

# Design & fabrication of Front Wheel Upright Assembly for an ATV

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**Abstract** - The aim of this paper is to present the detailed report of the project titled as design and fabrication of Front Wheel Upright Assembly for an ATV (all-terrain vehicle). The paper tries to cover all the prominent aspects of the project work viz 'literature review', 'design', 'CAE analysis', 'observations', and 'rectifications', etc. The wheel assembly for any vehicle could be bifurcated into two parts. The first part deals with the geometry & the design of wheel hub and upright etc. Whereas the second part deals with the mounting of the assembly. The current project work mainly deals with the first part & gives detailed work procedure related to designing and fabrication of the hub & upright. The first two chapter's deals with introduction of the project and literature review of this project respectively. These chapters form the base of the project work. Following two chapters that is 'chapter 3' and 'chapter 4' deals with all the aspects of design and CAE analysis of the components & features the image gallery which shows the actual fabricated components and assemblies of the system. Safety of a vehicle depends on wheel assembly. A high quality wheel assembly allows vehicle to carry heavy loads, function in extreme weather conditions, and run smoothly on rough roads. The steering knuckle on a vehicle is a joint connected to the upright that allows the steering arm to turn the front wheels. The upright design is dependent on the suspension, brake and steering subassembly design of the particular vehicle and hence gives flexibility to optimize it in terms of weight and durability. A reduction in the weight of suspension components also improves the vehicle's handling performance. It plays a crucial role in minimizing the vertical and roll motion of the vehicle body when it is driven on a rough road. The upright is required to support the load and torque induced by bumping braking, and acceleration and also helps in steering the tire connecting tie rod. Under operating condition it is subjected to dynamic forces transmitted from strut and wheel. Upright is subjected to time varying loads during its service life which may lead to fatigue failure. The upright accounts for maximum amount of weight of all suspension components, which expedites the necessity of weight reduction.

**Key Words:** Wheel Assembly, Wheel Upright, Steering Knuckle, Calliper Mounting, All Terrain vehicle.

## 1. INTRODUCTION

In today's era mass or weight reduction is becoming a core highlighted issue in automobile manufacturing industry to improve fuel efficiency thereby reducing emissions. Weight reduction has been achieved through advances in materials, improved design and analysis methods, fabrication processes and optimization techniques, etc. Design optimization should be implemented to obtain a minimum

weight with maximum or feasible performance, based on removal of conflicting constraints, design boundaries, and design uncertainties, such as design clearance and material defects. The upright accounts for maximum amount of weight of all suspension components, which expedites the necessity of weight reduction. In the design optimization of the knuckle component, weight should be minimized, while design factors such as strength, stiffness and durability should be satisfied with design targets. An effective design is one which performs the required task efficiently and is safe under extreme operating conditions, while being economical in the material used as well as the manufacturing process needed yet having an aesthetic appeal. Analysis aids in understanding the behavior of a component under a particular loading cycle for both failures and redundancies. Therefore analysis gives us a mathematical model which indicates scope for optimization and weight reduction for an overdesigned component.

### 1.1 Wheel Upright

Upright is the mounting part which is required to connect all suspension, steering & Braking parts to stabilize the vehicle. The upright is used to connects the chassis to the Wheel Assembly with the help of arms (A-arms), allowing the vehicle to stable. The uprights also connect to the steering arm, allowing the driver to steer the vehicle, and the caliper, allowing the driver to stop the vehicle. The hub is directly connected to the wheel, and is connected to the upright. The upright is to remain stationary relative to the chassis while the hub is to rotate with the wheel.

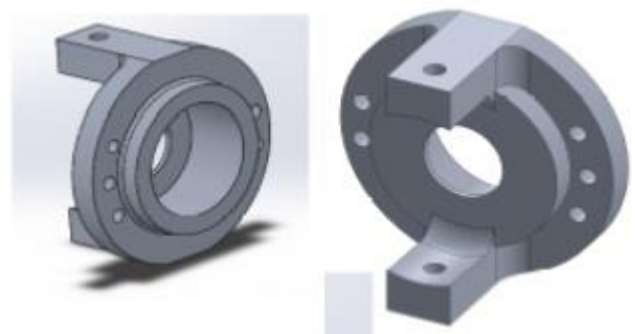


Fig -1: Front wheel upright

The parameters that molded the design of the upright were:

1. Project the brake caliper mounts at one side of upright.
2. Provide sufficient thickness to brake caliper mounts to endure sudden torque from the disk.

3. Check alignment of the brake caliper mount on both of the uprights i.e. Left and Right uprights. Since the brake caliper doesn't have plane of symmetry along its center, brake mounts will have different special arrangements along the side of both uprights.

4. Steering arm mount be on the opposite side that of the brake caliper mount of the uprights.

5. Dual bolt holes will be provided to counteract the moment in the steering arm.

6. Have sufficient fillet radius throughout the design to minimize notch sensitivity.

7. Length of upright will be taken as per the suspension design.

8. Upper and lower wishbone mounting will be dependent on the kingpin inclination obtained from the suspension geometry.

9. Include King pin inclination of 7 degrees along the vertical axes of upright.

10. Bore be provided to accommodate the stub axle.

11. Press fitting tolerance to be provided in the central bore diameter to press fit axle.

12. Sufficient wall thickness to make the component rigid, unsusceptible to external moment.

13. Design optimization will be done after the component is analyzed for various loading cases to relief weight.

As it was mentioned above in design parameters, weight consideration was the main objective. it was necessary to opt the material which could bear the forces induced during the motion as well be light. Considering all the above, it has been decided Aluminium 6061 seems to be the most viable material for the component. The strength on weight ratio is sufficient to meet our standards.

Fig -2: Front upright stress analysis

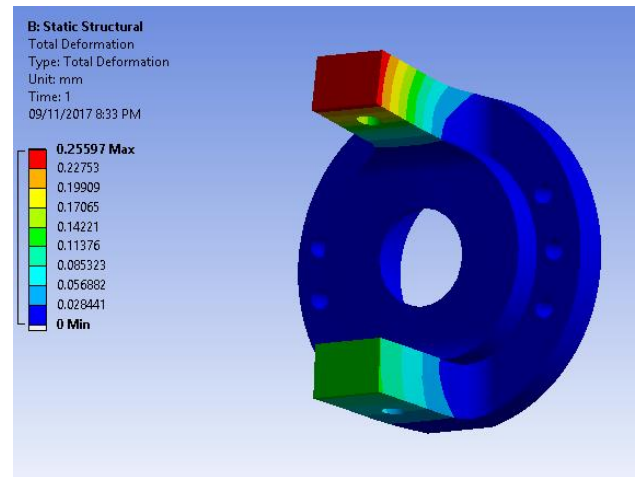
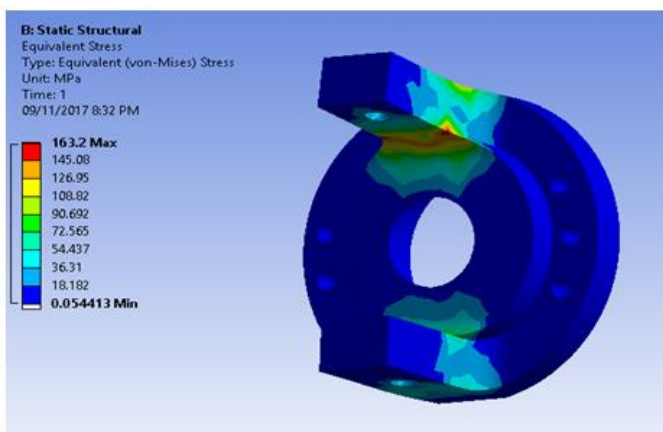


Fig -3: Front upright Deformation analysis

### Analysis of Front Upright:

Material: Aluminium 6061

Weight: 780 grams

Maximum Tensile Strength: 300MPa

Maximum Yield Strength: 260MPa

Force: 6000N

Stress: 163.2MPa

Deformation: 0.2559mm

### 1.2 Steering Knuckle & Caliper Mounting

Steering knuckle is that structure on the wheel upright, to which the tie rod ends of the Steering assembly transfers motion to the wheels. To steer the vehicle properly Steering Knuckle plays important role.

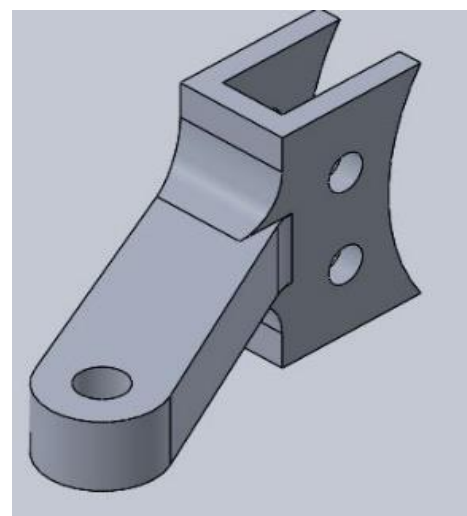
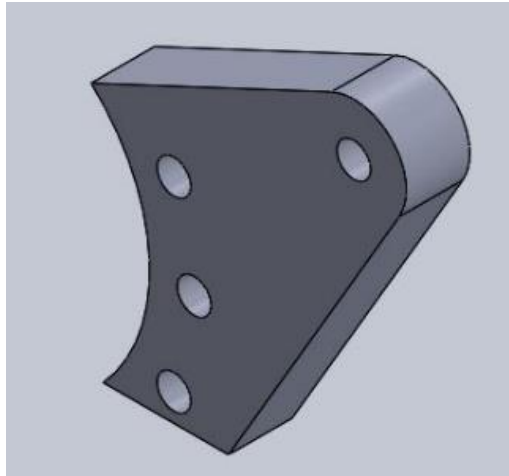


Fig -4: Steering Knuckle

The presence and location of brake calipers can vary depending on the make and model of ATV. If a caliper is present, it will always be found straddling a rotor, also known as a brake disc. While many ATVs have four brake calipers, one for each wheel, it is not uncommon for an ATV to have only three calipers. Typically, a brake caliper straddles each rotor in the front, which is mounted to the wheel hub. In the rear, a rotor may be mounted to the axle.



**Fig -5:** Caliper Mounting

The parameters that molded the design of the steering knuckle & Caliper Mounting were:

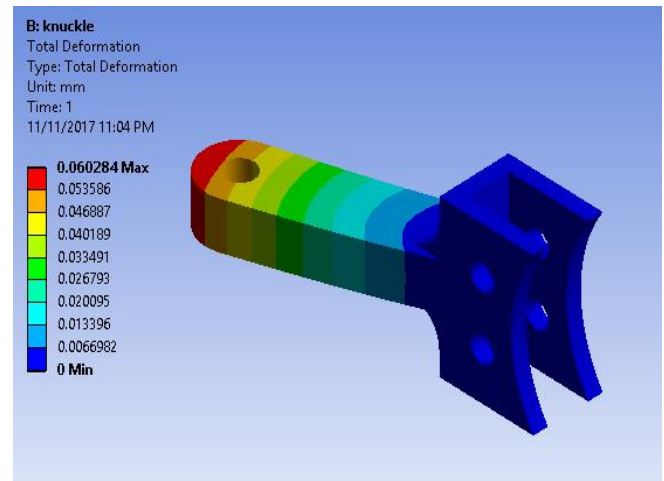
1. Provide sufficient thickness to Steering Knuckle so that it can sustain the steering load.
2. Provide sufficient thickness to Caliper mounting so that it can sustain the braking load.
3. Mounting bracket should be able to sustain load and also easy to mount on upright.
4. Vehicle should be able to steer & stop properly.
5. Dual bolt holes will be provided to counteract the moment in the steering arm.

As it was mentioned above in design parameters, weight consideration was the main objective. It was necessary to opt the material which could bear the forces induced during the motion as well be light. Considering all the above, it has been decided Mild Steel seems to be the most viable material for the component. The strength on weight ratio is sufficient to meet our standards.

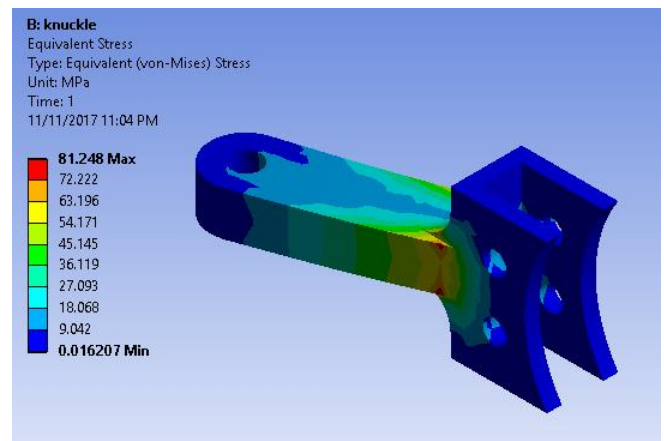
**Analysis of Steering Knuckle:**

Material: Mild Steel  
 Weight: 300grams  
 Maximum Tensile Strength: 500MPa

Maximum Yield Strength: 247MPa  
 Force: 100N  
 Stress: 81.248MPa  
 Deformation: 0.0608mm



**Fig -6:** Steering Knuckle stress analysis



**Fig -7:** Steering Knuckle deformation analysis

**Analysis of Caliper Mounting :**

Material: Mild Steel  
 Weight: 330grams  
 Maximum Tensile Strength: 500MPa  
 Maximum Yield Strength: 247MPa  
 Force: 100N  
 Stress: 5.9849MPa  
 Deformation: 0.0932mm

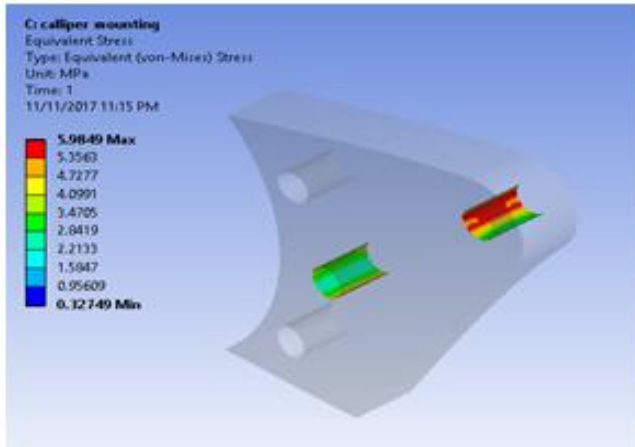


Fig -8: Caliper Mounting stress analysis

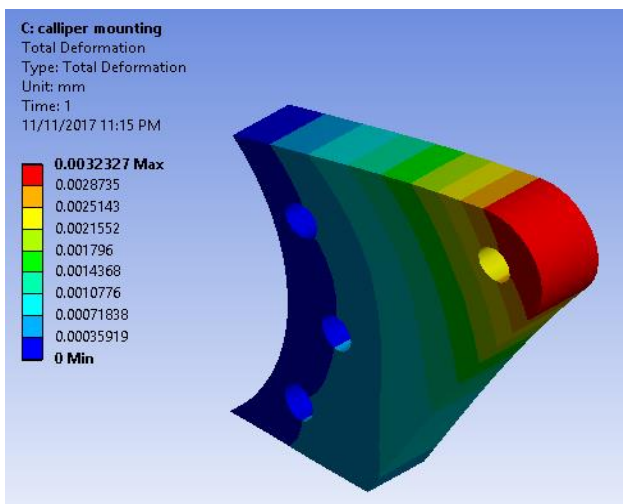


Fig -9 Caliper Mounting deformation analysis



Fig -10: Actual front upright



Fig -11: Front upright assembly



Fig -12: Actual pictures of front upright assembly

## 2. MANUFACTURING

Manufacturing is made with constraint as per the material, its availability, machining cost without affecting the part strength. Thus, CNC machining is preferred for Upright and normal power tools for manufacturing of steering Knuckle & Caliper Mounting.

Table -1: Manufacturing details

Particular	Manufacturing Process	Tools Used	Material
Upright	Operation performed by CNC machine	CNC Machine	Aluminium 6061
Knuckle & Caliper Mounting	Material purchased in the form of plate & Plate drilled and cut as per the requirement by drilling machine power tools.	Power tools.	Mild Steel

## 3. CONCLUSIONS

The purpose of this paper is not only to design and manufacture the upright assemblies for the car, but also to provide an in depth study in the process taken to arrive at the final design. With all the project work presented above it can be concluded that the project work has been successfully completed along with completion of all the objectives.

The conclusions made are as follows:

1. The literature of the wheel assembly indicates that the key points to be consider while designing the assembly is to consider stresses and strength of material.
2. The FEA result indicates that the Wheel assembly is able to perform safely in real track condition as per performance requirement.
3. The material ALUMINIUM 6061 is selected for the fabrication uprights and MS selected for steering and mounting accessories.
4. The fabricated assembly is tested on the ATV and working properly with the desired smoothness and ruggedness.

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