



Modeling of Mini Car (Go - Kart)

Shrishail C Tegginamath¹, Shubham Valaki², Veerendra Gundappagol³, Vinay I badagar⁴,
Dr. Rajendra M Galagali⁵

^{1,2,3,4}Student, Department of Mechanical Engineering, S G Balekundri Institute of Technology, Belagavi, Karnataka,
India 590010

⁵HOD and Guide, Department of Mechanical Engineering, S G Balekundri Institute of Technology, Belagavi,
Karnataka, India 59001

Abstract

A go-kart is a little four-wheeled automobile. By definition, a go-kart lacks both a differential and a suspension. They are often raced on smaller tracks, however amateur drivers will occasionally operate them for fun or as a hobby. Carting is frequently seen as a stepping stone to more competitive and expensive motorsports. The most affordable type of motor sport is commonly regarded as kart racing. Almost anyone can engage in it as a leisure sport, and anyone 8 years of age and older is eligible for a racing license. The typical method for introducing new drivers to motor racing is through karting, which is inexpensive and generally safe. Although many people think of karting as something only kids do, adults also participate in it a lot.

Keywords — Cart, CAD, SOLIDWORKS, Steering, Chassis

I. INTRODUCTION

When driving, the automobile lattice need to hold all of the hall collectively and switch aspect and perpendicular stresses which can be delivered on through accelerations to the lattice via the bus. The adulthood of engineering students might be acquainted with forces and ropes earlier than they indeed begin studying this. Choosing the proper fabric can beget a few humans concern, however in case you recognize it, it's vital to growing a sturdy area frame. While perfecting the layout, it will nonetheless be appropriate to advantage from those in addition fashionable layout generalities. These motifs are included in farther element within side the book's layout section. The lattice became created as CAD version the usage of three-D modeling software program. The platoon became appropriate to fantasize the layout in 3 confines the usage of those layout gear, which additionally helped to decrease fabrication blights. The abecedarian purpose of the lattice layout was to achieve the ideal balance between a spacious and ergonomic driver area with easy access and departure, and small confines to satisfy the essential weight and torsional severity standards. Using a digital template, the demanded confines had been kind of decided in settlement with this criterion in order to acquire the wanted concurrences within side the occasion of a rollover situation. The final lattice layout became named following more than a few of layout versions and posterior computations. The automobile's layout technique is iterative and depending on one-of-a-kind engineering and rear engineering approaches relying at the vacuity, cost, and different analogous considerations.

II. LITERATURE SURVEY

In(1) paper, they furnished a radical layout calculation and detail evaluation of go- kart vehicles. Impact observe became completed within side the front, reverse, and aspect guidelines whilst

modeling and evaluation had been completed utilizing three-D CAD layout software program gear along with CREO PARAMETRIC3.zero, SOLIDWORKS 2016, and others additionally, we noticed the structure's flexural stiffness and lattice distortion. Comparison of the troubles of the 2 one-of-a-kind accoutrements and their posterior prices with the completed layout is completed.

In (2) paper, the trendy automobile layout became estimated, created, and changed through Team Raptorz the usage of the finite detail system. The platoon's first element became to assemble a go-kart for the least quantum of plutocrat viable without immolating the auto's overall performance and safety. The meant Go Kart layout that takes into consideration all of the standards is the quit outgrowth.

In (3) paper, for contending functions they have got designed, erected, and produced a go- kart. The layout includes concept generation, advent of an summary conception, layout, evaluation, cooperation, layout operation and development, in addition to going and budgeting. Making a auto snappily and with out losing any time is the principle element. In order to ameliorate the auto's overall performance and acquire higher racing results, the closing time may be used.

In(4) paper, the frontal quit and the waist of the lattice might be the principle emphasis of the layout. To ensure the lattice layout meets the wanted diploma of quality. Finite Element Analysis(FEA), finished with SolidWorks, is the simulationkind employed. probing the strength and inflexibility of the lattice became the element of this simulation. For the cause of inspecting inflexibility, simulations had been run with more than a few of modified parameters.

III. METHODOLOGY

- To produce a lattice and behavior evaluation in settlement with our requirements.
- To produce a lattice version.
- Gather the vital elements and accoutrements , along with the machine, tyres, sword bars, and accessories.
- To plan and calculate the meeting.
- To assemble as a pre meeting layout
- Checking the running version and growing the report

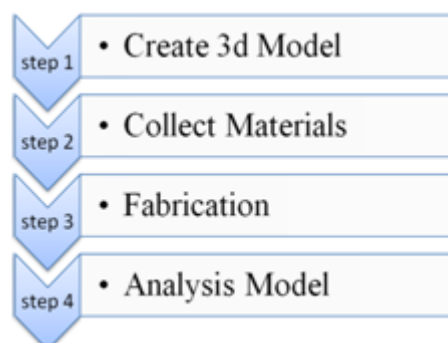


Fig 1. Flow chart

IV. CHASIS DESIGNING & 3-D CAD MODELLING

3-D CAD Modelling with Ansys

- Computer-backed design allows for the creation, revision, analysis, and optimization of designs (CAD).
- The developer's efficiency is increased, design quality is improved, communication is improved through attestation, and a database is produced for manufacturing with the use of CAD software.
- CAD is a significant artificial art that is employed in many different industries, including as the automobile and aerospace industries.
- To model the 3D lattice of the go-kart, our team used the 3D modeling program SOLIDWORKS.

3-D CAD Model

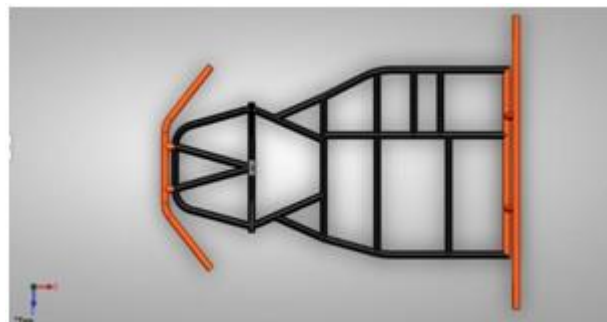


Figure 4.1 Isometric View



Figure 4.2 Top View

Front Impact Analysis

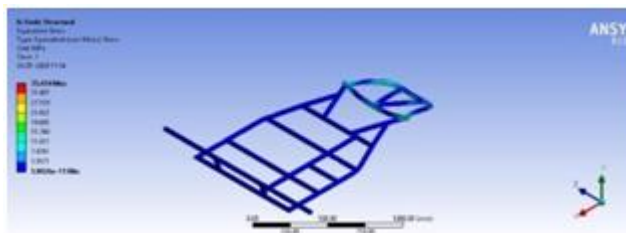


Figure 4.3 Front Impact Stress

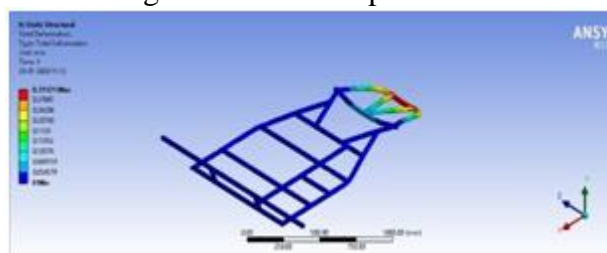


Figure 4.4 Front Impact Deformations

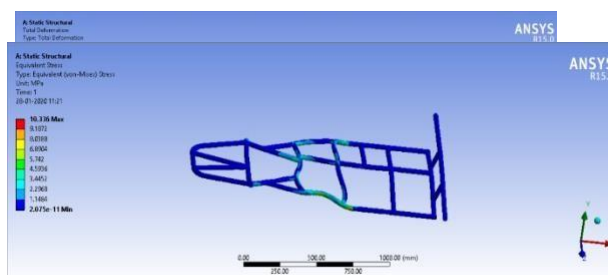


Figure 4.5 Side Impact Stress

Result,
Stress,
Maximum = 35.434 MPa

Specification and Results:

Vehicle Model	Make Value
Wheel Base	43
Wheel Track	36
Overall Length	69
Overall Width	54
Maximum Speed	50
Overall Weight	160
material	AISI 1020

Table 4.1 Vehicle Specifications

Analysis	Result
Vertical loading	SAFE
Front impact	SAFE
Rear impact	SAFE
Side impact	SAFE
Vibrational (model)	STUDIED
Torsional	STUDIED

Table 4.2 Results

Material Selection:

AISI 1020 is used to construct the chassis. This material was chosen because it has an excellent balance of all the characteristics of steel that are typically present—strength, ductility, and comparatively low machining requirements.

Properties	Values
Modulus of Elasticity	205 GPa
Hardness, Brinell	111
Hardness, Knoop	129
Hardness, Rockwell b	64
Hardness, Vickers	115
Tensile Strength, Ultimate	394.72
Tensile Strength, Yield	294.72
Elongation at Break	36.5%
Reduction of Area	66.0%
Modulus of Elasticity (typical for steel)	200 GPa
Bulk Modulus (typical for steel)	140 GPa
Poissons ratio (typical for steel)	0.290
Machine ability (based on AISI 1212 steel, as 100% machine ability)	65%
Shear Modulus (typical for steel)	80.0 GPa

Table 4.3 Material Properties

v. ENGINE TRANSMISSION AND IT'S WORKING

ENGINE:

Typically, a go-kart machine looks like a miniature bone. 100 to 200 cc. As a result, we used a Jeep 100-150cc, Single Cylinder, 4-Stroke Petrol Engine for this kart, which has a maximum power output of 14 BHP at 8000 RPM. We chose this machine because we had to operate it within a certain volume and since 4-stroke engines are frequently utilized in racing and may also provide us with good yield.

TRANSMISSION:

A transmission is a tool or machine that combines a power source and a power transmission system to deliver regulated power operation. The gear box that uses gears and gear trains to provide speed and necklace conversion from a rotating power source to another machine unit is sometimes referred to as the transmission. The transmission is most frequently used in motor vehicles, where it adapts the power of the internal combustion engine to the drive bus. Similar machines must run at a pretty high rotational speed, which is uncomfortable for starting, stopping, and slower trips. The transmission slows down the sophisticated machine speed to the slower wheel speed while also adding necklace. A transmission usually has several gear rates, also known as "gears," with the

ability to switch between them when speed changes. The driver can alter this manually or automatically.

5.3 Transmission Calculations:

Max. speed at minimum gear ratio = 60 km/hr

Max. torque = 12.28 Nm

Drive line = solid axle drive shaft

Gear box = 5 speed manual

Max speed = 60 km/hr

$$= 16.66 \text{ m/s}$$

$v = r \cdot \text{radius of rear tyre} = 5.5''$

$$= 0.1397 \text{ m}$$

$$\omega = 16.66 / 0.1397$$

$$= 119.255 \text{ rad/sec}$$

$$\omega = 2 \cdot \pi \cdot N / 60$$

$$N = 119.255 \cdot 60 / 2 \cdot \pi$$

$$N = 1140 \text{ rpm}$$

N = 1140 rpm

Gear reduction ratio required to reduce 8500 to 1140 = $8500/1140 = 7.456$

Gear ratio we have at 5th gear = $0.92 \cdot 3.47 / \text{primary reduction} = 3.1924$

Gear ratio of driver and driven (i.e. final reduction) = $7.456 / 3.1924 = 2.33$

Overall gear ratio for 1st gear = primary reduction ratio * 1st gear reduction ratio*

$$\text{transmission gear reduction ratio}$$

$$= 3.47 \cdot 2.92 \cdot 2.33 = 23.60$$

Similarly, for

2nd gear = 15.199, 3rd gear = 11.16, 4th gear = 8.73, 5th gear = 7.44

VI. CONCLUSION

To establish the maximum deviation and its location on the lattice structure, stationary analysis utilizing a finite element system was successfully completed. According to the analysis's findings, the greatest deviation's position and the predicted maximum position of a simple ray are in good agreement. This study established a contrast between theoretical (2- D) and numerical (3- D SOLIDWORKS) outcomes. For the time being, India only uses go-karts for leisure. However, there are auto manufacturers that make high-performance, street-legal go-karts. As examples, consider the Ariel Atom and the KTMX-Bow, both produced by Ariel Motor Company. Going forward, go-karts can be employed as a form of public transportation because they are both safe and comfortable.

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