bent beam, but neither will be very successful in locating out what's going on in a part of a car suspension device for the duration of cornering.

ANSYS is wellknown-reason finite detail evaluation (FEA) software bundle. Finite Element Analysis is a numerical method of deconstructing a complicated system into very small pieces (of person-exact length) called factors. The software implements equations that govern the behaviour of these factors and solves all of them; creating a comprehensive clarification of ways the machine acts as a whole. These outcomes then can be offered in tabulated, or graphical forms. This kind of analysis is typically used for the layout and optimization of a machine some distance too complex to analyze by hand. Systems that may match into this category are too complicated due to their geometry, scale, or governing equations.

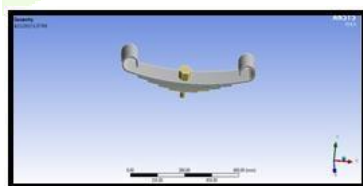
STRUCTURAL AND FATIGUE ANALYSIS OF LEAF SPRING

CASE 1:- MATERIAL - MILD STEEL

Save CREO Model as .iges format

→→Ansys → Workbench→ Select analysis system → static structural → double click→→Select geometry → right click → import geometry → select browse →open part → ok→→ select mesh on work bench → right click

→edit >Double click on geometry → select geometries → edit material →



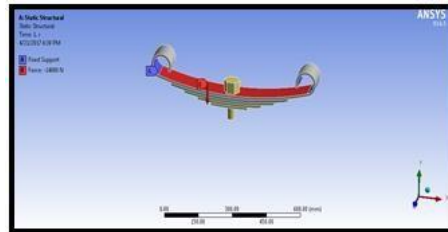
MATERIAL PROPERTIES OF STEEL

Density : 0.00000785kg/mm³

Young's modulus : 20000Mpa

passions ratio : 0.3

Select mesh on left side part tree → right click → generate mesh → Select static structural right click → insert → select force -14088 N



Select displacement → select required area → click on apply → put X,Y,Z component zero →

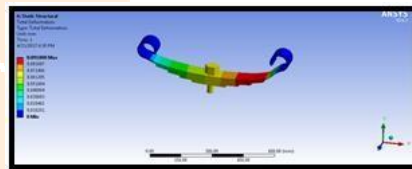
Select solution right click → solve →

Solution right click → insert → deformation → total → Solution right click → insert → strain → equivalent (von-mises) →

Solution right click → insert → stress → equivalent (von-mises) →

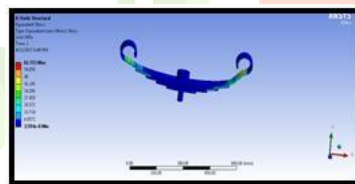
Right click on deformation → evaluate all result

TOTAL DEFORMATION



according to the contour plot, the maximum deformation 0.091808 mm at master leaf because of load applied on the area and minimum deformation at eyes because of fixed on areas.

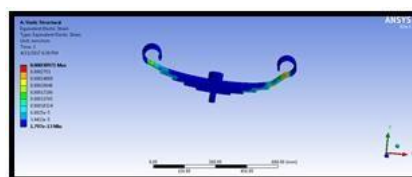
VON-MISES STRESS



According to the contour plot, the maximum stress at eyes because of fixed on areas and minimum stress at master leaf because of load applied on the area.

The minimum stress value is $3.594e-8$ and maximum value is 61.715 N/mm^2

VON-MISES STRAIN



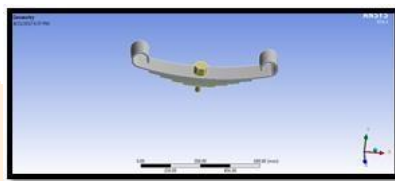
According to the contour plot, the maximum strain at eyes because of fixed on areas and minimum strain at master leaf because of load applied on the area.

The minimum strain value is $1.797e-13$ and maximum value is 0.00030971 .

MODAL ANALYSIS

Save CREO Model as .iges format

- Ansys → Workbench→ Select analysis system → model → double click
- Select geometry → right click → import geometry → select browse →open part → ok
- select mesh on work bench → right click
- edit Double click on geometry → select geometries → edit material →



RESULTS AND DISCUSSIONS STRUCTURAL ANALYSIS

	Mild steel	Glass fibre
Deformation (mm)	0.091808	0.85182
STRESS (N/mm²)	61.715	26.743
STRAIN	0.00030971	0.0029976

CONCLUSION

In this thesis, a leaf spring is designed for Ashok Leyland Viking heavy vehicle. The data is collected from net for the specifications of the model. The leaf spring is designed for the load of 14087.5N. Theoretical calculations have been calculated for leaf spring dimensions at different cases like varying thickness, camber, span and no. of leaves by mathematical approach. In this thesis, analysis have been done by taking materials steel, carbon Epoxy.

Structural and modal analysis are conducted on total assembly of leaf spring and for single leaf by using layer stacking analysis, this analysis is done for only composites. The results show:

The stresses in the composite leaf spring of design are much lower than that of the allowable stress.

The strength to weight ratio is higher for composite leaf spring than conventional steel spring with similar design.

Weight of the composite spring by using material S_2 Glass fibre 5 times less than steel. For less weight of the spring mechanical efficiency will be increased.

In this project it can be concluded that using composite glass fibre is advantageous.

The major disadvantages of composite leaf spring are the matrix material has low chipping resistance when it is subjected to poor road environments which may break some fibers in the lower portion of the spring. This may result in a loss of capability to share flexural stiffness. But this depends on the condition of the road. In normal road condition, this type of problem will not be there. Composite leaf springs made of polymer matrix composites have high strength retention on ageing at severe environments.

The steel leaf spring width is kept constant and variation of natural frequency with leaf thickness, span, camber and numbers of leaves are studied. It is observed from the present work that the natural frequency increases with increase of camber and almost constant with number of leaves, but natural frequency decreases with increase of span. The natural frequencies of various parametric combinations are compared with the excitation frequency for different road irregularities. The values of natural frequencies and excitation frequencies are the same for both the springs as the geometric parameters of the spring are almost same except for number of leaves.

REFERENCES

- [1]. C. Madan Mohan Reddy, D. RavindraNaik, Dr M. Lakshmi Kantha, Study on analysis and testing of wheeler suspension helical spring,
- [2]. AjitabhPateriya, Mudassir Khan, Structural and thermal analysis of spring loaded protection valve using FEM, International journal of mechanical engineering and robotics research, four (1), 430-434.
- [3]. Pozhilarasu V. And T ParameshwaranPillai, Performance evaluation of metal leaf spring with composite leaf spring and fabrication of composite leaf spring, International magazine of engineering research and Science & Technology, 2(three), 102-109.
- [4]. Aishwarya A.L., A. Eswarakumar, V.Balakrishna Murthy, Free vibration evaluation of composite leaf springs, International magazine of research in mechanical engineering & generation, 4(1), ninety five-ninety seven.
- [5]. T. N. V. Ashok Kumar, E. VenkateswaraRao, S. V. Gopal Krishna, Design and Material Optimization of Heavy Vehicle Leaf Spring, International Journal of Research in Mechanical Engineering & Technology, four (1), 80-88.

- [6]. K.A. SaiAnuraag and BitraguntaVenkataSivaram, Comparison of Static, Dynamic & Shock Analysis for Two & Five Layered Composite Leaf Spring, Journal of Engineering Research and Applications, 2(five), 692-697.
- [7]. E. Mahdi a, O.M.S. Alkoles a, A.M.S. Hamouda b, B.B. Sahari b, R. Yonus c, G. Goudah, Light composite elliptic springs for car suspension, Composite Structures, 75, 24–28.
- [8]. Y. N. V. Santhosh Kumar, M. VimalTeja, Design and Analysis of Composite Leaf Spring, Dept. Of Mechanical Engineering, Nimra College of Engineering & Technology, Ibrahimpatnam, Vijayawada. (2012).

