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A Review Paper on Design & Analysis of LeafSpring

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Abstract: This paper reviews some of the general study on the design, analysis and fabrication of composite leaf spring. Leaf springs are one of the oldest suspension components they are still frequently used, especially in commercial vehicles. The literature has indicated a growing interest in the replacement of steel spring with composite leaf spring. The suspension system in a vehicle significantly affects the behavior of vehicle, i.e. vibration characteristics including ride comfort, stability etc. Leaf springs are commonly used in the vehicle suspension system and are subjected to millions of varying stress cycles leading to fatigue failure. A lot of research has been done for improving the performance of leaf spring. Lot of materials are used for leaf spring .but it is found that fiberglass material has better strength characteristic and lighter in weight as compare to steel for leaf spring. In this paper the author is reviewed few papers on use of alternate materials and effect of material on leaf spring performance.

Keywords: steel leaf spring, ANSYS, PRO-E software.

I. INTRODUCTION

Leaf springs are mainly used in suspension systems to absorb shock loads in automobiles like light motor vehicles, heavy duty trucks and in rail systems. The main function of leaf spring assembly as suspension element is not only to support vertical load, but also to isolate road-induced vibrations. The behaviour of leaf spring is complicated due to its clamping effects and inter-leaf contact etc. It carries lateral loads, brake torque, driving torque in addition to shock absorb. Springs are crucial suspension elements on cars, necessary to minimize the vertical vibrations, impacts and bumps due to road irregularities and create a comfortable ride. The suspensionleaf spring is one of the potential items for weight reduction inautomobile as it accounts for ten to twenty percent of the unsprung weight. The introduction of composites helps in designing a better suspension system with better ride quality if can be achieved without much increase in cost and decrease in quality and reliability. In the design of springs, strain energy becomes the major factor. In the present scenario the main focus of automobile manufacturers is weight reduction of the automobile. Weight reduction can be achieved mainly by introducing the better material, design optimization and better manufacturing processes. In automobiles, leaf spring is one of the potential parts for weight reduction as it accounts for 10% - 20% of the unsprung weight. Composite materials have made it possible to reduce the weight of leaf spring without any reduction in load carrying capacity and stiffness. Composite materials are now used extensively in place of metal parts. Several papers were devoted to the application of composite materials for automobiles.



Figure 1.1 Types of leaf spring



The figure shows a laminated semi- elliptic spring. The top leaf is known as the master leaf. The eye is provided forattaching the spring with another machine member. The amount of bend that is given to the spring from the centralline, passing through the eyes, is known as camber. The camber is provided so that even at the maximum load the deflected spring should not touch the machine member towhich it is attached. The central clamp is required to hold the leaves of the spring.



Fig: 1 Leaf Spring Designed in CATIA V5R20

To design composite leaf spring, a stress analysis was performed using the finite element method done using ANSYS software. Modeling was done for every leaf with CATIA V5R20 as shown in fig1.Also, analysis carried out for composite leaf spring with bonded end joints for Mild Steel, E-Glass/Epoxy and Jute E- Glass/Epoxy. The maximum and shear stresses along the adhesive layer were measured; represent FEA results for composite leaf springs of (Mild Steel E-Glass/Epoxy and Jute E-Glass/Epoxy). The maximum and shear stresses along the bonded adhesive layer for Mild Steel E-glass/Epoxy and Jute E-Glass/Epoxy were measured and plotted as shown in Figs.



Fig: 2 Static Structural Analysis for Mild Steel



Fig: 3 Static Structural Analysis for E-Glass/Epoxy



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Fig: 5 Comparison of Materials Based on the Stress, Strain, Deflections with 1000N load



Fig: 6 Comparison of Materials Based on the Stress, Strains, Deflections with 2000N load

Note: a - steel leaf spring, b - e-glass/epoxy leaf spring, c - jute/e-glass/epoxy leaf spring



Material	Young's	Poisson's	Tensile strength	Density
	modulus	ratio		
Steel	190-210	0.27-0.30	<u>572.3</u>	1000
	MPa		<u>MPa</u>	kg/m ³
E-glass	24000	0.3	205	1520
/Epoxy	MPa		MPa	kg/mm ³
Jute/E-glass	21000	0.22	185	1460
/epoxy	MPa		MPa	kg/mm ³

Object Name	SECOND- LEAF SECOND-LEAF	THIRD- LEAF THIRD-LEAF	FORTH- LEAF\FORTH-LEAF	FIFTH- LEAF\FIFTH-LEAF	SIXTH- LEAF SIXTH-LEAF	SEVENTH- LEAF\SEVENTH-LEAF	2ND 2ND	
State			Meshed		I		1	
Graphics Properties								
Visible			Yes					
Transparency	1							
			Definition					
Suppressed	No							
Stiffness Behavior	Flexible							
Coordinate System	Default Coordinate System							
Reference Temperature	By Environment							
Treatment	None							
	Material							
Assignment	E-Glass							
Nonlinear Effects	Yes							
Thermal Strain Effects	Yes							
			Bounding Box					
Length X	1228.4 mm	1000. mm	700. mm	580. mm	430. mm	300. mm	1150. mm	
Length Y	264.01 mm	139.05 mm	68.451 mm	48.18 mm	28.825 mm	16.981 mm	187.85 mm	
Length Z			50	. mm				
			Properties					
Volume	4.6418e+005	3.1413e+005	2.145e+005	1.7649e+005	1.2999e+005	89524 mm ³	3.6843e+005	
	mm ³	mm ³	mm ³	mm ³	mm ³		mm ³	
Mass	100.26 kg	67.852 kg	46.332 kg	38.123 kg	28.078 kg	19.337 kg	79.581 kg	
Centroid X	3.4638 mm	-1.037/e-013	1.8814e-014	6.0243e-014	-6.2385e-015	4.3346e-015 mm	3.469 mm	
Centroid V	-99 67 mm	-163 74 mm	-193 73 mm	-206 59 mm	-219.16 mm	-229 17 mm	-141 07 mm	
Centroid 7	-1 9061e-014	1 26e-014	-1 3447e-014	-3 2192e-014	-9.8356e-015	1.9677e-014 mm	-141.07 IIII	
Centrola Z	mm	mm	mm	mm	mm	1.90770-014 1111	014 mm	
Moment of	7.3445e+005	1.2123e+005	25818 kg·mm ²	14067	7229.4	4292.2 kg·mm ²	2.5115e+005	
Inertia Ip1	kg·mm ²	kg·mm ²		kg∙mm²	kg·mm ²	0	kg·mm ²	
Moment of	1.6387e+007	5.8794e+006	1.9334e+006	1.0886e+006	4.4107e+005	1.495e+005	9.25e+006	
Inertia Ip2	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm²	kg·mm ²	
Moment of	1.7079e+007	5.9724e+006	1.9399e+006	1.0868e+006	4.366e+005	1.4573e+005	9.468e+006	
Inertia Ip3	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm ²	kg·mm ²	
	L		Statistics			[
Nodes	7029	6963	4752	3927	2904	2046	8151	
Elements	3310	4200	2860	2360	1740	1220	4920	
Mesh Metric			None					



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II. CONCLUSION

The automobile chassis is mounted on the axles, not direct but with some form of springs. The stresses and deflection of steel leaf spring and composite leaf spring are found with great difference. Deflection of composite leaf spring is less ascompared to steel leaf spring with the same loading condition. Weight and cost are also less in composite leaf spring as compared to steel leaf spring with the same parameters. Conventional steel leaf spring is also found to be 5.5 times heavier then Jute E- Glass/Epoxy leaf spring. Material saving of 71.4 % is achieved by replacing Jute E-Glass/epoxy in place of steel for fabricating the leaf spring. Composite leaf spring can be used on smooth roads with very high performance expectations.



TABLE 15Model (A4) > Static Structural (A5) > Solution

Object Name	Solution (A6)				
State	Solved				
Adaptive Mesh Refinement					
Max Refinement Loops	1.				
Refinement Depth	2.				
Information					
Status	Done				
MAPDL Elapsed Time	28. s				
MAPDL Memory Used	955. MB				
MAPDL Result File Size	25.313 MB				
Post Processing					
Beam Section Results	No				
On Demand Stress/Strain	No				

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