DEVELOPMENT AND IMPLEMENTATION OF A ROBUST ROLLCAGE SYSTEM FOR ENHANCED SAFETY

Project Reference No.: *47S_BE_2657*

College ***:*** *Mangalore Institute of Technology and Engineering, Moodbidri*
Branch ***:*** *Department Of Mechanical Engineering*
Guide(S) ***:*** *Prof. Swaroop Gannamani*
Student(S) ***:*** *Mr. Shreyas Tandel*
Mr. Sharun Mohan P.
Mr. K. V. Abhishek

Introduction

The SAE BAJA event organized by the Society of Automotive Engineers (SAE) stands as a significant platform, inviting students to immerse themselves in the practical nuances of mobility engineering. Held annually in Pithampur, India, this competition tasks student teams with the formidable challenge of conceiving a dynamically balanced vehicle capable of traversing a spectrum of terrains. Within the structured framework of the SAE BAJA vehicle development manual, stringent regulations govern aspects ranging from vehicle weight to shape, size, and overall dimensions.

When it comes to actual on-road performance, vehicles inevitably encounter diverse loads that induce stresses, vibrations, and noise within their structural components. This underscores the critical importance of selecting materials with optimal strength, stiffness, and fatigue properties, ensuring the vehicle can withstand the varying conditions it may encounter. Beyond the structural considerations, the desired quality of the vehicle extends beyond mere functionality to encompass factors such as energy efficiency, safety standards, riding comfort, and the overall satisfaction of the driver.

At the heart of the All-terrain vehicle lies the roll cage, serving as the structural backbone that supports key components including the Power Source, Transmission system, Axles, Wheels and Tyres, Suspension System, and various controlling systems such as Braking and Steering. It essentially functions as the primary mounting unit for all vehicle components, including the body, earning it the moniker of a "carrying unit" as per research by
[Nagarjuna et al. in 2013].

The design undergoes rigorous testing through simulations and stress analyses, facilitated by ANSYS® 23.0 Software. Various failure modes are explored, including front impact, rear impact, side impact, Roll-over, Torsional Rigidity, front bump, Rear bump, Modal analysis, and Drop Test. [2] Noorbhasha N 2010 ,[3] Raina et al. 2016The application of Finite Element Analysis (FEA) on the 3D model of the roll cage ensures a comprehensive evaluation of its performance under diverse conditions

1.1 Material Selection:

The material selection for the roll cage is a critical aspect of ensuring both strength and weight considerations are met. Typically, materials with high strength-to-weight ratios, such as high- strength alloy steels or advanced composite materials, are favored. The chosen materials need to withstand various loads and impacts while adhering to the weight constraints specified in the SAE BAJA guideline.

1.2 Design and Engineering:

The design and engineering of the roll cage involve a meticulous process aimed at optimizing its structural integrity and performance. The 3D environment provided by tools like SOLIDWORKS® 2013 facilitates the creation of a preliminary design. The considerations include not only meeting the SAE BAJA regulations but also finding an optimal balance between strength and weight. Design iterations are common, often driven by insights gained from simulations and analyses, ensuring the roll cage can withstand real-world challenges.

1.3 Welding and Fabrication:

Welding plays a crucial role in the fabrication of the roll cage. The welding process must ensure robust connections between components, contributing to the overall structural integrity of the vehicle. Welding techniques are chosen carefully to meet both the strength requirements and practical considerations in the manufacturing process. The fabrication process follows design specifications to create a roll cage that can withstand diverse loads and provide maximum protection to the driver.

1.4 Testing and Certification:

The roll cage undergoes rigorous testing to validate its structural integrity and performance under various conditions. Finite Element Analysis (FEA) tools, such as ANSYS® 23.0 Software, are employed for simulations and stress analyses. Testing encompasses scenarios like front impact, rear impact, side impact, Roll-over, Torsional Rigidity, front and rear bumps, Modal analysis, and Drop Test. The objective is not only to meet SAE BAJA design requirements but to surpass them, ensuring the roll cage can endure real-world challenges. Certification processes align with industry standards, providing assurance of the roll cage's reliability and compliance with safety regulations.

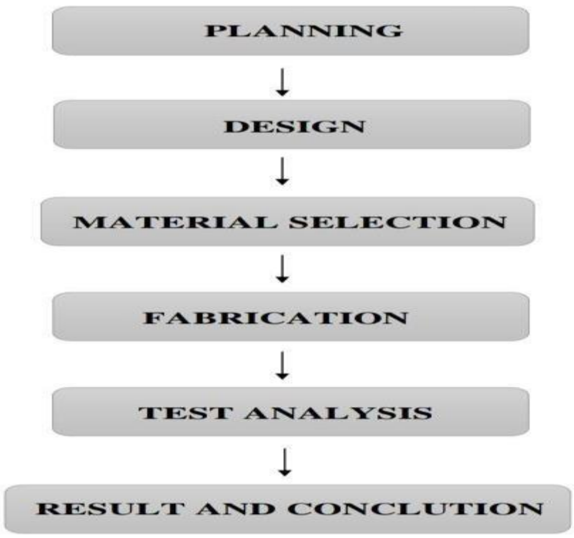
1.5 Integration with Vehicle:

The roll cage serves as the central structural foundation to which various vehicle components are mounted. This includes the Power Source, Transmission system, Axles, Wheels and Tyres, Suspension System, and controlling systems like Braking and Steering. The design is crafted considering the interdependencies of these components, with the roll cage acting as the main carrying unit for the entire vehicle. The integration is not only about physical mounting but also about optimizing the overall vehicle design for factors like weight distribution, center of gravity, and stability. This holistic integration ensures that the roll cage contributes to creating a well-balanced, efficient, and safe All-terrain vehicle.

Objective

- To make sure the roll cage design follows all the rules in the SAE BAJA rule book.
- To Optimize the fabrication process for the roll cage to balance structural integrity and weight efficiently.
- To stimulate the effect of real-life forces on the roll cage using SOLID WORKS.
- To make sure the driver stays safe by coming up with clever designs that protect them during collisions.

Methodology



Planning

To plan the roll cage according to the SAE Baja rulebook, a meticulous approach is essential to ensure compliance with regulations while prioritizing safety and performance. The rulebook serves as the primary reference document, providing specific guidelines and requirements for roll cage design. The planning process begins with a comprehensive review of the rulebook, focusing on the section pertaining to roll cage specifications and safety standards.

The team tasked with roll cage planning will consist of mechanical engineers, structural analysts, and fabrication experts, with each member responsible for contributing to different aspects of the design process. The team will carefully analyze the regulations outlined in the rulebook, paying close attention to details such as material specifications, tubing dimensions, attachment points, and load-bearing requirements.

Material selection will be a critical aspect of the planning process, with the team evaluating various materials based on their mechanical properties and compliance with SAE Baja regulations. Common materials used for roll cage construction include chromoly steel or DOM tubing, chosen for their high strength-to-weight ratio and suitability for welding.

Design criteria will be established to guide the roll cage design process, incorporating performance goals such as structural integrity, occupant protection, and weight optimization. The team will consider factors such as chassis geometry, suspension dynamics, and potential impact scenarios when conceptualizing the roll cage design.

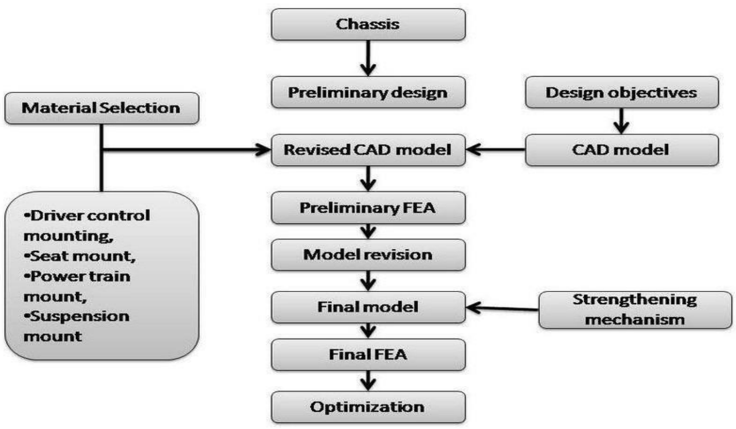
Integration with electrical components, if required, will also be addressed during the planning phase. Electrical engineers will collaborate with mechanical designers to ensure proper placement of sensors, switches, and communication devices within the roll cage structure. Wiring routing, grounding, and insulation strategies will be developed to ensure electrical safety and reliability.

Prototyping strategies will be devised to validate the roll cage design and ensure compliance with safety standards. This may involve creating detailed CAD models, physical mock-ups, and conducting structural analysis to assess the design's performance under various loading conditions.

A comprehensive fabrication plan will be developed, outlining welding techniques, assembly procedures, and quality control measures to ensure compliance with regulations and safety standards. Proper weld preparation and non-destructive testing methods will be employed to maintain structural integrity and safety.

Throughout the planning process, documentation and communication will be paramount. Design decisions, material selections, safety assessments, and testing results will be thoroughly documented to provide a clear record of the planning process. Regular communication with stakeholders, including team members, advisors, sponsors, and competition organizers, will be maintained to ensure alignment with project objectives and compliance with regulations.

By following a systematic approach guided by the SAE Baja rulebook, the team will develop a roll cage that not only meets regulatory requirements but also prioritizes safety, performance, and reliability. The roll cage will serve as a critical component of the vehicle, providing essential protection for the driver during competition events.



4.1 Roll Cage Design

The roll cage/chassis plays a crucial role as a foundational structure where all components are interconnected, housing the vehicle's subsystems. Its essential functions include ensuring driver safety in collisions or rollovers and providing the necessary stiffness to handle dynamic scenarios.

The primary objectives of the chassis are to ensure the driver's safety and establish a sturdy foundation for all vehicle subsystems. During the design process, significant attention was dedicated to prioritizing driver safety and adhering to SAE rules. The roll cage design specifically focuses on achieving structural rigidity, lightweight construction, and ample space for accommodating the drive train, pedal assembly, full suspension, and steering system.

The preliminary design of a chassis is made using Solidworks 3D modelling software. A custom template of circular cross section for the roll cage member was created as per the design and it was applied to members and chassis structure was made using weldments.

The Rear Roll Hoop (RRH) defines the back side of the roll cage, it is a vertical member connected to rear Lateral Cross (LC) members on the top and bottom The RRH is a continuous tube and Lateral Diagonal Bracing (LDB) members are used for providing more support. Two Side Impact Members (SIM) define a horizontal mid-plane within the roll cage. These members are joined to the RRH and extend generally forward Two Lower Frame Side (LFS) members define the lower right and left edges of the roll cage. These members are joined to the bottom of the RRH and are extended forward. The forward ends of the LFS members are joined by the Front LC member. The LFS members are joined by the Under Seat Members (USM) that pass directly below the driver and is positioned in such a way to prevent the driver from passing through the plane of the LFS in the event of seat failure. The Roll Hoop Overhead

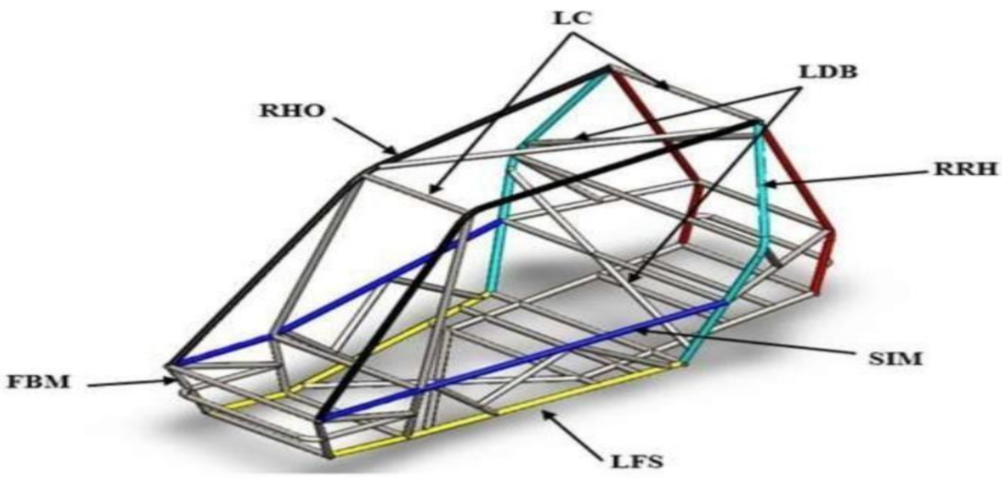


Fig 4.1 – **Primary and Secondary members**

(RHO) members form the top plane of the roll cage provides safety to the driver in case of roll over. The RHO are made up of two continuous members running from the intersection of front LC till the top of RRH. The lower right and left edges of the roll cage are defined by two Lower Frame Side (LFS) members. These members are joined to the bottom of the RRHand extend generally forward. Front Bracing Members (FBM) are used to join the RHO, the SIM and the LFS.

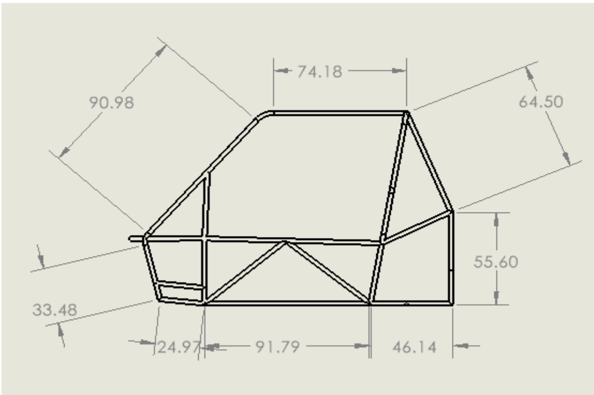
MATERIAL		4130AISI
Primary	Diameter Outer	29.4mm
	Thickness Wall	1.65 mm
	Stiffness Bending	N/m3633.215
	Stiffness Bending	Nm407.49
	Weight/m	43kg

Table 4.1

Secondary	Outer diameter	25.4 mm
	Thickness	1.65 mm

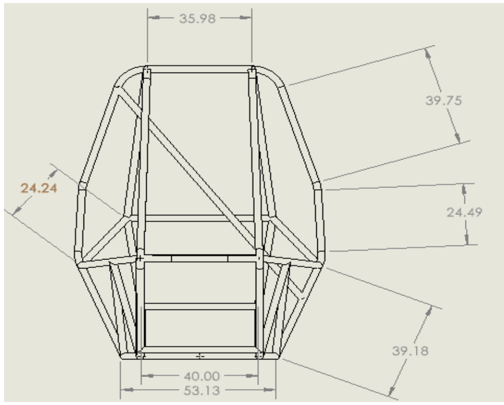
Table 4.2

2D Sketch of roll cage



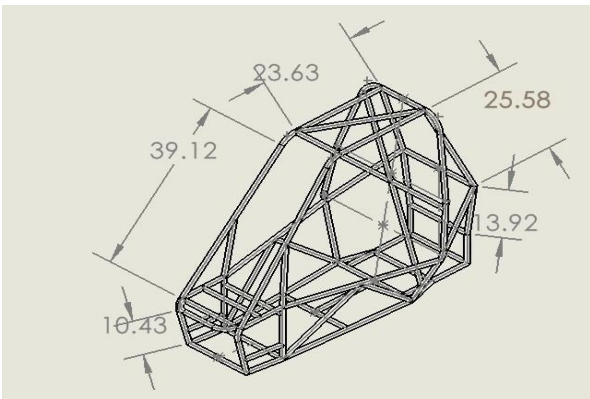
SIDE VIEW

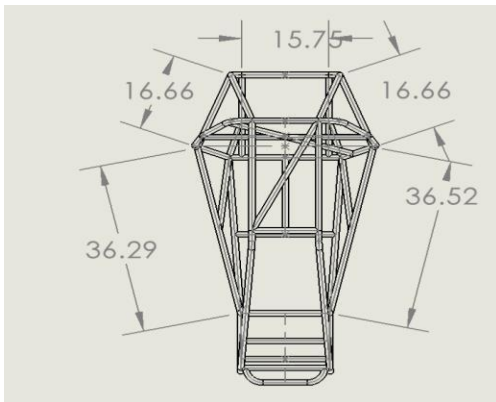
Fig 4.2



FRONT VIEW

Fig 4.3





ISOMETRIC VIEW

Fig 4.4

TOP VIEW

Fig 4.5

CAD Model of chassis

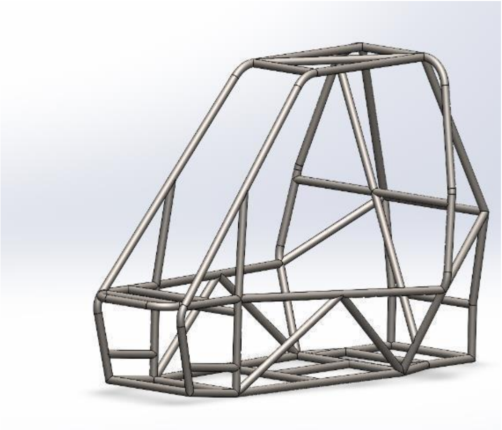


Fig 4.6

4.3 Material Property

Straight-chromium stainless steels of Type 410 are hardenable and offer both outstanding corrosion resistance and superior wear resistance of high carbon alloys. The highest strength and/or wear resistance, as well as corrosion resistance, are produced by oil quenching these alloys at temperatures between 1800°F and 1950°F (982-1066°C). When strength, hardness, and/or wear resistance must be paired with corrosion resistance, type 410 alloy is employed.

Fig 4.7 - **Chromium stainless steels**

Carbon steels are a category of steels with 0,12 to 2% carbon content. AISI 4130 is a medium carbon steel designed to be able to function in areas requiring greater strength and hardness. This steel possesses excellent size accuracy, concentricity, and straightness which together enable to minimize wear in high-speed applications. AISI 4130 can be formed into turned, ground and polished bars that can be machined unsymmetrically with limited distortion.

	AISI 4130 CHEMICAL COMPOSITION						
Steel Grade (UNS)	C	Si	Mn	P (<=)	S (<=)	Cr	Mo
4130 (G413000)	0.28 - 0.33	0.15-0.35	0.4 - 0.6	0.035	0.04	0.8-1.1	0.15-0.25

Table 4.3

AISI 4130 has low hardenability properties and is a low tensile carbon steel with a Brinell hardness of 119-235, and a tensile strength of 410-790 MPa. It has high machinability, high strength, high ductility, and good weldability. It is normally used in turned and polished or a cold drawn condition. Due to its low carbon content, it is resistant to induction hardening or flame hardening. Due to lack of alloying elements, it will not respond to nitriding. However, carburization is possible to obtain case hardness more than Re65 for smaller sections that reduces with an increase in section size. The core strength will remain the same. Alternatively, carbon nitriding can be performed, offering certain benefits over standard carburizing.

TEMPERATURE RANGE		COEFFICIENTS	
°C	°F	W/m-K	Btu/(hr/ft2/in/°F)
20-200	68-392	10.5*10-6	5.9*10-6
20-600	68-1112	11.6*10-6	6.5*10-6

Table 4.4

MATERIAL PROPERTIES	
Density	0.296 lb/in^3
Specific Gravity	7.65
Melting Range	2700 - 2790°F
Modulus of Elasticity	29*10^6 psi

Table 4.5

PARAMETERS	AISI 1018	AISI 4130	AISI 1045 Cold drawn	AISI 1020 Cold drawn
Density (Kg/m^3)	7870	7858	7850	7870
Ultimate Strength (mpa)	440	560	625	420
Yield strength (mpa)	370	460	530	350
Elastic modulus (gpa)	205	205	205	205
Hardness bhn	126	217	179	121
Carbon content C%	0.15 – 0.20	0.28 – 0.33	0.43 – 0.50	0.18 – 0.23

Table 4.

4.4 Material Model

The method of modeling the mesh is linear, the mesh size is determined by examining the mesh independence. For various studies, static analysis is performed for frontal impact, rear impact, side impact, and roll over for various force values for various mesh size used was 2mm and then the results were obtained.

The analysis was carried out on ANSYS. Despite the fact that the length of the members was significantly greater than their thickness or outer diameter, we chose a 3D analysis with a mesh element size of 3mm for each of these cases.

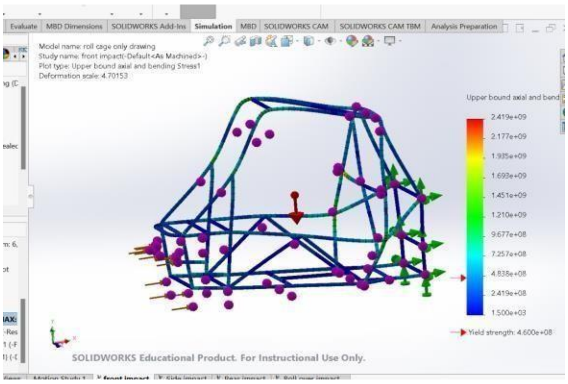
For front impact, the A arm points, and the other points of the rearmost members were fixed and a force of 10KN (5G) was applied on the front-most members.

For the rear impact, the front-most A arms members were fixed, and the same force was applied on the rearmost members.

For front rollover, the rearmost points and the ALC (aft lateral cross member) were fixed and a force of 5.6KN (3G) was applied to the CLC (upper lateral cross member) at a 45deg angle, clockwise from the RHO (roll hoop overhead) members.

For side-impact, one SIM was fixed and the other given a force of 5.5KN (2.5G) while the other was fixed. This was of course repeated by switching the fixed member and the members under force.

Front Impact



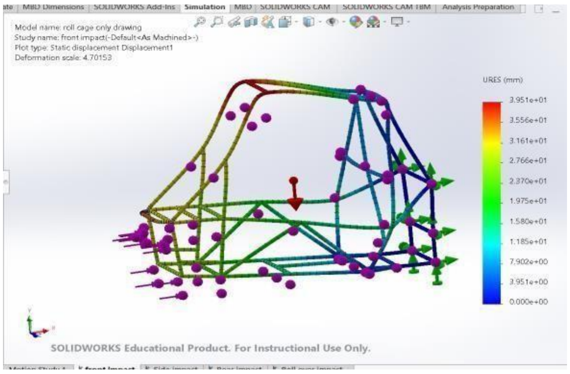
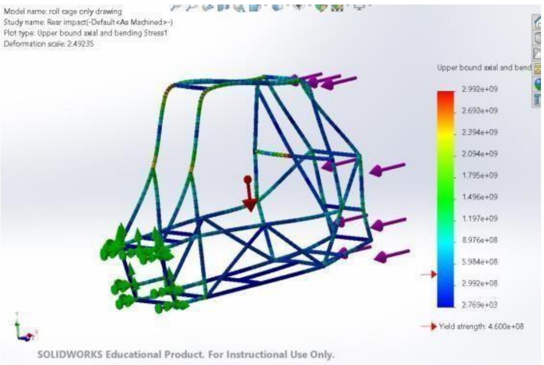


Fig 4.8 – **Stress Formation**

Fig 4.9 - **Deformation**

Rear Impact



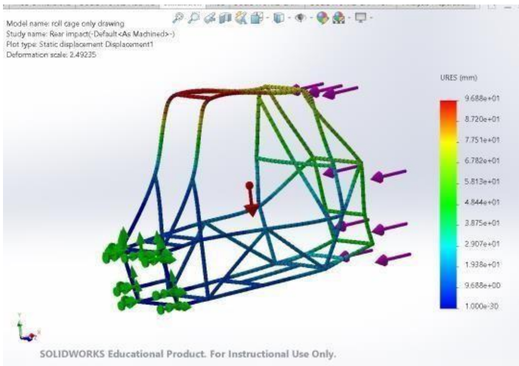
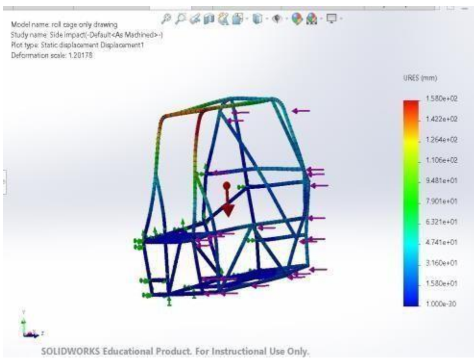


Fig 4.10 – **Stress Formation**

Fig 4.11 - **Deformation**

Side Impact



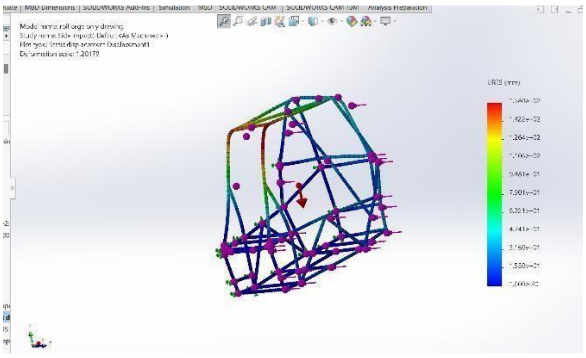
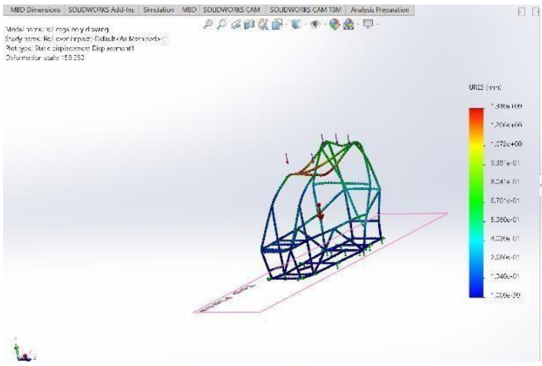


Fig 4.12 – **Stress Formation**

Fig 4.13 - **Deformation**

Rollover Impact



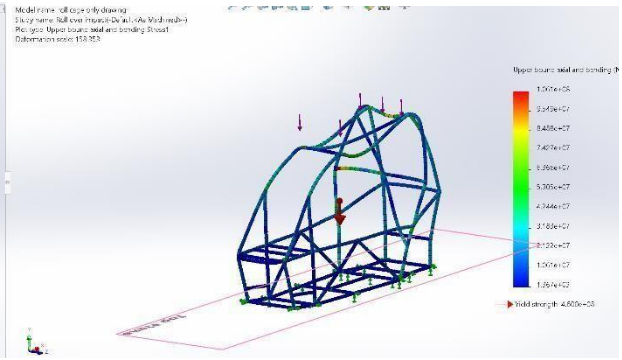


Fig 4.14 – **Stress Formation**

Fig 4.15 - **Deformation**

ANALYSIS AND CALCULATION

5.1 FINITE ELEMENT ANALYSIS

5.1.1 Element Type:

The meshing has always been the key of the finite element model and for the exact solution of any object, it should be properly it meshed with relevant element shape and size. Generally, for the solid bodies the tetra mesh is preferred, so as we did (Mathias Goelke, 2014).

5.1.2 Assumptions:

- The chassis material is considered to be isotropic and homogenotes
- Chassis tube joints are considered to be perfect joints.
- The Crumple zone phenomenon is not considered.

5.1.3 Mesh Size:

Meshing of roll-cage was carried out in ANSYS WORKBENCH 2023R2. Is finite element analysis, the degrees of freedom is reduced from infinite to finite with the help of discretization or meshing (nodes and elements). Each small volume is called an element. Each element has a set of points called nodal points or nodes [Matthias Goelkz, 20141, Nodes are usually located at the endpoints of elements

The analysis was carried out using progressively reducing elemental stres. The clemental size having consecutive stress error less than 5% is generally considered as the optimum sire of mesh. It means that any further decrease in size will only negligibly increase the accuracy of the results. The stress values for different mesh sizes are as tabulated in Table

Parameter	Case I	Case II	Case III	Case IV
Size of Mesh (Units)	40	20	10	8
No. of nodes	106684	219584	434629	485534
No. of Elements	74562	133446	236481	253079
Max value of Von-Misses Stress (MPa)	98.23	205.62	265.89	270.6
Percentage Error	-	52.27	29.31	1.8

Table 5.1

5.2 CALCULATIONS

Vehicle Weight - 190 kgs

Max Velocity-50 km/hr 13.9 m/s

Max Velocity is attained within 3

seconds. Impact Time:

- Front = 0.15 sec
- Rear =0.2 sec
- Side = 0.3 sec
- Roll over 0.15 sec
- Mounting 0.15 sec

Vehicle falling from 6 feet 1.9

m

Weight distribution as 70:30 at rear and front respectively.

Theories & Formula

Load criterion	Force Applied (newton)	Von-Mises stress (MPa)	Total Deformation (mm)	F.O.S	Remark for Design
3G	7848	111.12	0.5389	3.9146868	Safe design
5G	11772	185.2	0.8981	2.3488121	Safe design

Average force,

- F(avg) = m*a /IMPACT TIME
- Mass =Weight ÷ Gravity
- Acceleration= Velocity÷ Time

As impact happens in fraction of seconds, use impact time less than 0.2

sec Kinetic Energy = $0.5*m*v^2$

Potential Energy-m*g*h

5.2.2 Theoretical Values

Mass of the roll cage 28.54 kg
Acceleration, a=5m/s^2
F(avg)=713.5 N

Acceleration in terms of G force, a=3*G , where G=9.81

Impact force at front, F=839.932 N

Roll over,

- Velocity = 6.105 m/s
- Work done =5217.94 J
- Displacement =0.916 m
- Force=5696.441

N Force at suspension

mounts,

- F=3200N at front mounts
- Force at rear mounts, F=6134 N

- Force on each mount at front, F=320 N
- Force on each mount at rear, F=767 N

5.2.3 Impact Force of Roll Cage (Impulse Method)

Weight of vehicle = 193 kg

Mass of the vehicle =193-9.81=19.67

kg Max Velocity 50 km/hr (Assumed)

V=50÷3.6=13.9 m/s

Time taken to attain maximum speed is 3 sec (assumed) and Max speed is 50

kmph. Acceleration, a= 13.9 ÷ 3= 4.63 m/s

F(avg)= m*a /IMPACT TIME

= 132.14 ÷ 0.2 = 713.5 N

Increase in impact time reduces force.

Increase in acceleration increases the impact force.

Calculating using 'g' force, F=m*a

713.5= (28.54) * a
713.5÷28.54 = a
a =25(div by
9.81) a 3G

F=m*3*9.81

F=28.54*3*9.8

1

Therefore, Impact force at the front, F =839.932 N.

5.2.4 Impact Force on Roll over

Assuming height of 6

feet, 6 feet 1.9 meter

Kinetic energy = Potential energy

$0.5*m*v^2 = mgh$

0.5 v = gh

37.28

v = 6.105 m/s

Work done - (Kinetic Energy)

= 5217

RESULT AND DISCUSSION

6.1 TEST REPORT OF MATERIAL

Type 410 is hardenable, straight-chromium stainless steels which combine superior wear resistance of high carbon alloys with the excellent corrosion resistance of chromium stainless steels. Oil quenching these alloys from temperatures between 1800°F to 1950°F (982-1066°C) produces the highest strength and/or wear resistance as well as corrosion resistance. Type 410 alloy is used where strength, hardness, and/or wear resistance must be combined with corrosion resistance

Nominal Composition	Standard Inventory Specifications
Carbon –0.15% Manganese-1.00% Silicon-1.00% Chromium-11.50-13.50% Nickel-0.75% Sulfur-0.03% Phosphorous-0.04%	410 Coil,Sheet,Bar and Plate UNS S41000 AMS 5504 AMS 5613(Chemistry Only) ASTM A 240 ASTM A 276 ASTM A 493 ASTM F 899 ASTM SA 240 B509918 EN 1.4006 PWA_LCS GE-S400/1000 RR SABRe Edition 2

Table 6.1

INDUSTRY APPLICATIONS	FEATURES
• Automotive exhausts manifolds and high temperature engine componenets • Medical instruments and devices • Retro-chemical applications	• Good resistance to corrosion • Good ductility • Well suited for highly stressed parts

Table 6.2

PROPERTY	VALUE	UNITS
Elastic Modulus	2.05e+11	N/m^2
Poisson's Ratio	0.285	N/A
Shear Modulus	8e+10	N/m^2
Mass Density	7850	Kg/m^3
Tensile Strength	731000000	N/m^2
Compressive Strength		N/m^2
Yield Strength	460000000	N/m^2
Thermal Expansion coefficient		/k
Thermal Conductivity	42.7	W/(m-K)
Specific Heat	477	J/(kg-k)

Table 6.3

FRONT IMPACT TEST FOR 4130

Load Criterion	Force Applied (NEWTON)	Von-Mises stress (MPa)	Total Deformation (mm)	F.O.S	Remark For Design
4G	7848	121.28	0.4895	3.5867414	Safe Design
8G	11772	181.92	0.73431	2.3911609	Safe Design
10G	15696	242.56	0.97908	1.7933707	Safe Design
12G	19620	303.2	1.223	1.4346966	Failure
16G	31392	485.12	1.9582	0.8966854	Failure

Table 6.4

REAR IMPACT TEST FOR AISI 4130

Load criterion	Force Applied (newton)	Von-Mises stress (MPa)	Total Deformation (mm)	F.O.S	Remark for Design
4G	7848	208.6	0.69982	2.0853308	Safe Design
6G	11772	312.9	1.0483	1.3902205	Safe Design
8G	15696	417.25	1.397	1.0425404	Safe Design
10G	19620	521.57	1.747	0.8340204	Failure
16G	31392	834.51	2.7953	0.521264	Failure

Table 6.5

ROLL OVER IMPACT FOR AISI 4130

Load criterion	Force Applied (newton)	Von-Mises stress (MPa)	Total Deformation (mm)	F.O.S	Remark for Design
4G	7848	208.6	0.69982	2.0853308	Safe Design
6G	11772	312.9	1.0483	1.3902205	Safe Design

Table 6.7

6.1 DESIGN FAILURE MODE AND EFFECT ANALYSIS ON 4130

Potentia lFailure Mode	Potentia lFailure Effect	S	Potential causes of failure	0	Curren tdesign control	D	RPN	Recommende daction	S	O	D	RPN
Structura lfailure	Overall damag eto roll cage benda	10	Axialstre ssexceed s yiels strength	6	Triangulati on members are provided	7	420	Diligent testing/FE A	10	6	3	180
Bending breakag e	Damage to suspens i	8	Impact loadin g	7	Choose materi al	7	392	Effective designand analysis	8	4	4	128

	on				withhig h FOS							
Structur a lfailure	Dama ge to steerin g and suspe ns ion	8	Tensil e stress & double shear	5	Effectiv e design and analysi s	8	280	Choose materialwith high FOS	8	3	4	96

Table 6.8

DESIGN VERIFICATION PLAN

ITEM	FAOLUR E MODE	FAILUR E CAUSE	FAILUR E EFFEC T	PREVENTIVE ACTION
Frame	Bending and breaking of frame	Axial stresses exceeds,yield stress of material due to excess loading and impact	Overall damage to the roll cage.Frame breaks or bends.Drive safety is endangered	Material with appropriate/hi gh FOS,effective design and analysis,const ant testinh

ROLL OVER IMPACT FOR AISI 4130

Load criterion	Force Applied (newton)	Von-Mises stress (MPa)	Total Deformation (mm)	F.O.S	Remark for Design
4G	7848	208.6	0.69982	2.0853308	Safe Design
6G	11772	312.9	1.0483	1.3902205	Safe Design

Table 6.7

6.1 DESIGN FAILURE MODE AND EFFECT ANALYSIS ON 4130

Potentia lFailure Mode	Potentia lFailure Effect	S	Potential causes of failure	0	Curren tdesign control	D	RPN	Recommend e daction	S	O	D	RPN
Structura lfailure	Overall damag eto roll cage benda	10	Axialstre ssexceed s yiels strength	6	Triangulati on members are provided	7	420	Diligent testing/F E A	10	6	3	180
Bending breaka g e	Damage to suspens i on	8	Impact loadi n g	7	Choose materi al withhig h FOS	7	392	Effective designand analysis	8	4	4	128
Structura lfailure	Damage to steering and suspens ion	8	Tensile stress & double shear	5	Effective design and analysis	8	280	Choose materialwith high FOS	8	3	4	96

Table 6.8

DESIGN VERIFICATION PLAN

ITEM	FAOLURE MODE	FAILURE CAUSE	FAILURE EFFECT	PREVENTIVE ACTION
Frame	Bending and breaking of frame	Axial stresses exceeds,yield stress of material due to excess loading and impact	Overall damage to the roll cage.Frame breaks or bends.Drive safety is endangered	Material with appropriate/high FOS,effective design and analysis,constant testinh

MODEL OF THE CHASSIS

Fig 6.1 – Isometric view

Fig 6.2 – Front view

Fig 6.3 – PVC Model

6.2 VEHICLE OVERVIEW AND INTEGRATION

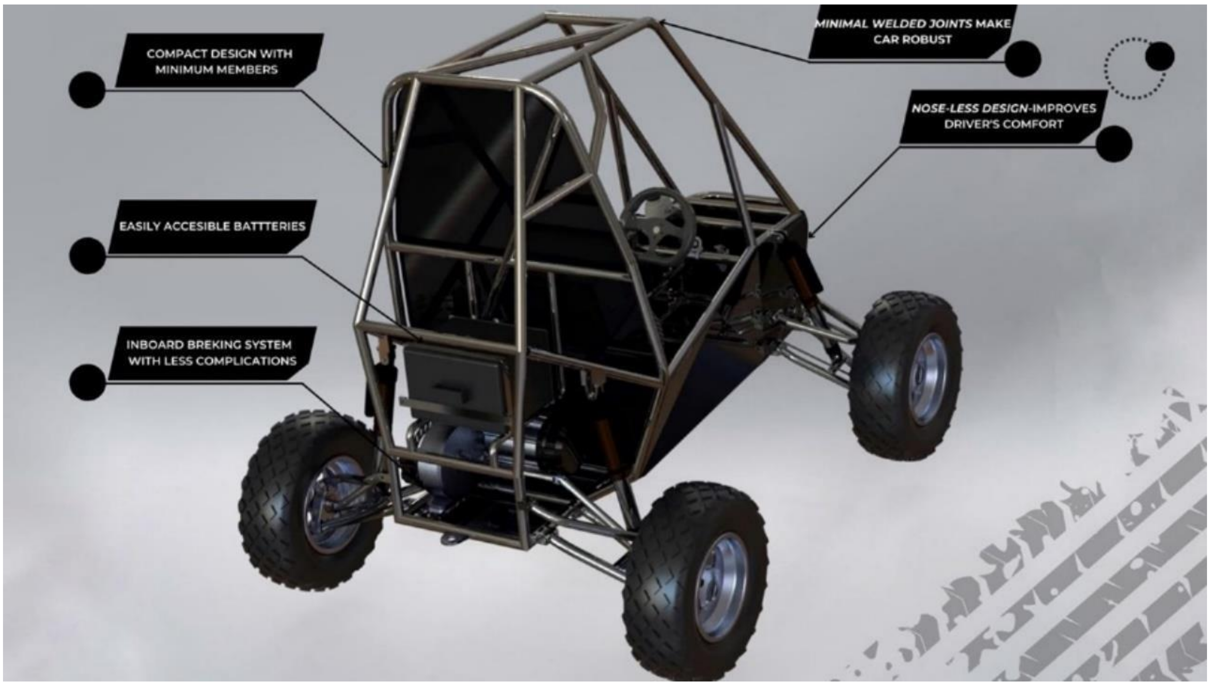


Fig 6.4 – Isometric view

Fig 6.5 – Side view

6.3 ASSEMBLED MODEL

Fig 6.6 – Photo1 Fig 6.7 – Photo 2

6.4 MECHANICAL TECHNICAL INSPECTIONS BY SAE BAJA

Fig 6.8 – Photo1 Fig 6.9 – Photo 2

FUTURE SCOPE OF PROJECT

1. Material Optimization: Explore alternative materials and composites to reduce weight while maintaining strength.

2. Advanced Simulations: Use sophisticated simulation tools like multi-body dynamics and CFD for deeper performance insights.

3. Enhanced Safety Features: Integrate energy-absorbing materials and active safety systems to improve crashworthiness.

4. Electric Powertrain Integration: Refine thermal management and layout for better efficiency and weight distribution.

5. Manufacturing Innovations: Investigate advanced techniques like 3D printing and modular designs for improved production precision and ease of assembly.

6. Ergonomic Enhancements: Improve driver comfort with adjustable components tailored to individual preferences.

7. Lifecycle Analysis: Assess environmental impact from production to disposal and explore sustainable materials.

8. Industry Collaboration: Partner with automotive manufacturers and research institutions for practical insights and real-world validation.

CONCLUSION

Initial Design Criteria: The project begins with establishing the designcriteria and geometric requirements based on the SAE (Society of Automotive Engineers) rulebook. This includes defining the necessary dimensions, materials, and safety standardsthat the roll cage must adhere.

SolidWorks 3D Modeling: Using SolidWorks, a precise and thorough 3D model of the roll cage is created. The design is meticulously developed to meet the specified criteria and ensure compliance with safety regulations. The software allows for accurate visualization and manipulation of the roll cage model, facilitating design modifications and optimization.

Finite Element Analysis (FEA) with SolidWorks: SolidWorks is utilized for FEA to analyze the structural integrity and performance of the roll cage. Static stress analysis is performed, simulating various load scenarios such as crashes and rollovers. This analysis provides valuable insights into stress distribution, deformation, and safety-related aspects of the roll cage design.

Iterative Design Modifications: The FEA results help identify critical areas and potential failure points in the roll cage design. Through iterative design modifications and optimization, the design is refined to increase overall strength and ensure compliance with safety regulations. Pipe sizes, reinforcements, and additional bracing can be modified to achieve the desired safety levels while minimizing weight.

Performance and Safety Enhancements: The integrated use of SolidWorks enables the development of a roll cage that not only reduces weight but also satisfies essential safety standards. The final roll cage design significantly improves structural integrity, driver protection, and overall vehicle performance. It sets a new industry standard for safety in all- terrain vehicle design and production.

Documentation and Compliance: Throughout the process, thorough documentation is maintained, ensuring compliance with industry standards and regulations. The project scope includes the preparation of detailed reports, design drawings, and technical specifications for the roll cage. serving as a comprehensive reference for manufacturing and assembly.

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