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"A REVIEW ON TRANSIENT THERMAL ANALYSIS TWO WHEELER CONNECTING ROD"

Sonu Kumar [1], Namish Mehta [2]

[1] M.Tech Scholar, Department of Mechanical Engineering RKDF College of Technology, Bhopal, MP, India

[2] Professor, Department of Mechanical Engineering RKDF College of Technology, Bhopal, MP, India

ABSTRACT

The focus of this study is to find out the equivalent stress and heat flux of connecting rod of the spark-ignition engine through finite element analysis. In automobile engine connecting rod is a high volume production, critical component, Connecting rod is the Central link between the piston and the crank. We all know that the purpose of the connecting rod is to transfer the reciprocating motion of the piston into rotary motion of the connecting rod & transmitting the thrust of the piston to the connecting rod. In this investigation an attempt is made to find the best material of connecting rod & optimization of connecting rod for reduce weight, Stress, Strain, Displacement while increasing or maintaining strength of Connecting rod. Analysis of the connecting rod is one of the method in which complete structure as well as working performance of the connecting rod has been done respectively. We will be doing various analysis like static analysis and thermal analysis by using FEA method.

Key Words: *Filter Bank Multicarrier (FBMC), Filter Bank, MIMO System.*

I. INTRODUCTION

Connecting rod is an intermediate link which connects the piston and the connecting rod in an internal combustion engine, the main work of connecting rod is to convert the linear motion of the piston (thrust force) into rotary motion of the connecting rod.[1] In this study, an attempt has been made to analyze and understand the connecting rod structure using Finite Element Analysis method. This paper deals with the past literature survey which shows that in internal combustion engine components like piston, connecting rod and connecting rod are worked together more efficiently and more accurately.[2] Here the materials are highly compared to their previous materials which are used in these components. This study deals with the various loads which are acting on these different-different components on their main loading sections. The objectives of this paper are to study costs and materials optimization with the help of thermal stress analysis by FEA technique.[3] The connecting rod does this essential task of changing over responding energy of the chamber into rotational energy of the connecting rod. It contains an upper forked portion which is assembled at the crosshead bearings and the lower part assembled at the lower side i.e. crankpin bearing.[4] With this scarcely blueprint there is seriously overpowering centre point stacking on the associating bar which achieves its top at the upper perfect considering the way that the gas pressure and the inertial forces encourage to expand the overall force. Other whimsical working conditions, for example, chamber seizure and passing enlargement in pinnacle weight can withal achieve astringent expansion in highlight on the con-pole and it could bomb because of attaching because of these forces. Unremarkably associating bars are produce made and the material utilized is reliably sensitive and medium carbon steel.[5] The terminuses where the con bar is joined with the X-head or crankpin having course which are produced of white metal working surface and shims (think pressing) are adjusted to reveal the necessary upgrades.

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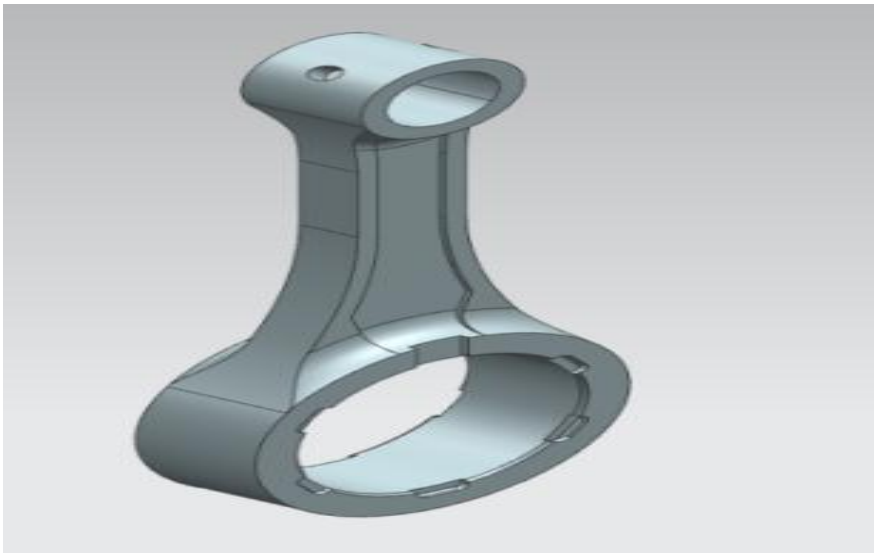

Fig. 1 Model of connecting rod

II. LITERATURE REVIEW

The interfacing poles introduced to a stunning condition of stacking. It experiences high cyclic various the sales of 108 to 109 cycles, which assortment from incredible compressive weights considering devouring, to over the top flexible hundreds due to inaction. Along these lines, toughness of this issue is of key centrality. Because of those sections, the interfacing bar has been the subject of concentrates for unequivocal parts sweeping of creation period, materials, execution generation, weakness and different others. For the current day see, it wound up basic to explore limited detail displaying system, update structures, and affinities underway period, new substances, inadequacy appearing and assembling respect evaluation. These short sythesis chart decisions a part of these viewpoints.

B.Sriharsa and P.Sudhakar Rao et.al.[2020] they modified the connecting rod design and changing the material rod for weight reduction possibility. model of connecting rod is designed with the help of inventor and analysis was perform by using ansys. 1st they modifying the connecting rod dimension in structural steel and compare the result before modification and after modification and this result shows decrease the weight but increase the stress after modification. 2nd changing the material of connecting rod. It changing the material of Al7075 and Ti-6Al-4V with stainless steel. It say that Al7075 material has lowest weight than other material for the same loading condition and they can also say that Ti-6Al-4V showing higher factor of safety than other material for same loading condition so they suggested for Al alloy or Ti alloy for manufacturing of connecting rod.[14]

-H.D Nitturkar et. al. [2020] design and analysis of connecting rod using different materials. modelling is done on NX 10 and analysis is perform on ansys software. they take three material titanium alloy ,forged steel and aluminium 360 Alloy and they find the stiffness. In this result Al alloy has less stiffness.[15]

Abhishek kumar and pankaj pandey et.al. [2019] Comparative study of connecting rod material using numerical technique. designed utilized UNIGRPHICS NX11 programming and investigation by utilizing ansys 16.2 WORKBENCH software. In this paper Al Alloy (AA6061,AA7010 & AA7068) and structural steel and find the equivalent stress .they suggested AA7068 aluminium is best material because weight is less and equivalent stress also less.[16]

Nilam et. al. [2018] This study deals with static stress analysis of existing connecting rod and second optimization of rod for weight reduction by experimenting it with two new materials. The 3D connecting rod model was created with CATIA. Analysis was conducted using ANSYS. Analysis was done for compressive as well as tensile loading, in

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results determined von mises stress distribution and deformation of connecting rod also we checked weight of connecting rod. Using same procedure we experimented with three different materials and compared the results. After carrying static structural analysis on IC engine connecting rod it was observed that stresses induced in glass fiber and carbon fiber were less as compared with existing cast iron material. this study was to reduce weight of connecting rod by using composite materials. Weight of Cast Iron, Carbon Fiber and Glass Fiber was 583 g, 163g, and 204g respectively.[17]

BOGA SUDHA et. al [2018] The interfacing pole is the middle of the road between the cylinder and the driving rod. It move the rotational movement of wrench to responding movement of cylinder in cy1inder. In this venture, the correlation is happens for the best material between Carbon steel and Aluminum compound. The interfacing bar is demonstrated in 3D displaying programming knows as Solid works. At that point these plans are conveyed for warm examination. This warm examination is done in a product calls Ansys. By warm investigation we can get the warmth transition esteems and by that we can choose the best material for associating rod.[18]

Vinayak Chumbre el. al. [2018] Connecting pole is a widely appealing interface which relates the cylinder and the driving rod in an inside consuming engine, the essential work of associating bar is to change over the straight development of the cylinder (push power) into rotational development of the driving rod. In this examination, an undertaking has been made to dismember and grasp the interfacing bar structure using Finite Element Analysis strategy. An interminable model of interfacing pole is exhibited using NX 6.0 and on this model static assistant investigation is finished by using ANSYS14.5 propagation instrument. Further investigation was finished by considering different materials to fathom the assortments of indistinguishable von-mises pressure, strain, full scale disfigurement and factor of safety.[19]

Naman Gupta et. al. [2018] Connecting pole is one of the fundamental bits of the engine social event, it goes about as an official between cylinder get together and driving rod. It began from the sawmills to the engine unmistakable transmission powers. The associating bar accomplices reacting cylinder to turning driving rod, communicating the push of the cylinder to the driving rod. It has two culminations. The little end is connected with the cylinder by a gudgeon stick while uttermost edge is connected driving rod utilizing wrench stick.. Therefore,. This further assessment move towards von misses pressure so we give signs of progress part with diminished weight, financially able and give supported outcome over different segments. This paper portray an overall report on three plans of interfacing bar near to introduce day structure.[20]

Shubham Chougale et.al. [2017] Thermal and structural analysis of connecting rod of an I C Engine. The solid modelling is done on CATIA V5 and analysis is perform on ANSYS WORKBENCH 14.5 software. In this, he took two material first aluminium alloy (Al 360). and second structural steel. Then after that, he took a small end temperature of 600 ° C and find out the equilibrium stress and also the heat flux. The heat flux value for structural steel is 11.43 w/mm^2 and aluminium alloy (Al 360) is 32.756 w/mm^2. They conclude that aluminium alloy has higher heat flux.[21]

Mahipal Manda el. al. [2017] Connecting bar is a basic bit of the engine one of a kind structure, it isn't just a transmission section yet similarly moving part, in the interim it must withstand variable weight, for example, adaptable, compressive power and turning in the working philosophy. In that capacity, exceptional attributes consider on the interfacing pole has changed into a basic piece of structure. Isolated assessment is a successful technique to pick vibration mode shapes and powerless pieces of the complex mechanical framework. In this assessment, a specific assessment was related with an interfacing bar by ANSYS programming at three basic working conditions, for example, most preposterous moldable furthermore, compressive on little end, and adaptable of top finish of associating pole, the focal clarification behind assessment is to perceive the model boundaries of interfacing rod.[22]

Durgesh Yadav et. al [2017] Connecting bar is the crucial piece of an I.C. Engine. It is intended to withstand worries from the burning and development of the cylinder. The motivation behind an association pole is to give smooth motion among cylinders and a driving rod. When fabricating a superior motor, extraordinary consideration is paid to the associating poles. The best component of an interfacing pole is that it ought to be of uniform shape and lighter in weight. The fundamental motivation behind this paper is to dissect the anxieties created in interfacing bar of four stroke

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petroleum motor under static stacking conditions. And afterward search forward for weight decrease alongside material enhancement. The model of the interfacing pole is created utilizing CATIA V5 (measurements are estimated from Hero Splendor 100cc bicycle associating pole) and ANSYS is utilized for stresses investigation by recreation (this strategy is otherwise called Finite Element Analysis by reenactment). This is the expense and time powerful technique for examination. Al 360 and Carbon steel are two material considered as the streamlining material.[23]

Kumbha Sambaiah et. al. [2017] This paper depicts the investigation of advancement for associating bar of interior ignition motor by utilizing two unique materials like produced steel and C-70 interfacing bars. The exhibition of associating bar will be assessed with two kinds of materials. Interfacing poles work under high loads needs high quality in both pressure and pressure and high weariness quality. For satisfying that need here we have chosen ordinary produced steel or ultra-high quality steel. This steel has quality level above 900MPa and this steel for the most part have carbon content extending from 0.01-0.45%. It is notable that, as quality builds, strength lessens. So durability of ultra-high quality steel is a significant thought. As quality increments, basic length/size of imperfection diminishes. When the basic length of the imperfection is reached during handling or application, the material flops disastrously with no earlier notice. Ultra high quality prepares are characterized by their creation microstructure. The steel C-70 has been presented from Europe as split capable producing steel. Alloying components in the material empowers solidifying of manufactured interfacing bars when they experience controlled cooling in the wake of producing. Subsequently a similar investigation of these two materials for exhaustion stacking is the primary objective of this paper. The model was created in Pro/E rapidly spreading fire 5.0 and afterward imported as parasolid (IGES) structure in ANSYS workbench.[24]

Bhargav et. al. [2015] pondered various materials by methods for completing both static and dynamic assessment on an associating pole. It is seen that the von-mises weight and weight of Al-MWCNT (Multi Wall Carbon Nano Tube) are less showed up distinctively according to Ti-6Al-4V, E-glass and carbon steel.[25]

Dnyaneshwar. Et. al [2015] In today‟s world situation, there is colossal advancement in the field of car and consistently, there is new innovation is shown up to improve out vehicle office. It is discovered that the prize of fuel is developing generally, so every organization is attempting to make the vehicle more eco-friendly and having best quality and solace for the client. Likewise organization may focused on significant truth, administration after deal it is think about spinal code in the field of car. The majority of the organization may spend their half of their salary on innovative work to improve their vehicle. Beforehand this assignment is extravagant without late innovation, for testing and configuration like CAD/CAM and the investigation programming like Ansys programming, the expectation is extremely troublesome about any item. Likewise CFD is assume significant job for the streamlined structuring for the car. Utilizing Different CAD/CAM programming one can plan the item according to the prerequisite, can likewise fabricate effectively on CNC machine. In earlier days, when the item is plan it will be at any rate hardly any years stays in the market .But now a days, in each half year new model will be propelled by the organization due the progression in the car segment. This task work depends on bi-metallic segment utilized in car; there are part numerous bimetallic segments utilized in car application. For this situation, interfacing pole is related to metal shrub at its eye end. It initiates the warm worry in the material to defeat this difficult issue. Henceforth it is proposed that the elective material for bushing.[26]

Premkumar et. al [2015] ,.In this examination paper interfacing bar I supplanted by aluminium based composite material fortified with Boron carbide and additionally done the displaying and investigation of associating bar.[27]

Puran Singh, et. al [2015] This investigation shows the significance of the arrangement of the interfacing bar large end contortions taking into account the adjustments in the bearing freedom at the most significant variations of the pressure This variation is habitually ignored and show the structure status of associating pole rather is protected or not.[28]

Sushant, Victor Gambhir et. al, [2014] In this paper, an associating bar for bikes was structured by diagnostic strategy. With the utilization of FEA von-mises pressure, shear pressure, strain and bowing pressure were calculated for a specific stacking conditions with assistance of ANSYS workbench. After examination they discover conclusive outcome and in result they see Aluminium 7068 associating bar was better than Carbon 70 steel interfacing bar as far as von-mises pressure, shear pressure, and bowing worry, with extensive decrease in mass.[29]

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Digvijay, Mohd.Ahmad, et. al [2014] Connecting pole is a halfway connection between cylinder and wrench. it's mindful to communicate the push and pull movement from the cylinder pin and wrench pin. they likewise changing over responding movement of the cylinder to turning movement of the wrench. The fundamental goal of this work is to weight decrease openings in the associating bar of an I. C. motor by analyzing different materials, for example, steel combination, cost Iron, Structural steel. The goal of the current work is to plan and investigations of associating pole made of basic steel. In this venture the material of interfacing pole as a steel amalgam supplanted with auxiliary steel and after examination in ANSYS.[30]

Christy V Vazhappillyet et. al [2013] , The fundamental item to contemplate this examination paper is diminish weight and cost of interfacing bar. This can be accomplished by playing out an itemized load investigation. Decrease in machining activities, accomplished because of progress in material and it's a valuable factor which help in cost decrease. The weakness quality is the most basic factor in the process. in this exploration paper designer configuration interfacing pole and examination under burden go tractable burden similar to different degree wrench edge at the greatest motor speed as one extraordinary burden, and compressive burden closely resembling the pinnacle gas pressure as the other outrageous burden. Additionally, they change material of associating bar the current interfacing bar material can be supplanted with another composite material.[31]

DR.B.K. Royet et. al [2012] , In this examination paper designer DR.B.K. Roy examination the associating pole and streamlining of different boundaries of interfacing pole. The examinations in ANSYS 12.0 workbench. After examination they discover different outcome and contrasted and existing outcome. It has been discovered that the examination introduced here has thought of better outcomes just as protected structure of associating pole under admissible restrictions of different boundaries and safe stresses.[32]

Dr. N. A. Wankhade et. al. [2006] The interfacing pole is planned in Catia. To examinations the twisting pressure utilizing Ansys on every material. To plot the outcomes for twisting pressure following up on Structural steel, Al7075, Al6061 and high quality carbon fiber and contrasting this and bowing pressure following up on materials. The interfacing bar of high quality carbon fiber endures lesser and subsequently can be most appropriate for associating pole of diesel engine.[33]

Shenoy et. al. [2005] did dynamic assessment and progress of interfacing bar. The dynamic assessment was done keeping cost and weight decay boundaries as key center centers.[34]

Pravardhan S.Shenoy et. al [2005] They completed the dynamic burden investigation and enhancement of associating pole. The primary target of this investigation was to investigate weight and cost decrease open doors for a creation produced steel interfacing bar. Change in the material, bringing about a critical decrease in machining cost. The basic variables considered for weight decrease during the advancement incorporate the clasping load factor, worries under the heaps, bowing firmness, and hub solidness. Cost decrease is accomplished by utilizing C-70 steel. [34]

Shigeo Suzuki & Toshihiro Ozasa et.al.[1995] Temperature Distribution and Lubrication Characteristics of Connecting Rod Big End Bearings. in this paper temperature distribution is measure and took a connecting rod big end. the temperature distribution between inner side of big end and connecting is 30 degree Celsius. in this the temperature difference shows in this time the RPM is about 5000 and considering SAW10W30 oil.[13]

Webster et al. [1983] performed three dimensional limited component investigation of a fast diesel engine interfacing pole. For this investigation they used the best compressive weight which was evaluated likely, and the most extraordinary manageable weight which is fundamentally the dormancy stack of the cylinder get together mass. The store disseminations on the cylinder stick end and wrench end were settled likely. They showed the interfacing pole top freely, and besides showed the shock guarantee using bar components and multi point confinement conditions.[35]

III. METHODOLOGY

The previous researchers were found various method from personal product development experience. In this paper first made a model with simen NX10, Autocad , CATIA and and simulation software used like hyper mesh .

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Solidwork, Altair . In this process first apply meshing and the meshing after apply boundary condition and processing of meshing to find the all section are differentiated in small part this is called FEM technique. After modelling simulation step is done. The below fig show the flow chart methodology of modelling and simulation.

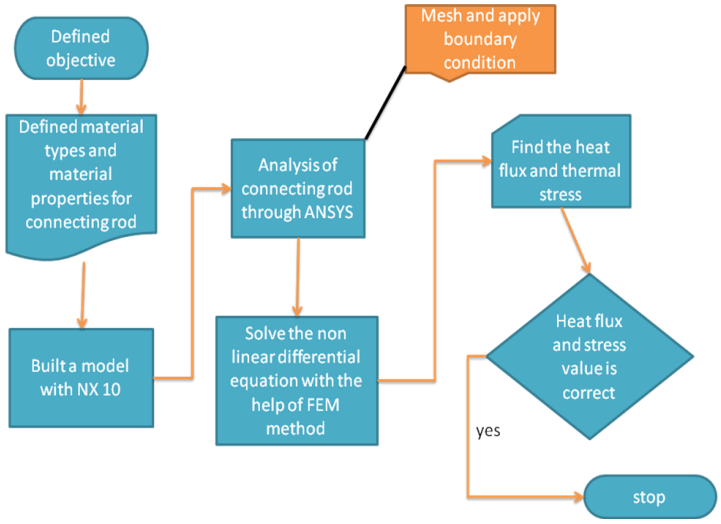

Fig 2. Methodology of connecting rod

IV. CONCLUSION

From referred the above literature reviews we have concluded that the basic study and research work is done in improving in material of connecting rod. We will not be changing dimensions of connecting rod but change the material or find new material for improve efficiency of the I.C engine. Then after conclude various analysis in ANSYS software & found out how many stress develop in connecting rod when applied load & they also found that there is possibility of further reduction in mass of connecting rod and also connecting rod have been analysed which issues modern days & select I section connecting rod for design and thermal analysis.

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