Vol. 02, Iss. 1 (2024) 28-34, DOI: 10.61552/JME.2024.01.003

JME

Journal of Materials and Engineering

www.jme.aspur.rs

Research article

Static Structural Analysis of Suspension System

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Keywords:

Suspension system
Energy dissipation
Meshing analysis
Ansys workbench

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Received: 12 September 2023
Revised: 18 October 2023
Accepted: 15 November 2023

A B S T R A C T

Coil spring suspension systems are widely used in various applications, including automotive, industrial, and aerospace engineering. The spring, bearing, piston rod, seal block, rebound adjuster, and hydraulic oil are the main components of the suspension system. The main purposes of the suspension system are to increase tyre-road contact, support the vehicle weight, provide stable steering, and improve handling and ride comfort. The suspension system operates through energy storage and dissipation: the spring stores mechanical energy, while the damper dissipates part of this energy as heat. This paper focuses on the basic coil spring model, which is one of the main components of the suspension system. The deflection of the coil spring suspension system was determined analytically and compared with numerical simulation results. The coil spring suspension system was modelled using SolidWorks, while static structural analysis was performed in ANSYS Workbench. The analytical and simulation results were compared using standard theoretical data, and a mesh convergence study was also carried out.

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1. INTRODUCTION

When riding on unpaved surfaces, shocks are absorbed mechanically by a suspension system or shock absorber. Shock absorbers are used in vehicles to improve ride comfort. Rides without shock absorbers are bouncy. The vehicle will vibrate at a frequency equal to that of rough terrain [1]. The main purpose of a two-wheeler suspension system is to cushion the rider and vehicle body from shocks caused by road irregularities. A good suspension system should have a minimal amount of deflection upon application of load, be inexpensive, light in weight, require little in the way of operating or maintenance expenses, and operate with the least amount of tyre wear possible.

A motorcycle wheel can move independently from the chassis due to a coil spring. The spring's movement is governed and managed by a hydraulic damper setup. The main purpose of motorcycle suspension is to shield the rider and chassis from the imperfections of the road. The vibration caused by potholes, bumps, corners, and acceleration or deceleration forces

can be reduced with an effective suspension system. In contrast, when a motorbike encounters a bump in the road, its tyres would lose traction. Additionally, the suspension system offers both the rider and passenger a comfortable riding experience [2].

Newton's laws of motion state that every force has a magnitude and a direction. The wheel oscillates up and down perpendicular to the road when there is a bump in the road. Of course, the size will differ depending on whether the wheel is hitting a huge bump or a small speck. In either case, the car wheel accelerates vertically as it crosses an imperfection. Without a supporting structure, the frame receives all of the vertical energy from the wheel and moves in the same direction. The wheels may completely lose contact with the ground in this scenario [3]. The wheels may then crash back into the road due to gravity's downward force. The purpose of a car's suspension is to increase the amount of contact between the tyres and the road, provide good handling and steering stability, and ensure the comfort of the passengers. Spring-based suspension systems commonly use coil springs, leaf springs, or torsion bars. However, springs alone only store mechanical energy and do not dissipate vibrations. Therefore, vehicle suspension systems usually combine springs with hydraulic shock absorbers. In this combination, the spring stores mechanical energy, while the hydraulic damper dissipates vibration energy and helps control excessive oscillations [4].

The failure of a freight locomotive's helical spring was caused by redesigning it to increase durability and ride index. The composite suspension system can support loads under normal operating conditions and maintain ride index, but the failure happens during cornering and hunting speeds. To prevent this, the study of a composite spring's dynamic behaviour is examined. For the static analysis of the primary suspension system, they used Pro/E to model helical springs and ANSYS to analyse primary suspension springs made of two materials. Chrome The traditional steel helical spring made of 60Si2MnA steel, which is a new material compared to vanadium, is shown to be the best material for helical springs by a decrease in diversion and by high pressure [5]. Different suspension and steering systems serve a dual purpose by helping the vehicle hold, handle, and brake for good active safety and driving enjoyment and by keeping passengers in the vehicle comfortable and reasonably well isolated from road noise, bumps, and vibrations, etc [6, 7].

N. Lavanya looked into the ideal design and analysis of a suspension spring for a car that was put through a static helical spring analysis. The study demonstrates how spring behaviour will be observed under recommended or anticipated loads, and it also improves helical spring cyclic exhaustion. Low carbon basic steel has lower initiated pressure and strain values than chrome vanadium material [8, 9].

Composite helical springs with a hollow circular section were created by Gobbi and Mastinue. The method allows defining the spring geometrical and mechanical parameters in order to get the best compromise between spring performances (minimum mass, maximum strength), with constraints on local and global stability and on resonance frequency. In their study, the technical specifications, such as stiffness, maximum deflection, were provided [10].

A helical spring suspension system's main parts are as follows:

- Coil Springs: The suspension system's primary components are the coil springs. They are typically helical in shape and made of steel. The coil springs store and release energy when they are compressed or extended, giving the suspension system the support and flexibility, it needs.
- Suspension Struts/Shock Absorbers: Helical spring suspensions frequently include suspension struts or shock absorbers in addition to coil springs. These parts reduce oscillations and stop excessive bouncing or rebounding, which aids in controlling the suspension system's motion. They enhance the vehicle's control, stability, and handling.
- Control Arms: Helicoidal spring suspensions frequently use control arms, also referred to as A-arms, to join the suspension parts to the

chassis. They give the coil springs the necessary points of attachment, enabling them to move and articulate as the suspension moves.

- Stabilizer Bars: Helicopter suspensions with helical springs sometimes include stabilizer bars, also known as sway bars. By transferring forces between the wheels, these bars, which join the left and right sides of the suspension system, assist in reducing body roll while cornering.

The following are some benefits of helical spring suspensions:

- Improved Handling: Helical spring suspensions improve handling and stability, enabling better maneuverability and control, by controlling suspension movement and maintaining tyre contact with the road surface.
- Comfortable Ride: The coil springs effectively absorb and dampen road vibrations, giving the passengers of the vehicle a smoother and more comfortable ride.
- Helical springs are strong and have a long service life, making them durable. They are capable of supporting heavy loads and are dependable for the duration of the vehicle's life.
- Cost-Effectiveness: Helical spring suspensions are generally more affordable to manufacture and maintain than other suspension types, making them a popular option for a variety of vehicles.

In this paper, the analytical deflection of a coil spring suspension system was calculated using standard theoretical equations. The suspension model was prepared in SolidWorks and analysed using ANSYS Workbench. Tetrahedral and hexahedral meshing were used, and the mesh size was varied from 5 mm to 2.5 mm. The reduction in mesh size improved the agreement between the numerical and analytical results. A mesh convergence study was therefore performed to evaluate the accuracy of the finite element model.

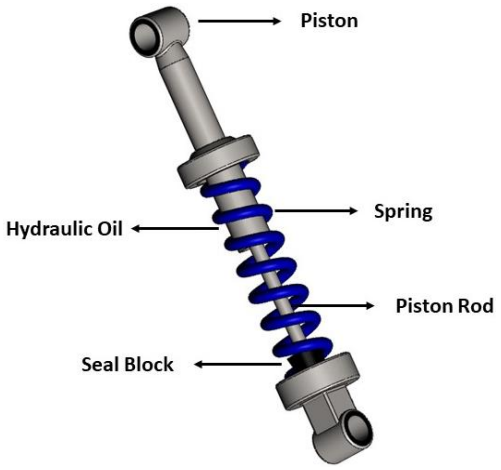


Fig. 1. 3D view of suspension system.

2. MATERIAL SELECTION AND INPUT PARAMETERS

Nomenclature of the symbols:

- D = Mean coil diameter
- Di = Inside diameter
- Do= Outside diameter
- d = Wire Diameter
- δ = Deflection
- N= Number of coils
- G = Shear modulus of elasticity (Structural steel)
- θ = Angle of twist
- Mt = Torsional moment
- J= Moment of inertia
- W= Load

Deflection:

$$\delta = \frac{8\,W\,N\,D^3}{G\,d^4}$$

2.1. Analytical solution for deflection

Table.1. Values & symbols of analytical solutions.

Serial No	Symbol	Value
1	W	1000 N
2	D	50 mm
3	N	10
4	G	$76900\,\frac{N}{mm^2}$
5	d	10 mm

The material properties used for calculations are structural steel.

$$\delta = \frac{8\,W\,N\,D^3}{G\,d^4}$$

$$\delta = \frac{8*1000*10*50^3}{76900*10^4}$$

$$\delta = \frac{10^{10}}{76900*10^4}$$

δ = 13 mm (Analytical solution value)

3. GEOMETRY AND BOUNDARY CONDITIONS

3.1. Suspension model

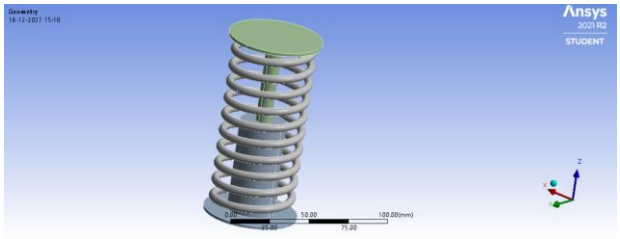


Fig.2. Geometry of suspension systems.

3.2. Connections

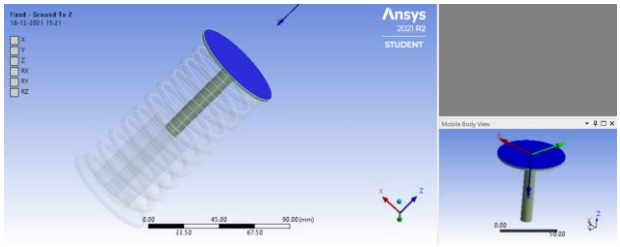


Fig.3. Connections of suspension systems.

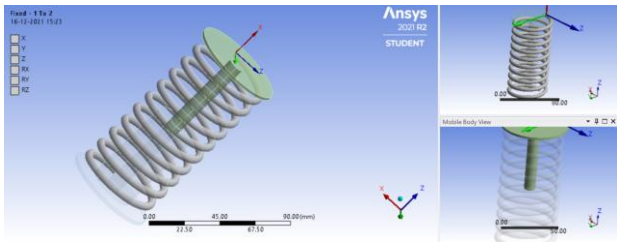


Fig.4. Connections of suspension systems.

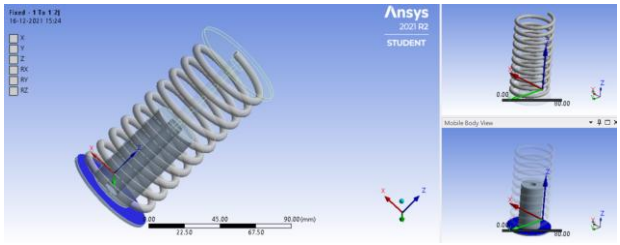


Fig.5. Connections of suspension systems.

4. MESH GENERATION

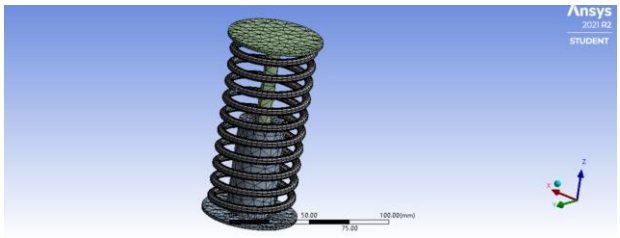


Fig.6. Meshing of suspension systems.

In a FEA, meshing is the process of breaking up a continuous domain into more manageable discrete elements in an effort to simulate the behaviour of the system under study. The goal of meshing is to discretize the governing equations into a set of algebraic equations that can be solved numerically while also representing the geometry and material characteristics of the structure or component under study. Meshing is a crucial step in the FEA procedure because it has a direct impact on the analysis's accuracy and effectiveness. The mesh's quality, which includes the element's type, size, and shape, is a key factor in determining how accurate the results are.

The following are some crucial FEA meshing components:

- Element types: Tetrahedra, hexahedra, triangles, quadrilaterals, and other element types are frequently supported by FEA software. The choice of element type is influenced by the geometry and kind of analysis being done. Every element type has unique benefits and restrictions.
- Element size: The accuracy and computational effectiveness of the analysis are impacted by the size of the mesh's elements. Although they cost more to compute, smaller elements give a more accurate representation of the geometry. Larger elements are less expensive to compute, but accuracy may suffer. To strike a balance between accuracy and computational efficiency, the element size should be chosen carefully.
- Element shape: The mesh's elements should ideally have the same shape as the geometry being studied. Errors in the analysis can be introduced by irregular or distorted elements. To ensure that the mesh has good element shape quality, take precautions to avoid using highly distorted or extremely small-angle elements.

- Mesh density: The quantity of elements used to discretize the geometry is referred to as the mesh density. It may be necessary to use a denser mesh to accurately capture the behaviour in certain areas of interest, such as those with high stress gradients or regions where significant deformation is anticipated. A coarser mesh can be used to cut down on computation costs in less crucial areas.
- Mesh generation techniques: Mesh generation can be done in a number of ways, including with structured or unstructured meshing. Unstructured meshing allows for greater element placement flexibility while structured meshing involves dividing the domain into a regular grid of elements. In order to generate meshes based on the input geometry, automatic mesh generation algorithms are frequently used in FEA software.
- Mesh refinement: Local mesh refinement might be necessary in some circumstances to accurately capture particular features or phenomena. When certain criteria, such as gradients in stress, displacement, or error estimates are present in an area of interest, adaptive meshing techniques can be used to automatically refine the mesh in that area.

In this model hexahedral meshing is implemented on the spring & tetrahedral meshing is used for other connection parts. In general, if oval or critical shape models are there, then tetrahedral & hexahedral meshing both are carried out. The size of the meshing is varying from 5 mm to 2.5 mm.

5. STATIC STRUCTURAL ANALYSIS

The boundary conditions for the simulations are:

- Fixed Support: This boundary condition forbids translation and rotation at a particular point or region in all directions. It is modelled by fully fixed constraints, so rotation and displacement are not permitted. The fixed support in this simulation is the upper part of the suspension.
- Applied Loads: Static structural analysis necessitates applying loads to the structure in addition to the aforementioned boundary conditions. Depending on the specific analysis being done, these can be point loads, distributed loads, pressure loads, or thermal loads. The load of 1000N is acting from down side to compress the suspension.
- Symmetry Conditions: When only a portion of a symmetric structure is being examined, symmetry boundary conditions are used. It is assumed that the symmetry planes or axes have no rotation or displacement. By only analyzing a portion of the entire structure, it helps to reduce the computational effort.

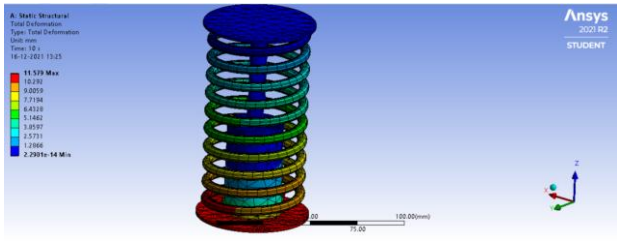


Fig. 7. Deflection of meshing size 5 mm.

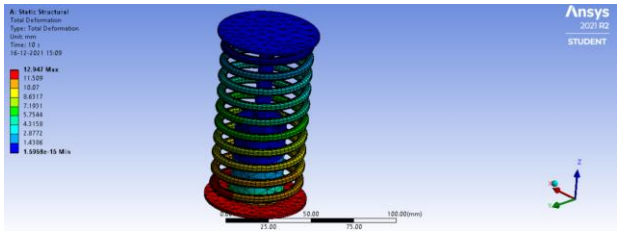


Fig. 8. Deflection of meshing size 2.5 mm.

6. RESULTS AND DISCUSSION

Table. 2. Shows Deflection values of both ansys & analytical solutions.

Serial No	Element size (mm)	Displacement (Ansys solution in mm)	Displacement (Analytic solution in mm)
1	5	11.579	13
2	4	12.105	13
3	3	12.632	13
4	2.8	12.842	13
5	2.5	12.947	13

When the size of a mesh is reduced, the vertices, edges, or faces that make up the mesh typically get smaller as a result. This leads to an increase in resolution, enabling the mesh to represent details more precisely. For instance, reducing the size of a mesh in computer graphics can produce smoother surfaces or intricate geometric shapes. A mesh's size can be reduced while still having an impact on how much computing power is needed to render or process the mesh. Because there are

more of the smaller elements to process, more memory and processing power may be needed. This may have an impact on simulations, real-time applications, or any other system that needs to effectively manage mesh data.

From the above table.2, the reduction in meshing size, the more accurate value is obtained from Ansys solutions. This value is converging more towards the analytical solution if the size of the meshing is reduced.

7. MESH CONVERGENCE STUDY

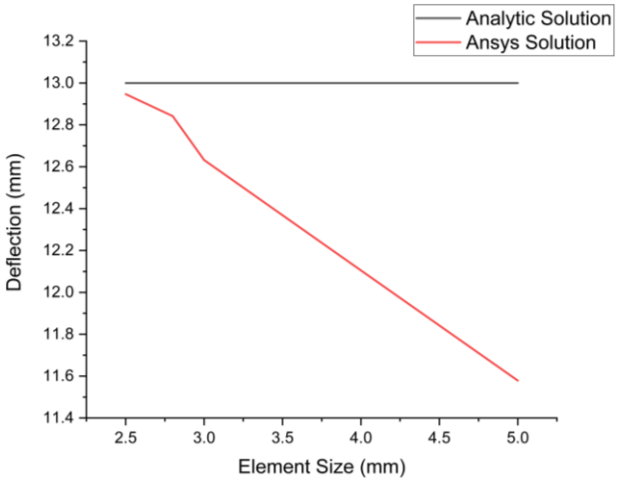


Fig. 9. Ansys vs Analytical deflection convergence graph.

In numerical simulations, convergence is crucial because it guarantees the accuracy and dependability of the results. When a simulation converges, it means that further mesh refinement has little to no impact on the outcomes. In other words, a stable state independent of mesh resolution has been reached for the solution. The process of fine-tuning a numerical mesh used in finite element analysis (FEA) simulations until the desired level of accuracy or convergence is attained is referred to as convergence in meshing. A computational domain is divided into smaller, finite-sized elements through the process of meshing, which aims to approximate the geometry and physics of the problem under consideration. A crucial component of numerical simulations is convergence in meshing, which ensures accurate and trustworthy results by fine-tuning the mesh until the solution stabilizes and becomes independent of further mesh-finetuning. From the above graph figure.9. the reduction in size is converging more towards the analytical solution.

8. CONCLUSION

The analytical and finite element results showed close agreement for the static deflection of the coil spring suspension system. The analytical deflection was calculated as 13.0 mm, while the ANSYS displacement values approached this value as the mesh was refined. The finest mesh size of 2.5 mm gave a displacement of 12.947 mm, which differs from the analytical value by approximately 0.41%. These results confirm that mesh size and mesh quality have an important influence on the accuracy of finite element simulations. The mesh convergence study showed that reducing the element size improves the agreement between numerical and analytical results, although further mesh refinement increases computational time.

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