

Identifying Exhibiting of Crankshaft Via Rascal Tool And Finite Element Analysis Using Ansys Software

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Abstract— Crankshaft is the complex geometry in the Internal Combustion Engine with large volume production component. This converts the reciprocating motion of the piston into a rotary motion. An attempt is made in this paper to study the Static structure analysis on a crankshaft. The modelling of the crankshaft is created by using Solidworks 16 Software. Finite element analysis (FEA) is used to analyze variation of stress at critical locations of the crankshaft to use the ANSYS software. The results of Von-mises stress on the crankshaft is 6.52 MPa and shear stress on the crankshaft is 3.367 MPa. The Theoretical results are obtained on von-mises stress is 10.99 MPa, shear stress is 2.9 MPa. Then approved of model is compared with the Theoretical and FEA results for Von-mises stress and shear stress are within the limits.

Keywords: *Dynamic latch c*

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I. INTRODUCTION

Crankshaft is the complex geometry in the Internal Combustion Engine with large volume production component, which converts the reciprocating displacement of the piston to a rotary motion.

The crank pins to which the big end of the connecting rod are connected, there are crank arms or webs which connect the crank pins and shaft parts. In addition, the linear displacement of an engine is not smooth; as the displacement is caused by the combustion chamber therefore the displacement has sudden shocks.

The concept of using crankshaft is to change these thrust displacements to as smooth rotary output, which is used in many devices such as generators, pumps and compressors. It should also be used for a flywheel helps in smoothing the shocks. Crankshaft experiences large forces of gas combustion in engine.

This force starts from the top of the piston and since the connecting rod connects the piston to the crankshaft, this force will be transmitted to the crankshaft. The magnitude of the forces depends on many factors such as consist of crank radius, connecting rod dimensions, and weight of the connecting rod, piston, piston rings, and pin.

Combustion and inertia forces acting on the crankshaft. Torsional load and Bending load. Crankshaft must be strong to take the downward force of the power stroke without

bending, so the reliability and life of the internal combustion engine depend on the strength of the crankshaft. The crank pin is as a built-in beam with a distributed load along its length that varies with crank positions. Each web is as like a cantilever beam subjected to bending and twisting. Bending moment which causes tensile and compressive stresses and Twisting moment causes shear stress on crankshaft.

There are many parts of failure in the engine, one of the most common crankshaft failure is fatigue at the fillet areas due to the bending load. On the moment of combustion, the load from the piston is transmitted on the crankpin, and causing a large bending moment on geometry of the crankshaft.

II. PROCESS DESCRIPTION

Rinkle garg and Sunil Baghl. Had constructed crankshaft model on Pro/E Software and then analysed on ANSYS software. As the maximum limits of stress, strain and total deformation reduced, there had improved in the strength of the crankshaft. The weight of the crankshaft had reduced

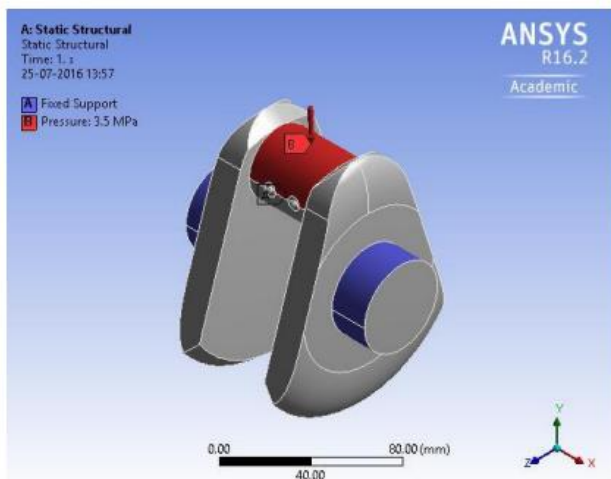
. Thereby, reduces the inertia force. As the weight of the crankshaft decreased this would decrease the cost of the crankshaft and increase the I.C engine performance. C.M. Balamurugan et al has been compared the fatigue

performance of two competing manufacturing technologies for automotive crankshafts. Studied the Computer aided

Modelling and Optimization of crankshaft. Namely use forged steel and ductile cast iron. The analysis performed in ansys software and the 3D model of crankshaft is created by the solid edge. .

The new optimised geometry had compatible with the new engine. Without changing connecting rod and engine block. Fillet rolling and results in increased fatigue strength and reduced cost of the crankshaft. Gu Yingkui, Zhou Zhibo Have been using the PRO/E software to create and discussed the 3D model of diesel engine's crankshaft. it shows that the high stress region mainly on crank arm, the main journal, the crank arm and connecting rod journal ,that why, the area most easily broken. Abhishek choubey, and Jamin Brahmabhatt. Have been Analysis and made 3D model of crankshaft, for the

analysis ANSYS software is used and modelling sof



The two ends of the crankshaft is to be fixed, the load 3.5 Mpa is applied on the top of the crankpin surface.

ware is solid works. Maximum deformation appears on the crankpin neck surface and the maximum stress appears on crankshaft journals, crank cheeks, and near the central point journal. High stress appears in edge of main journal. R. J. Deshbhratar, and Y.R Suple Have been using the PRO/E software to create and discussed the 3D model of diesel engine's crankshaft. it shows that the high stress region mainly on crank arm, the main journal, the crank arm and connecting rod journal. Maximum deformation take place on the centre of crankshaft surface. High stress appears in edge of main journal.

III. OBJECTIVE

An attempt in this paper, the crankshaft is modelled by using SOLIDWORKS software, and static analysis is done by

using ANSYS Workbench software. To evaluate the vonmises stress and shear stress.

IV. MATHEMATICAL MODEL FOR CRANKSHAFT

Configuration of the Engine to which the crankshaft belongs, Delta Integrale 2.0 16V engine Fig modelling of Crankshaft by Cad Tool and Finite Element Analysis Using Ansys Software

V. INTRODUCTION TO FEA

Strategies The basis of FEA relies on the decomposition of the domain into a finite number of subdomains (elements) for which the systematic approximate solution is constructed by applying the variation or weighted residual methods. In effect, FEA reduces problem to that of a finite number of unknowns by dividing the domain into elements and by expressing the unknown field variable in terms of the assumed approximating functions within each element. These functions (also called interpolation functions) are defined in terms of the values of the field variables at specific points, referred to as nodes.

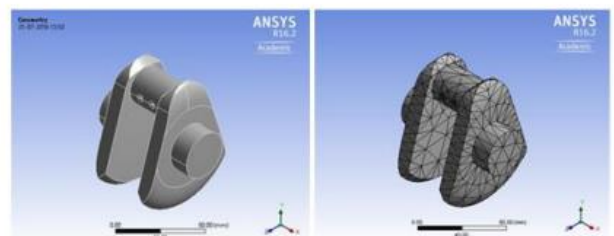
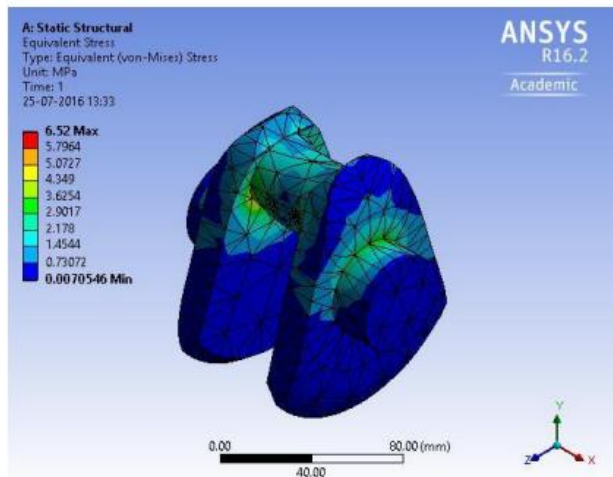


Fig modelling of Crankshaft by Cad Tool and Finite Element

The finite element method is a numerical procedure that can be used to obtain solutions to a large class of engineering problems involving stress analysis, heat transfer, electro-magnetism, and fluid flow. ANSYS is general-purpose Finite Element Analysis (FEA) software package. Finite Element Analysis is a numerical method of deconstructing a complex system into very small pieces (of user designed size) called elements. The software implements equations that govern the behaviour of these elements and solves them all; creating a comprehensive explanation of how the system acts as a whole. The ANSYS Workbench environment is an intuitive up-front finite element analysis tool that is used in conjunction with CAD systems and/or Design Model. ANSYS Workbench is a software environment for performing structural, thermal, and electromagnetic analyses. The Workbench focuses on attaching existing geometry, setting up the finite element model, solving, and reviewing results. Static Analysis: Used to determine displacements, Stresses, Strain, Deformation etc. under static loading conditions in both linear and nonlinear static analysis. Nonlinearities include plasticity, stress stiffening,

large deflection, large strain, hyper elasticity, contact surfaces, and creep. Apply Material for crankshaft (cast iron). The two ends of the crankshaft is to be fixed, the load 3.5 Mpa is applied on the top of the crankpin surface



Modelling of Crankshaft by Cad Tool and Finite Element Analysis Using Ansys Software

1. The centre of the crankpin neck surface obtain maximum deformation.
2. The fillet area between the crankshaft journal and near the central point journal obtain maximum stress.
3. Our design is safe for the condition of the value of vonmises stresses that comes out from the analysis is far less than material yield stress.

VI. CONCLUSION

Comparison of three double tail comparator circuits being done. All the circuits simulated by using cadence design tools 90nm

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