DESIGN AND DEVELOPMENT OF CARBON FIBER SUSPENSION PUSH ROD FOR UTeM FORMULA STYLE RACE CAR

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This technical report is submitted in accordance with the requirements of the Bachelor of Mechanical Engineering (Automotive)

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DECLARATION

"I hereby, declare this thesis entitled Design and Development of Carbon Fiber Suspension Push Rod for UTeM Formula Style Race Car is the result of my own research except as cited in the reference"

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Date	: 24 May 2010

DEDICATION

To my beloved family especially my father, Abdul Ghaffar B. Daud And also to my beloved mother, Jawahair Binti Ahmad Who keep me continuously motivated with their great support and encouragement throughout my Bachelor Degree program

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During this work I have collaborated with many colleagues for whom I have great regard and I wish to extend my warmest thanks to all those who have helped me with my work. All support I have received is most valuable thing is my life.

ABSTRACT

The Formula Society of Automotive Engineer (SAE) is a student project that involves a complete design and fabrication of carbon fiber suspension push rod for UTeM open wheel formula-style racecar. This thesis will cover the components of the suspension which is push rod. This thesis will include the calculation of load acting on the push rod, the composite laminate analysis and also the new design of the push rod. It also fabricated by using carbon fiber and polyester resin as the composite material. As the carbon fiber is choose as material, the push rod suspension properties such as strength will be increase and reduce the total weight. The tests such as compression test were conducted to determine the strength of push rod suspension when the maximum load is applied. Based on the result, carbon fiber suspension push rod is able to replace and function according to the required specification from the Formula SAE.

ABSTRAK

Formula SAE (*Persatuan Jurutera Automotif*) adalah satu projek pelajar yang melibatkan rekabentuk dan menyiapkan sistem suspensi batang penolak karbon serat bagi kereta lumba pelajar. Tesis ini akan menghuraikan tentang komponen suspensi seperti batang penolak. Tesis juga akan menghuraikan pengiraan berkaitan dengan daya yang bertindak ke atas batang penolak, analisis komposit laminat dan rekabentuk yang baru untuk dibuat. Ia telah direkabentuk dengan menggunakan bahan karbon serat dan poliester sebagai bahan komposit. Dengan menggunakan bahan tersebut, ia akan meningkatkan keupayaan dari segi kekuatan dan ia mengurangkan berat keseluruhan. Dua ujian seperti pemampatan (compression) telah dijalankan untuk mengetahui kekuatan pada batang penolak apabila daya maksima dikenakan. Berdasarkan daripada hasil pengiraan, batang penolak karbon serat mampu menggantikan dan juga berfungsi dengan baik berdasarkan speficikasi yang dikeluarkan oleh Persatuan Jurutera Automotif (SAE).

TABLE OF CONTENT

CHAPTER	CON	TENT	PAGE
	DEC	LARATION	ii
	DED	ICATION	iii
	ACK	NOWLEDGEMENT	iv
	ABS	ГКАСТ	V
	ABS	TRAK	vi
	TAB	LE OF CONTENT	vii-ix
	LIST	OF FIGURES	x-xii
	LIST	TOF TABLES	xiii
	NOM	IENCLATURE	xiv
CHAPTER I	INTF	RODUCTION	1
	1.1	Introduction of Formula Race Car	2
	1.2	Problem Statement	2
	1.3	Objective	3
	1.4	Scope of Project	3
	1.5	Expected Result	3
CHAPTER II	LITE	CRATURE REVIEW	4
	2.1	History Formula SAE	4
	2.2	Formula Student Car specification	5-6
	2.3	Suspension	6-13
	2.4	Push rod suspension system	14-18

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CHAPTER	HAPTER CONTENT		PAGE	
	2.5	Composite Material	18-30	
CHAPTER III	RES	EARCH METHODOLOGY	31	
	3.1	Introduction	31	
	3.2	Process Planning	32-33	
	3.3	Theory of Suspension Load		
		Calculation	33-40	
	3.4	Composite Calculation	40-41	
	3.5	Design Suspension Push Rod	42-46	
	3.6	Fabricate the Push Rod		
		Suspension	47	
	3.7	Compression Test	47-48	
CHAPTER IV	LOA	D ANALYSIS	49	
	4.1	Suspension Push Rod Load		
		Analysis	49	
	4.2	Position of Center of Gravity	49-56	
	4.3	Composite Calculation	56-57	
CHAPTER V	FAB	RICATION PROCESS AND		
	CON	APRESSION TEST OF		
	CON	APOSITE SUSPENSION PUSH		
	ROE)	58	
	5.1	Introduction	58-60	
	5.2	Fabricating Carbon Fiber and		
		Glass Fiber Suspension Push Rod	60-61	

CHAPTER	CON	TENT	PAGE
	5.3	First Stage of Fabrication Process	62-65
	5.4	Second Stage of Fabrication	
		Process	65-66
	5.5	Compression Test for Composite	
		Push Rod Suspension	67-68
CHAPTER VI	RES	ULTS AND ANALYSIS	69
	6.1	Introduction	69
	6.2	Compression Test Analysis	69-73
	6.3	Load Analysis	73
	6.4	Fabrication Process Analysis	74
	6.5	Joining Process Analysis	75
	6.6	Testing Error Analysis	75-77
	6.7	Area of Failures Analysis	78
	6.8	Weight of Composite Suspension	
		Push Rod Analysis	79-80
CHAPTER VII	CON	ICLUSION AND FUTURE	
	REC	COMMENDATION	81
	7.1	Conclusion	81
	7.2	Future Recommendation	82
	REF	ERENCES	83-84
	BIBI	LOGRAPHY	85
	APP	ENDICES	86

LIST OF FIGURE

NO.	TITLE	PAGE
1 1	Student Formula Race Car	2
2.1	Type of Suspension System	- 8
2.2	MacPherson Strut Suspension	9
2.3	Double Wishbone Suspension System	10
2.4	Camber Angle	11
2.5	Caster Angle	11
2.6	Toe Pattern	12
2.7	De Dion Tube Suspension Systems	13
2.8	Push Rod Suspension System	14
2.9	Honda RA106 Push Rod	15
2.10	Euler Case of Buckling	16
2.11	Euler Case of Buckling	17
2.12	Demonstration of Euler Case	17
2.13	Woven glass fiber	20
2.14	Carbon fiber woven	23
2.15	Hand Lay-Up Process	25
2.16	Spray-up Process	26
2.17	Basic Vacuum Bag Process	27
2.18	Resin Transfer Molding	28
3.1	Flow Chart Overall PSM Process	32
3.2	Normal Force on Tire at Static Condition	34
3.3	Forces at Inclination Position	35

NO.	TITLE	PAGI
3.4	Forces during Braking	36
3.5	Force on the Suspension System	38
3.6	Force Acting on Suspension Link	38
3.7	Flow Chart Designing Push Rod Suspension	42
3.8	Measured Drag Coefficients	43
3.9	Concept Design I	44
3.10	Concept Design II	44
3.11	Concept Design III	45
3.12	Concept Design IV	45
5.1	Carbon Fiber Woven	59
5.2	Glass fiber woven and CSM	59
5.3	Mold release wax	61
5.4	Weighted the weight of polyester resin and hardener	62
5.5	Add hardener to the resin about 99:1 weight ratio	62
5.6	Applying the mold release wax on the surface of the	
	mold	63
5.7	Applying one ply of woven carbon fiber	63
5.8	Applying the resin on the surface of woven glass	
	fiber	64
5.9	Rolled the layer using roller to remove the	
	entrapped air	64
5.10	Placing the joint	65
5.11	Mark the cutting area at the specimen	66
5.12	Trimming process using hand grinder to get the	
	desired shape	66

TITI F

xi

NO	TITLE	PAGE
5.13	INSTRON universal test machine	67
5.14	Compression test for composite push rod suspension	68
6.1	Compression test for Fiber Glass (First Specimen)	70
6.2	Compression test for Fiber Glass (Second Specimen)	70
6.3	Compression test for Carbon Fiber (First Specimen)	71
6.4	Compression test for Carbon Fiber (Second Specimen)	71
6.5	Carbon fiber push rod suspension after conduct testing	72
6.6	Push rod joining	72
6.7	Fabricating process	74
6.8	Universal joint after grind	75
6.9	INSTRON universal test machine	76
6.10	Ball joint end surface is machined flat and a tape is	
	placed to prevent part from sliding during test.	76
6.11	Recommended jig for compression test	77
6.12	Fiber glass specimen	78
6.13	Carbon fiber specimen	78
6.14	Specimen for GFRP and CFRP fail at gage area	78
6.15	Weighting the specimen	79
6.16	Weighting the universal joint	80

LIST OF TABLES

NO.	TITLE	PAGE
2.1	Car Specification	6
2.2	Kevlar Properties	20
2.3	Comparative yarn properties for Fiber	
	reinforcement plastic	23
2.4	The comparison between Polyester and Epoxy resin	30
3.1	The Rating of Push Rod Design	44
4.1	Total Load for Push Rod	53
6.1	Maximum Force subjected between to Glass Fiber	
	Push rod and Carbon Fiber push rod before failure	58
6.2	Weight between Glass Fiber and Carbon Fiber	75
6.3	The universal weight	76
6.4	The net weight of specimen	76

NOMENCLATURE

SAE	=	Society of Automotive Engineers
UTeM	=	Universiti Teknikal Malaysia Melaka
GPa	=	Giga Pascal
kPa	=	Kilo Pascal
CATIA	=	Computer Aided Tridimensional Interactive Application
CAD	=	Computer-aided Design
σ_y	=	Stress, MPa
ASTM	=	American Society for Testing and Materials
М	=	Mass, kg
L	=	Length, m
c	=	Centre to rear axle, m
b	=	Centre to front axle, m
W	=	Weight, N
F_{f}	=	Force at the front, N
h	=	Centre of the gravity
a	=	Acceleration, ms ⁻²
F _{tire}	=	Force at the tire, N
Lateral force	=	Force, N
K _{Tf}	=	Front roll stiffness, Nm ² /deg
K _{Tr}	=	Rear roll stiffness, Nm ² /deg
a _y	=	Acceleration in lateral, ms ⁻²
ΔF_{FZM}	=	Weight transfer due to the roll, N
ΔF_{FZL}	=	Weight transfer due to the lateral force, N
F_{FOZ}	=	Normal force on the tire, N

CHAPTER I

INTRODUCTION

1.1 Introduction of Formula Race Car

The Formula SAE competition is designed to give engineering students the opportunity to design, fabricate, test and race formula style racing cars. At the FSAE competition, each car is judged against the competitors to decide which team's car best achieves the goals. The cars are judged in static design, dynamic abilities and track performance. The static events include categories such as production cost analysis, design, and a marketing presentation. The dynamic events include skid-pad and acceleration performance tests. After finish builds a car, it will test the car at the track to see the limit abilities of the car.

Nowadays, the formula student race car has makes a lot of improvement especially in term of weight from the heavyweight body chassis, suspension and others components. This is because the optimum powers to weight ratio could increase the performance especially in ride and handling performances. Before this, the components such as suspension system use steel and metal. Currently, many race car components use composite material such as carbon fiber and fiber glass to reduce the weight of vehicle.

The suspension system material also has made some improvement from using material like steel to composite material such as fiber glass. Many of team in formula one such as Ferrari team using composite as a material at suspension system. The most important reason using composite material at the suspension system is the handling performances. Reducing the weight of the components can give a higher performance to car (Savage, 2008).



Figure 1.0: Student Formula Race Car (Source: http://www.3trpd.co.uk/images/casestudies/race-car-big3.jpg)

1.2 Problem Statement

In order to makes some improvement in performances of the car especially in term of reducing weight, composite material is selected for the construction of the push rod suspension component. Therefore, sufficient understanding about the composites material especially in carbon fiber composite and also understanding about the function of push rod suspension system is a subject matter to complete this thesis.

1.3 Objectives

The objective of this project is to design and develop carbon fiber-polyester composite suspension push rod for UTeM Formula Style race car.

1.4 Scope of Project

The scopes of the projects are:

- 1. To calculate the load acting on the component during operation
- 2. To perform composite laminate analysis
- 3. To produce detail design of the component using 3D CAD software
- 4. To fabricate the component using carbon fiber and polyester matrix
- 5. To perform compression test to evaluate the component performance

1.5 Expected Result

The material that be using is carbon fiber and expected result should be the push rod suspension is more light than the current steel push rod suspension and also can hold the force that act on the push rod suspension. This expectation should be achieved in order to product lightweight push rod suspension for UTeM's Formula Student race car.

CHAPTER II

LITERATURE REVIEW

2.1 Formula History

The first SAE Mini-Indy was held at the University of Houston in year 1979. The competition was inspired by a how to article that appeared in Popular Mechanics magazine. The competition used Mini Baja as a guide and it has to design and build small, "Indy-style" vehicles using the same stock engine. For the first time the competition is held, thirteen schools had entered and eleven compete.

Three students from University of Texas at Austin saw the potential and proposed a new mini-Indy with new rules. The new rules kept restriction to a minimum, any four –stroke engine with a 25.4 mm intake restriction. The University of Texas at Austin hosted the competition through 1984. In 1985, the competition was hosted by The University of Texas at Arlington. There, Dr. Robert Woods, with guidance from the SAE student activities committee, changed the concept of the competition from one where students built a pure racing car, to one that mirrored the SAE Mini-Baja competitions, where they were to design and build a vehicle for limited series production.

General Motors hosted the competition in 1991, Ford Motor Co. in 1992, and Chrysler Corp. in 1993. After the 1992 competition, the three formed a consortium to run Formula SAE. At the end of the 2008 competition, the consortium, based on economic pressure, ceased to exist. The event is now funded by SAE through company sponsorships and donations along with the team's enrollment fees. (http://en.wikipedia.org/wiki/Formula_SAE)

2.2 Formula Student Car Specification

The Formula SAE is one of the events for student to develop their potential to build a formula car. Hence, Society of Automotive Engineers (SAE) has stated the rules and regulation for Formula SAE, all the race car must fulfill the specification to make the team qualify on enter this Formula SAE. According to the article 6.1 in rules and regulation for Formula SAE about the requirement of suspension system is the car must be equipped with a fully operational suspension system with shock absorbers, front and rear, with usable wheel travel of at least 50.8 mm (2 inches), 25.4 mm (1 inch) jounce and 25.4 mm (1 inch) rebound, with driver seated. The judges reserve the right to disqualify cars which do not represent a serious attempt at an operational suspension system or which demonstrate handling inappropriate for an autocross circuit (http://student.sae.org/, 2008). These are example race car specification that required by Formula SAE:

Dimensions	Frant	Rear		
Overall bength Midth, Height	\$2 nones long, 50 nones xide, 52 nones high	92 notes long, 60 notes vide, 52 notes high		
Wheelbase	ью nchas			
Track	E2 mones	6C inches		
Weight with 1EClbdriver	175 ko	245 bc		
Suspension Parameters	Frant	Rear		
Suspension Type	Couble unequal length A-Arm. Pushrodiactualed horizontal yoriented spring and damper	Double unequal length A-Arm. Direct acting spring and camper		
Tire Size and Compound Type	20x7.5-13 R25A Huusier	2CxS-13R25AHuusler		
Wheels	Einchwide, 3 Jo 4 R m 2 inchneg, ofise.	9 inch Aide, 3 pc Al Rim, 3 inch rieg; offset		
Designitide height (chassis to ground)	1.D inches	1.3 indres		
Center of Gravity Design Height	S.5 inches above ground (confirmed with testing)			
Suspension design travel	1.2 inches jource / 1.2 inchrebound	1.4 inches jource / 1.2 inchrebound		
Wheel rate (chassis to wheel center)	146 k/in	170 b/in		
Ro Irrate ichassis to whee center)	S.14 degrees per g			
Sprung mass hatural frequency	4.46 Hz	5.32 Hz		
.curceDamping	90% of critical damping at X in/sec	58 % of critical damping at Xin/sec		
Rebound Damping	62% of privide damong E. Xin/sec	50 % of childen damping all Xin/sec		
Motionratio/lype	C.91 / linear	0.54 / progressiverale		
Califier que l'ident inbump (deg / m)	1.31ueg/ r	1.01deg/in		
Camber que l'idient inno filleg / deg	2.32 ceg / deg	2.620eg/ueg		
Static Toe and adjustment method	C.125 inch loe out vierauj steering links	O to 0.25 inch toe in via adjitoe links		
Static camber and adjustment method	-1.5 degive shi ri plates on A-arm	-0 5 deg v a st i ripla.es on uprigh.		
Fruit Caster and adjustment method	13 degreesrich-adjustable			
Frur U Kingpin Axis	2 degrees non-adjustable			
Krigpin offset and trail	.8 inches of set 0 inches trai			
Static Akermann and adjust ment method	110%r un-ad ustable			
Antidive / AntiScuat	C	-30%		
Ro Identerposition static	2.2 Inches above ground	1.2 Incresectore ground		

Table 2.1: Car Specification (Source: http://student.sae.org/, 2008)

2.3 Suspension

Generally, suspension is the critical sub-system of the vehicle that makes the vehicle more comfort and smooth during cornering and braking as well as lane keeping. The suspension system development year after year has a lot of improvements. The suspension has a lot of type and it depends on the vehicle and also their use.

2.3.1 History of Suspension

In 16th century, a few researchers tried to solve a problem of feeling every bump in the road. For example is wagon, by slinging the carriage body from leather straps attached at four post of chassis that looked like unturned table. The term carriage body suspended from chassis is called suspension. Gottlieb Daimler in Germany and some European car makers had tried to apply coil springs. However, most manufacturers stood fast with leaf springs which less cost, easy to produce and also easy to assemble to the car. After that, in 1804, Obadiah Elliot from London was invented the venerable leaf spring, which today some manufactures still use in rear suspensions. In 1934, General Motors had introduced a coil spring suspension with each tire sprung independently (Zakaria, 2006).

2.3.2 Function of Suspension System

The suspension system works comprise of unsprung mass which is tyre mass, wishbone, spring, damper, wheel knuckle (king pin) and tie-rod for front suspension. Frame or unitized body, wheels, wheel bearings, brake system and steering system. All the components in these system are working together in order to provide a safe and comfortable mean of transportation. The suspension system functions are as follows:

- i. Support the weight of the frame, body, engine, transmission, drive train, passengers and cargo.
- ii. Provide a smooth, comfortable ride by allowing the wheels and tires absorb vibration due to uneven road surface while maintain the body.
- iii. Work with the steering system to help keep the wheels in correct alignment.
- iv. Keep the tires in contact path with the road, even after striking bumps or holes in the road.

- v. Allow rapid cornering without extreme body rolls (vehicle leans to one side).
- vi. Allow the front wheels to turn from side to side for steering.

The suspension system must consider the dynamics of moving vehicle from two perspectives:

- i. Ride ability of vehicle to smooth out bumpy road
- Handling ability of vehicle to perform safely during acceleration, braking and also cornering.

2.3.3 Type of Suspension System





Figure 2.1: Type of Suspension System (Source: http://www.autospeednet.com/sites, 2008)

The suspension used in vehicle can be divides in to major type which is independent suspension and non-independent suspension. Independent suspension can be defines as each wheel on the same axle can move vertically independently of its own. As the result, independent suspension movement can be isolated from affecting the other and it will give better ride quality and handling characteristics. The simplest example of independent suspension is MacPherson strut, double wishbone suspension system and many more. In the other hand, non-independent suspension can be defines which on the same axle, the left and right wheels are interlinked. So, whenever it goes over bumps with one wheel can affect the wheel on the opposite side. Also in addition, if one wheel gets stuck, a lot of traction will lose because the opposite wheel does not adjust to the terrain and sit flat on the surface. The example for non-independent is De Dion tube.



2.3.3.1 MacPherson Strut System

Figure 2.2: MacPherson Strut Suspension (Source: http://www.carbibles.com/suspension bible.html)

MacPherson is one of the famous suspension systems used in the vehicle. This type of suspension consists of a spring and shock absorber unit called a strut. The lower end of the strut is located by a ball joint, fitted to the end of the suspension control arm. Its upper end is located in a molded rubber mounting. If the unit is on the front, the upper mounting includes a bearing to allow the complete strut to rotate with the steering. A tension rod, or stay bar, extends from the body sub-frame, to the outer end of the control arm. This maintains the location of the control arm during braking, and accelerating (www.carbibles.com, 2008).

2.3.3.2 Double Wishbone System



Figure 2.3: Double Wishbone Suspension System (Source: http://www.carbibles.com/suspension_bible.html)

In double wishbone suspension, it is using two parallel wishbone-shaped arms to locate the wheel. Each wishbone (or arm) has two mounting positions to the chassis and one joint at the knuckle. The shock absorber and coil spring mount to the wishbones to control vertical movement. Double-wishbone designs allow the engineer to carefully control the motion of the wheel throughout suspension travel, controlling such parameters as camber angle, caster angle, toe pattern, roll center height, scrub radius, scuff and many more (Wikipedia, 2006).

Camber angle is the angle made by the wheel of an automobile between the vertical axis of the wheel and the vertical axis of the vehicle as it viewed from the front or rear. This is for designing the steering and suspension system. If the top of the wheel is further out than the bottom, it is called positive camber and if the bottom of the wheel is further out than the top, it is called negative camber (www.madabout-kitcars.com, 2008).