



UNIVERSITI TEKNIKAL MALAYSIA MELAKA

**PERFORMANCE INVESTIGATION OF SPROCKET AND
CHAIN USING FINITE ELEMENT METHOD**

This report is submitted in accordance with the requirement of the Universiti Teknikal Malaysia Melaka (UTeM) for the Bachelor of Mechanical Engineering Technology (Automotive) with Honours.

by

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APPROVAL

This report is submitted to the Faculty of Mechanical and Manufacturing Engineering Technology of Universiti Teknikal Malaysia Melaka (UTeM) as a partial fulfilment of the requirements for the degree of Bachelor of Mechanical Engineering Technology (Automotive) with Honours. The member of the supervisory is as follow:

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ABSTRACT

This research proposes to investigate the study of the strength and shape change of the sprocket and the chain on a 150cc speed motorcycle. The sprocket and chains actually depend on the material used on the sprocket and the chain and it is also according to the suitability of motorcycles that are more focused on engine speed, load and vehicle. Therefore, to save costs existing software such as SolidWorks was used to conduct studies on strengths and changes in the shape of the sprocket and chains in the form of simulation. In this study, the chain used is different in terms of the thickness of the chain itself to obtain the suitability of the chain thickness with the pressure applied. To run the simulation itself it is necessary to know and study the power of the engine and to study where to put pressure on each tooth sprocket and the chain. Additionally, it is important to select the appropriate material to determine whether the material is suitable or not with the pressure given by the engine power. Meshing the sprocket and chain using type fine mesh. Run a simulation and then get a result. After getting results, it can make comparisons of strengths and changes in design between the differences of the material and choose which materials are suitable for use on a 150cc speed motorcycle. Material suitability, "sprocket" design and chain size are very important to be used for proper motorcycles to avoid fracture or break chain when motorcycles are fast, uphill and when to start a movement.

ABSTRAK

Penyelidikan ini bertujuan untuk menyiasat kajian kekuatan dan perubahan bentuk pemacu dan rantai pada motosikal kelajuan 150cc. Pemacu dan rantai sebenarnya bergantung kepada bahan yang digunakan pada pemacu dan rantai dan juga sesuai dengan kesesuaian motosikal yang lebih tertumpu pada kelajuan enjin, beban dan kenderaan. Oleh itu, untuk menjimatkan kos perisian sedia ada SolidWorks yang digunakan untuk menjalankan kajian keatas kekuatan dan perubahan dalambentuk pemacu dan rantai dalam bentuk simulasi. Dalam kajian ini, rantai yang digunakan adalah berbeza dari segi ketebalan rantai itu sendiri untuk mendapatkan kesesuaian ketebalan rantai dengan tekanan yang digunakan. Untuk menjalankan simulasi, adalah perlu untuk mengetahui dan mengkaji kuasa enjin dan untuk belajar di mana tempat itu harus memberi tekanan pada setiap gigi pemacu dan rantai. Di samping itu, adalah penting untuk memilih bahan yang sesuai untuk digunakan sebagai kajian untuk menentukan sama ada bahan itu sesuai atau tidak dengan tekanan yang diberikan oleh kuasa enjin. Rangkaian pada pemacu dan rantai adalah jenis halus. Jalankan simulasi dan kemudian dapatkan hasil. Selepas mendapat keputusan, ia dapat membuat perbandingan kekuatan dan perubahan rekabentuk antara perbezaan bahan dan memilih bahan yang sesuai untuk digunakan pada motosikal kelajuan 150cc. Kesesuaian bahan, rekabentuk pemacu dan saiz rantai sangat penting untuk digunakan pada motosikal yang sepatutnya untuk mengelakkan fraktur atau rantai akan putus apabila motosikal laju, mendaki dan ketika memulakan pergerakan.

DEDICATION

To my beloved parents and supervisor thanks for the incredible support and encouragement as I began to feel stressed with spirit given I can feel the lack of pressure is reduced and I can do this task well Alhamdulillah. I would like to thank you to supervisor for helping me from various facets to complete this task. For my co-supervisor also help me to use the software thank you very much.

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TABLE OF CONTENTS

	PAGE
TABLE OF CONTENTS	x
LIST OF TABLES	1
LIST OF SYMBOLS	5
CHAPTER 1 INTRODUCTION	6
1.1 Overview introduction of Analysis sprocket and chain	6
1.2 Research Background for sprocket and chain	6
1.3 Objective	7
1.4 Aim	7
CHAPTER 2 LITERATURE REVIEW	8
2.1 Overview of Sprocket and chain system	8
2.2 Performance of sprocket and chain using FEA	8
CHAPTER 3 METHODOLOGY	19
3.1 Overview of analysis sprocket and chain methodology	19
3.2 Sprocket and Chain Geometry	21
3.2.1 Sprocket geometry	21
3.2.2 Chain Geometry	22
3.3 FEM Set-Up	23
3.3.1 Boundary Condition	23

3.3.2	Meshing	25
3.4	Strength Analysis	27
3.4.1	Effect of material Properties	27
3.4.2	Calculation	28
3.4.3	Effect of load	29
CHAPTER 4	RESULT AND DISCUSSION	31
4.1	Sprocket	31
4.1.1	Effect of load	31
4.1.1.1	Preliminary design	31
4.1.1.2	Modified design	35
4.1.2	Effect of material	39
4.1.2.3	Preliminary design	40
4.1.2.4	Modified design	43
4.2	Chain	46
4.2.1	Static analysis	46
4.2.2	Iterations for at change the dimension with increase the dimension of each part at chain.	47
4.2.3	Iterations for at change Height Inner Link plates and Outer Link plates, Width Roller for 1.25mm thickness.	47
4.2.4	Iterations For Inner link and Outer link Thickness = 1.50mm	48
4.2.5	Iterations For Inner link and Outer link Thickness = 1.75mm	49

4.2.6	Iterations For linearity for chain link Thickness	50
4.2.7	Fatigue analysis	51
CHAPTER 5	CONCLUSION	54
5.1	Conclusion	54
5.2	Recommendation	55
REFERENCES		56

LIST OF TABLES

TABLE	TITLE	PAGE
Table 2-1:	Force (Nikam and Tanpure2016)	9
Table 2-2:	Natural Frequency (Nikam and Tanpure2016)	11
Table 2-3:	Comparison Of Material Properties (Suthar2017)	12
Table 2-4:	Comparison analysis result (Suthar2017)	13
Table 2-5:	FEAResult (Ambole and Kale 2016)	14
Table 2-6:	Chain Material Properties (Mulmule et al, 2018)	17
Table 2-7:	Result base on Meshing type (Sunny 2012)	18
Table 3- 1:	Force	25
Table 3- 2:	Meshing	26
Table 3- 3:	Comparison of Material Properties	27
Table 3- 4:	Material Selection for chain	27
Table 3- 5:	Gear ratio	28
Table 3- 6:	Torque at rear sprocket	29
Table 4- 1:	Comparison of Materials properties	40
Table 4- 3:	Result comparison of analysisresult Preliminary Design	46
Table 4- 4:	Result comparison of analysis result Modified	46

LIST OF FIGURES

FIGURE	TITLE	PAGE
Figure 3- 1:	Flow Chart Of Methodology	20
Figure 3- 2:	Sprocket Geometry	21
Figure 3- 3:	Chain geometry	22
Figure 3- 4:	Chain constraint	23
Figure 3- 5:	Modified Sprocket constraint	24
Figure 3- 6:	Preliminary Sprocket Constraint	24
Figure 3- 7:	Load direction preliminary design	29
Figure 3- 8:	Load direction modified design	30
Figure 4- 1:	Stress for sprocket (alloy steel)	31
Figure 4- 2:	Stress sprocket (Stainless steel)	32
Figure 4- 3:	Graph stress sprocket (Stainless steel)	33
Figure 4- 4:	Graph stress sprocket (Alloy steel)	33
Figure 4- 5:	Deformation plot (Alloy steel)	34
Figure 4- 6:	Deformation plot (Stainless steel)	34
Figure 4- 7:	Fatigue life plot	35
Figure 4- 8:	Von-mises stress plot (stainless steel)	36
Figure 4- 9:	Von-mises stress plot (alloy steel)	36

Figure 4- 10: Graph stress sprocket (Alloy steel)	37
Figure 4- 11: Graph stress sprocket (Stainless steel)	37
Figure 4- 12: Deformation plot (Alloy steel)	38
Figure 4- 13: Deformation plot (stainless steel)	38
Figure 4- 14: Fatigue life plot	39
Figure 4- 15: Stress for sprocket (alloy steel)	40
Figure 4- 16: Stress sprocket (Stainless steel)	41
Figure 4- 17: Deformation plot (Alloy steel)	41
Figure 4- 18: Deformation plot (Alloy steel)	42
Figure 4- 19: Fatigue life plot(preliminary design)	42
Figure 4- 20: Von-mises stress plot (stainless steel)	43
Figure 4- 21: Von-mises stress plot (alloy steel)	44
Figure 4- 22: Deformation plot (Alloy steel)	44
Figure 4- 23: Deformation plot (stainless steel)	44
Figure 4- 24: Fatigue life plot	45
Figure 4- 25: Stress Distribution in Model	47
Figure 4- 26: Von-mises stress plot	48
Figure 4- 27: Deformation plot	48
Figure 4- 28: Von-mises stress	49
Figure 4- 29: Deformation plot	49
Figure 4- 30: Von-mises stress plot	50

Figure 4- 31: Deformation plot	50
Figure 4- 32: Fatigue Life of Chain (cycles)	51
Figure 4- 33: Fatigue damage to chain	51
Figure 4- 34: Factor of safety	52
Figure 4- 35: Stress history when the plate thickness is 1.2 mm	53
Figure 4- 36: Stress (MPa) and Force (N) at the end of each load step	53

LIST OF SYMBOLS

D, d	-	Diameter
F	-	Force
g	-	Gravity = 9.81 m/s
I	-	Moment of inersia
l	-	Length
m	-	Mass
N	-	Rotaional velocity
P	-	Pressure
Q	-	Volumetric flow-rate
r	-	Radius
T	-	Torque
Re	-	Reynold number
V	-	Velocity
w	-	Angular velocity
x	-	Displacement
z	-	Height
q	-	Angle

CHAPTER 1

INTRODUCTION

1.1 Overview introduction of Analysis sprocket and chain

Generally, the sprocket is using for any wheel involving the chain passing over it. It is distinguished from a gear in that sprockets are never meshed together directly, and different with pulley because the sprocket has teeth and pulley no teeth and pulley moving smoothly compared to the sprocket. Sprocket can be applied in a variety of material and style, depending on application and severity of service requirement. The material selection for sprocket is depending on the strength and service condition (Suthar, 2017).

The chain is the one of the commonly used drive train to transfer the power from the engine. The chain assembly consists of driven sprocket and driving sprocket. The driving sprocket connected with the engine output shaft, which transfers the power to the driven sprocket. After that, driven sprocket transfer the power to the drive shaft (Nikam and Tanpure, 2016).

1.2 Research Background for sprocket and chain

This research is about performance investigation of sprocket and chain using the FEA. The material for sprocket is stainless steel and alloy steel depend on type motorcycle. The front sprocket connecting with the engine and it will supply the power from engine and chain contact with sprocket to rotate the rear wheel. So, the rear

sprocket has force at each of teeth. Actually, the first 10 teeth have more compared to others teeth at sprocket.

1.3 Objective

- To study the effect of sprocket and chain parameter such as material properties and the effect of load.
- To investigate the structural deformation of the sprocket chain that contributes to structural integrity.

1.4 Aim

- To propose a better solution high performance of sprocket and chain used in motorcycle
- To understand the structure of deformation of the sprocket and chain assembly.

CHAPTER 2

LITERATURE REVIEW

2.1 Overview of Sprocket and chain system

This research is about to analysis the strength and deformation of sprocket and chain. The strength comes from the power of engine motorcycle and with the strength imposed to the sprocket driven and driving transmit by the chain will be effective to the sprocket and chain. After that, the material used in the sprocket and chain main role in strength and deformation because best material will give the strength for sprocket and chain and will decrease the deformation for sprocket and chain. Therefore, should find the strength and deformation to give a good strength for the sprocket and chain.

2.2 Performance of sprocket and chain using FEA

According to (Nikam and Tanpure, 2016), the force of each tooth should be know because the each of tooth is not same force. The Table 2-1 below shows the maximum of chain tension will be act on the first teeth and until the 10 teeth. After that, the force will be decrease continuously and negligible after the 10 teeth. When meshing for static analysis as indicated in Figure 2-1 for will be charged on the teeth surface with direction to pitch circle of sprocket teeth. The analysis process at Ansys Workbench. Stress was charged on sprocket at von-mises stress based on figured below is 179.08Mpa. For mild steel, the maximum value for stress is less than the yield stress, which the result in a factor of safety is greater than 1. Difference with deformation process when the maximum is obtained 0.01831mm shown Figure 2-2. It can be seen on

the figure below for deformation plot the maximum deformation appears at point depend to maximum force. The Table 2-2 shows the frequencies of each teeth at the sprocket. As we can see the frequency is increase and at the 6 teeth have more frequency compared to others. It is means rate of swing and vibrate regularly at 6 teeth.

Table 2-1: Force (Nikam and Tanpure, 2016)

Tooth number	Force (Newton)
T1	1177.9
T2	1251.9
T3	846.16
T4	567.99
T5	381.27
T6	255.9
T7	171.79
T8	115.31
T9	77.4
T10	51.96

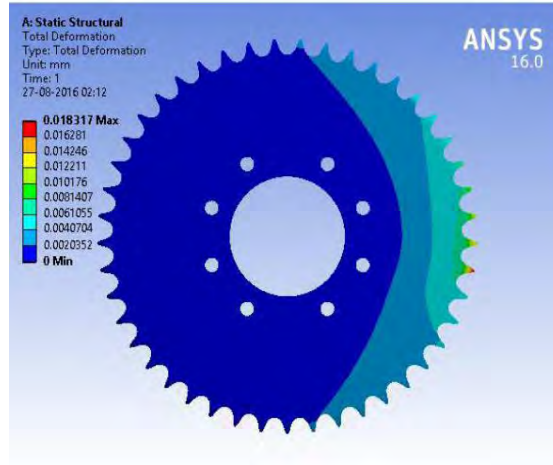


Figure 2-1: Static Analysis (Nikam and Tanpure, 2016)

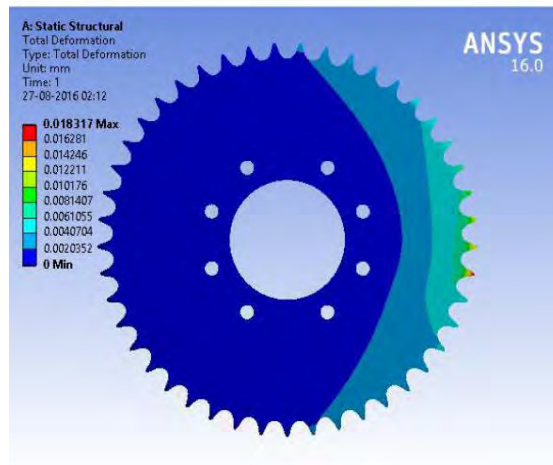


Figure 2-2: Deformation (Nikam and Tanpure, 2016)

Table 2-2: Natural Frequency (Nikam and Tanpure, 2016)

Frequency	Sprocket(Hz)
1	1665.5
2	1679
3	1774.5
4	1883.5
5	1970
6	2492.6

(Suthar, 2017) investigate the effect of sprocket strength using a finite element analysis method. The material for sprocket should be good material. In manufacturing, the steel is a familiar matter to manufacture the sprocket its good wearing properties. To reducing the weight and noise, the material used in manufacturing is characterized as non-metallic material like wood, compressed paper and plastics like nylon, Acrylic, and Polycarbonate, which is also widely used for gear. This overcomes the traditional used of present product which is made from cost reduced material such as steel is for sprocket material. The disadvantages of the steel are due to the fact that it's despite the capabilities for fatigue extremely useful and flexing not lead to critical failure. The material selection is used mild steel. The Chemical composite of mild steel is (- 0.23%, Mn-1.5percentage, S-0.05percentage, P-0.05percentage, Si-0.4%). In pre-processing draw, the sprocket design, save in format IGS file, and after that imported to meshing to HyperMesh 12.0. After import the sprocket chain, all dimensions can measurable. The best meshing to use is the tetrahedral element. Static analysis is used for analysis. The

boundary condition for a reference point to calculate the result of the analysis. Have to force acting on sprockets such as force acting on sprocket due to tension in the tight side of chain (Torque at rear sprocket) and the Gravitational force acting at the center of the sprocket (in this case neglected). From the boundary condition software calculated, the deflection with boundary condition applied and then computed the strain. After the strain calculated, we can know the modulus of elasticity and we can compute the stress. The calculation of stress depends on the failure theory suitable for analysis. The table below shows Von-Misses stress for sprocket (Carbon Fiber) the stress value is 371.13 N/mm². So this is well because of the below of critical value. The deformation of the sprocket is 0.091. The material used is steel and carbon fiber.

Table 2-3: Comparison Of Material Properties (Suthar, 2017)

Material	Mild Steel	Carbon Fiber
Young's Modulus (E)	210 GPa	E1-190 Gpa, E2- 7.7 Gpa
Poisson's Ratio(ν)	0.3	0.35
Density (ρ)	7850 kg/m ³	1600 kg/m ³
Yield Stress	290 MPa	-
Ultimate Tensile Stress	390 MPa	2000 MPa
Mass (m)	0.847 Kg	Kg 0.173 Kg