Grenze International Journal of Engineering and Technology, Special Issue

Design and Thermal Analysis of Tractor Boot

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***Abstract*—In today's modern world, Farmers use advanced farm equipment for the better yield and good quality products. In order to meet the increasing demand of Tractors in the Industry, the Production time has to be reduced satisfying the quality issues at the same time. The need for good quality products and 'Zero defect operations' are pivotal for any industry. One such defect to be eliminated is the damage caused to the rubber boot of tie rod in Dhruv tractors. Tie rod is a vital component in the steering system of any automobile. It helps in steering and handling of a vehicle. The problem arose is due to high temperature in the paint shop causing it to transmit the heat to the Polyurethane material.**

In order to cease the damage, various experiments were conducted which are as follows:(a) Masking the entire surface of rubber boot, (b) Covered the steel ring with an 'O' ring, (c) Used a thick rubber as a covering.

The specimens were examined and observed that the rubber boot lacked thickness around the steel ring which is not able to sustain such high temperatures. Hence, the tie rod rubber boot is redesigned in NX-CAD with varying thickness and analysed the thermal stress and optimized the thickness of the rubber boot.

***Index Terms*— Farmers, Tractor, Tie rod, Steering, Rubber Boot and NX-CAD.**

I. Introduction

A tractor is the farm equipment division of Mahindra and Mahindra. Mahindra has begun the manufacturing tractors in the early 1960's, almost 50 years back. At present it is the top manufacturer in India and also one of the best manufacturers in both automotive and Farm Equipment division. Sales of Mahindra Tractors are predominant in the states of Gujarat, Haryana, Punjab, Maharashtra and the Southern States. Mahindra has taken over the Gujarat Tractors which were under the government control and then they took over Swaraj in Punjab.

Mahindra& Mahindra considers Dhruv model as its crown jewel as it is sold all across the world and is accepted worldwide due to its quality and performance of the vehicle. One vital part of the vehicle is the front axle which is connected to the transmission and the engine in the skid region. The front axle sub assembly includes tie rod which has a rubber boot which is made of Polyurethane (PU) material and is held in its position by a couple of steel rings. Due to high temperature in the paint shop, the steel rings transmit the heat onto the polymer causing it to melt and damage the material. A proper solurtion is to be applied to prevent any damage to the rubber boot. Even though, Bhoomiputra, model too involves a rubber boot tie rod, the problem does not exist in the latter type of model.

It used to be situated in 1945 as a metal trading company, and entered automotive manufacturing in 1947 to

Grenze ID: 01.GIJET.4.3.20

bring the iconic Willy's Jeep onto Indian roads. Over the years, it diversified into many new business ventures in order to meet the wishes of the customers. It follows a special enterprise mannequin of creating empowered agencies that revel in the quality of entrepreneurial independence and group-wide synergies. This principle has led its growth into a US $16.7 billion multinational team with more than 200,000 employees in over one hundred countries across the globe. Today, operations span 18 key industries that structure the foundation of each present day economy: aerospace, aftermarket, agribusiness, automotive, components, building equipment, consulting services, defense, energy, farm equipment, finance and insurance, industrial equipment, data technology, leisure and hospitality, logistics, actual estate, retail, and two wheelers.
Its federated structure enables each business to chart its own future and simultaneously leverage synergies across the entire Group's competencies. In this way, the diversity of its expertise allows it to bring the customers the best in many fields. And though we operate across vast geographies, our governing spirit of **"Rise"** binds us as one Mahindra, dictating that we empower people everywhere to not only chart new frontiers, but to conquer them too.

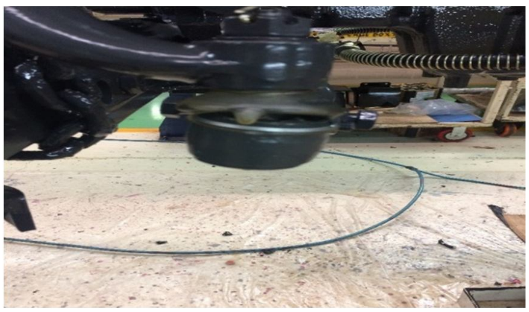


Fig 1.1: Damaged Rubber Boot

Fig 1.2: Masked Tie Rod

Fig 1.3: Rubber O Ring

Fig 1.4: Rubber Cap on Rubber Boot

II. OBJECTIVE & METHODOLOGY

The basic objective of the project is to eliminate the melting of tie rod rubber boot in the Dhruv tractor by analysing the entire work line, finding the root cause of the problem and provide an inexpensive but effective solution to the defect.
It involves testing of the rubber boot with different types of materials like a masking tape, an rubber O-ring or an combination of thick rubber cap and masking tape if required to cover and provide an insulative layer to the material to be tested. The final condition of the specimen tested is observed in various workstations for better understanding to provide an accurate solution to the problem present. Also consequently third should lead to the following:
1. Reduction in replacement cost.
2. Minimizing the rework cost and time associated with it
3. Eliminating the rework labor cost.
The results obtained through this project shall improve the quality of the produced vehicles and have very good benefits to the industry in terms of achieving the required target similarly reducing the unwanted cost and expenditure incurred by the industry for rework and replacement.

The 3D model of the **RUBBER BOOT** is created using UNIGRAPHICS NX software from the 2d drawings. UNIGRAPHICS NX is the world's leading 3D product development solution. This software enables designers and engineers to bring better products to the market faster. It takes care of the entire product definition to serviceability. NX delivers measurable value to manufacturing companies of all sizes and in all industries.

The CAD model of the RUBBER BOOT is shown below

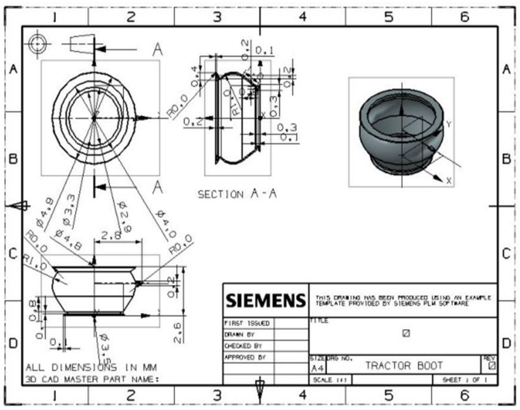


Fig 2.1: 2D Dimensions of rubber boot

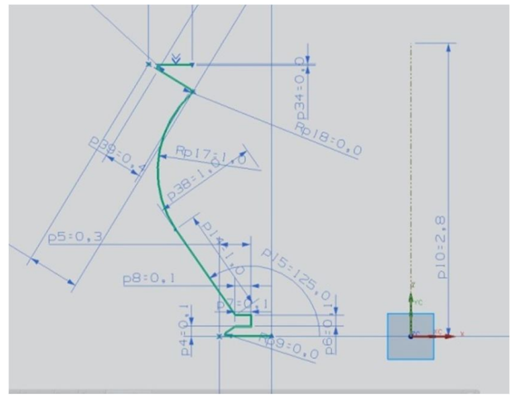


Fig 2.2: 2D sketch for the rubber boo

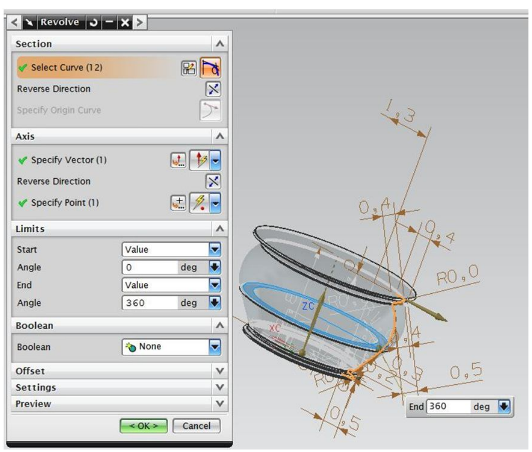


Fig 2.3: end model of rubber boot steering end tie rod.

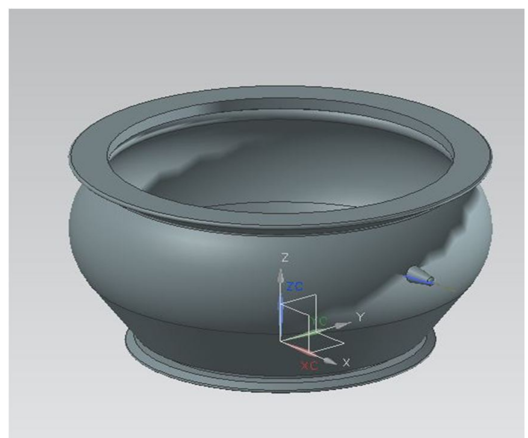


Fig 2.4: Isometric view of Rubber Boot

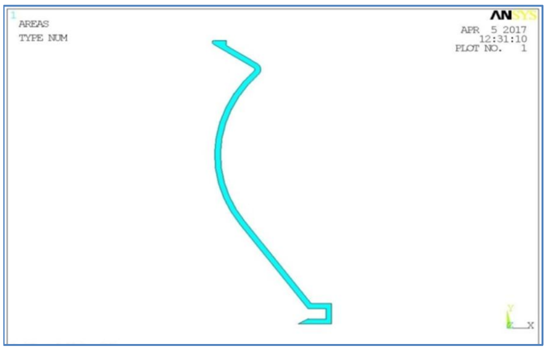
A 2D drawing is used to design a 3D model for our component using Unigraphics NX 7.5 CAD software Sketching is one of the most powerful tools available in UG. The basic idea of sketching is to create a 2D shape that is controlled by numerical values and geometric constraint rules. The sketch process involves creating a new sketch by choosing "Insert / Sketch / create". In modified rubber boot the thickness of rubber boot had increased by 0.02 mm so that we can attain best temperature levels for the modified one and also to increase the height of air vent.

III. THERMAL ANALYSYS OF RUBBER BOOT

Finite element analysis has been carried out on the modified RUBBER BOOT with thickness of 0.05mm and 0.07mm is carried out to record the stresses and deflections. Initially thermal analysis is carried out to find the temperature distribution. The 3D model and the FE model of the RUBBER BOOT used for analysis is shown in the below figures.

A thermal analysis calculates the temperature distribution and related thermal quantities in a system or component. Typical thermal quantities of interest are: (i)The temperature distributions, (ii) The amount of heat lost or gained, (iii) Thermal gradients, (iv) Thermal fluxes.
Thermal simulations play an important role in the design of many engineering applications, including internal combustion engines, turbines, heat exchangers, piping systems, and electronic components. In many cases, engineers follow a thermal analysis with a stress analysis to calculate thermal stresses. Thermal analysis is done to plot the temperature distribution of the body with given conditions. Thermal properties of the **Poly urethane material** used for the rubber boot are:

(a) Thermal conductivity: 0.19 w/m-k, Specific heat: 1760 j/kg-k.
(b) (b) The element type used in the thermal analysis of the rubber boot is **PLANE77.**



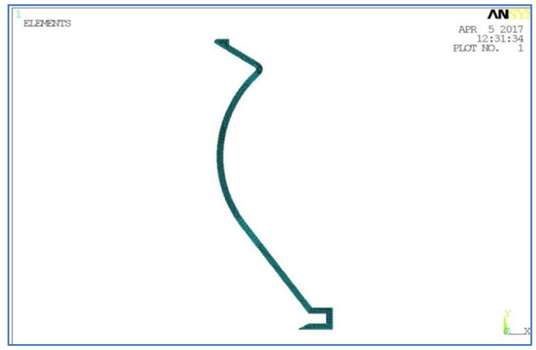
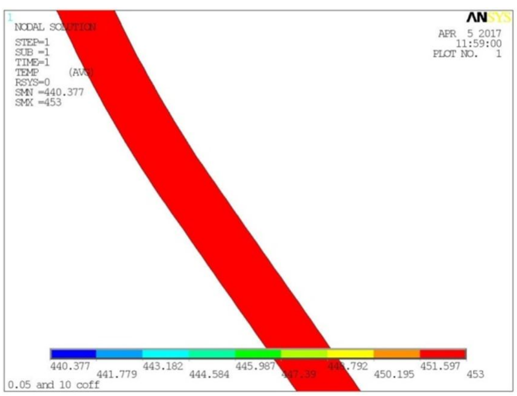


Fig 3.1: Model in ANSYS

Fig 3.2: Finite Element Model

A. Thermal Analysis of the Rubber Boot with a Thickness of 0.05mm for Natural Convection

In natural convection, the convective film coefficient of air is taken as 10 w/m^2 k.
The boundary conditions applied on the rubber boot are:
(a) The inner surface temperature is given as 453k.
(b) Outer surface is given for natural convection of air.



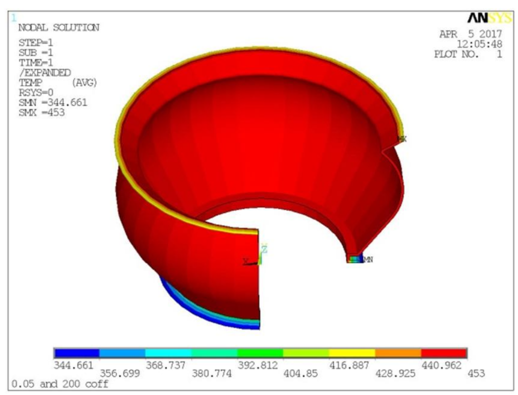


Fig 3.3: Temperature Distribution for Natural Convection in closed view

Fig3.4: Temperature distribution in 3d model with $3/4^{th}$ expansion

B. Thermal Analysis of the Rubber Boot with a Thickness of 0.05mm for Forced Convection

In forced convection, the convective film coefficient of air is taken as 200 w/m^2k.
The boundary conditions applied on the rubber boot are:
(a) The inner surface temperature is given as 453k .
(b) Outer surface is given for natural convection of air

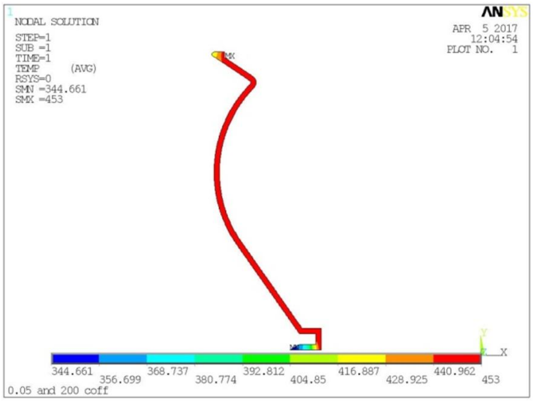


Fig 3.5: Temperature Distribution for Forced Convection

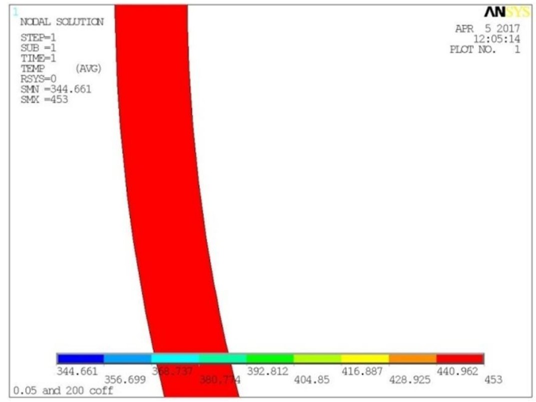


Fig 3.6: Temperature Distribution for Forced Convection in closed view

IV. RESULTS & CONCLUSIONS

Results

In the thermal analysis of the poly urethane with the two different thicknesses and for two different types of convection following can be observed.

- For natural convection of rubber boot with thickness 0.05mm the outer temperature is same as the inside temperature at every corner.
- For forced convection of rubber boot with thickness 0.05mm the outer surface exhibited a temperature nearer to inside temperature. i.e. 453k.
- For forced convection of the rubber boot with thickness 0.07mm, the outer surface exhibited a temperature of 433.063k.

V. CONCLUSIONS

From the above discussions is concluded that:

- the rubber boot with thickness of 0.07mm has dissipated the more heat than that of the rubber boot with 0.05mm thick for forced convection.
- The number of failures would be considerably reduced by increasing thickness by 0.02 mm.
- The resistivity of heat is improved in the latter one.
- Thus it is suggested to replace the rubber boot of 0.05mm with 0.07mm and to provide a forced convection.

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