

# Modelling and analysis of Kia carnival prestige vehicle wheel rim for 5 Member Load

Harshit Tiwari<sup>1</sup>, Dr.Avinash Pandey<sup>2</sup>

<sup>1</sup>Scholar, Sagar institute of technology and management

<sup>2</sup>ASSISTANT PROFESSOR, Sagar institute of technology and management

## Abstract

The "rim" refers to the "outer edge of a wheel that retains the tyre," as defined by Merriam-Webster. It is the portion of the wheel that has an exterior circular design and acts as the mounting place for the inner edge of the tyre on automobiles and other kinds of vehicles, such as trucks and cars. Its primary function is to protect the wheel from damage. A good illustration of this concept is the rim of a bicycle wheel, which is essentially a large hoop that is attached to the outermost ends of the spokes of the wheel and acts as a container for the tyre and the tube. When seen from a cross-section, the rim is deepest in the middle and tapers out toward the outer corners. In this paper, the wheel rim of a Kia carnival premium vehicle is modelled and analysed with the use of cad/cam software. After being built with the help of solid works, the item was analysed using both structural and dynamic boundary conditions. In addition, a material that is capable of withstanding high speeds and maximal loads has been proposed as a boundary condition. In this particular instance, materials al-7075 and al-7068 were chosen for the investigation, and a Kia carnival premium vehicle was chosen as the subject of the investigation. The boundary conditions comprised a variety of loads, ranging from a minimum of three members to a maximum of nine members. The highest number of members was nine. In conclusion, the most finest material that could possibly be used for the paper.

Keywords- CAD/CAE, Kia, Wheel Rim

## Introduction

The wheel rim is a critical component of any vehicle's wheel assembly, serving as the foundational structure upon which the tire is mounted. It plays a pivotal role in providing support, strength, and stability to the tire, making it an essential element for safe and efficient transportation. The design and analysis of wheel rims have been of paramount importance in the automotive and transportation industries for decades.

As vehicles continue to evolve, with increasing demands for efficiency, safety, and performance, the modeling and analysis of wheel rims have become more complex and sophisticated. Engineers and researchers in this field employ advanced computational tools and analytical techniques to ensure that wheel rims meet stringent requirements and standards. These requirements encompass various aspects, including load-bearing capacity, durability, weight optimization, and aerodynamic considerations.

If the diameter of the wheel rim is made larger, then there will be more room for air flow surrounding the air flow, which will result in improved cooling. Another factor that must be taken into consideration is the weight of the wheel rim. Lighter vehicles almost usually have better handling because of their reduced weight. The rotational inertia is also an evident aspect that goes higher with increasing weights, which causes the brakes to have to do much more work. Wheel flex and strength are two additional aspects of handling that need to be considered. Wheel flex may be reduced by making the wheel more stiff. This is of the utmost importance since large cornering forces may be generated by high performing performance even with a low aspect ratio. Steel wheels and alloy wheels are the two primary categories that make up the larger category of car wheels. Wheels made of alloy are regularly installed on contemporary automobiles, particularly when the vehicle is designed for turning. The wheel disc and the rim are both pressed components that are used in the construction of every steel wheel. These components are then welded together.

## Implementation

Kia Carnival Prestige: kerb weight of 4839 pounds, or 2195 kilogrammes

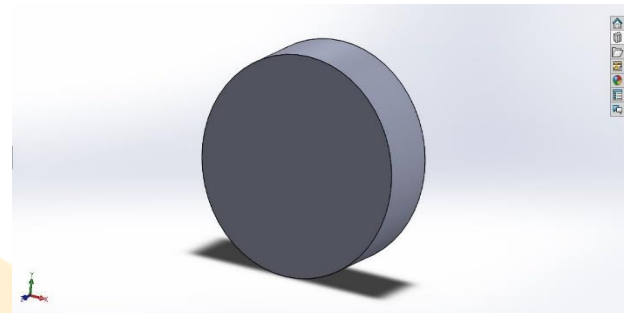
Calculate the net mass of the Kia Carnival Prestige by subtracting the mass of the tyre rim from the mass

of the vehicle. Assume that the mass of the wheel rim is 19,06 pounds or 65 kilogrammes.

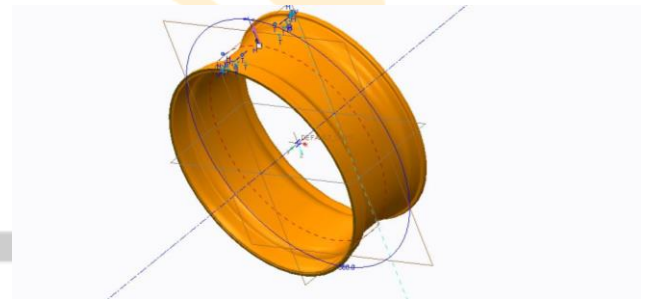
option to convert into 3D object, and enter length of the object as 178mm.

**Table 1: Wheel rim specifications**

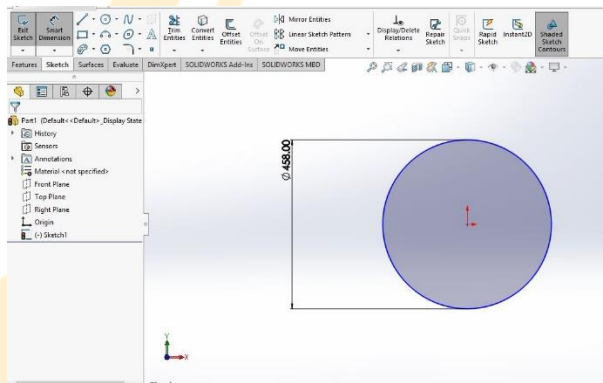
<b>Kia carnival prestige</b>	
Kia carnival prestige Rim main diameter	458mm
Kia carnival prestige Rim width	178mm
Kia carnival prestige Rim shaft diameter	35mm
Kia carnival prestige stud diameter	12mm
Kia carnival prestige Thickness of wheel rim	6mm
Kia carnival prestige Number of studs	4



**Figure 3: Rim 3D conversion**



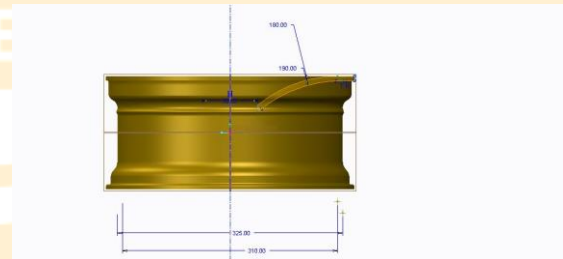
**Figure 4: Final Rim 3D conversion**



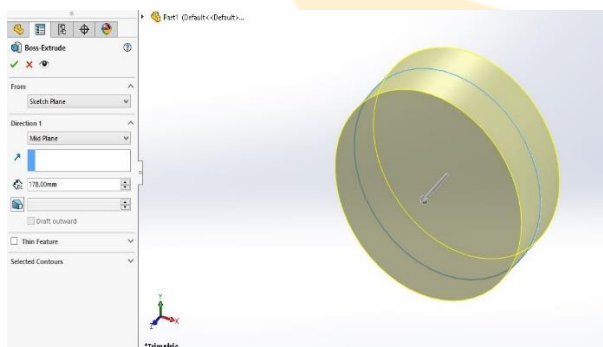
**Figure 1: Rim main diameter value**

Above image represents the Kia carnival prestige Rim main diameter value, and here outer diameter values mentioned as 458mm

To create outer surface of the wheel rim, here used revolve cut option, and the final image shown in above.



**Figure 5: Final Rim 3D Side View**



**Figure 2: Rim 3D conversion**

After completing diameter of Kia carnival prestige Rim, now exit and then select, extrude

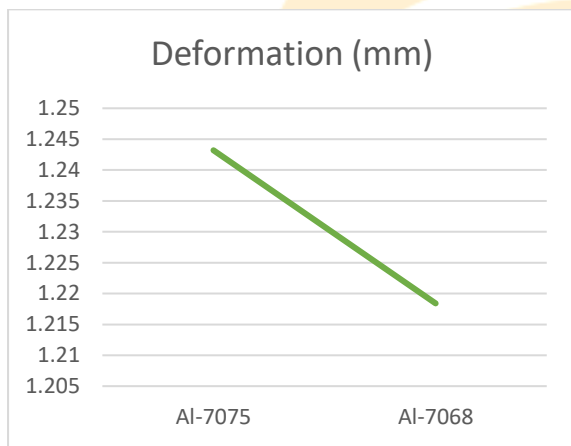


**Figure 6: Final Rim 3D Conversion**

**Figure 12: Stress Comparison Result of 5 Member Load**

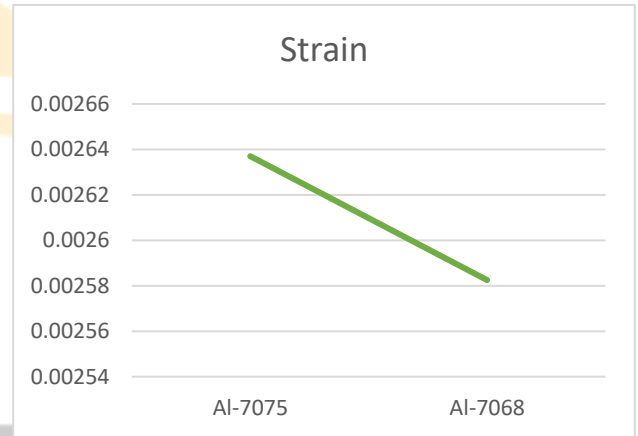
Above figure represent the stress values of Kia carnival prestige wheel rim and when is undergoes five member load boundary conditions al-7075 material is having high stress values and al-7068 material is having less stress values.

**Results**



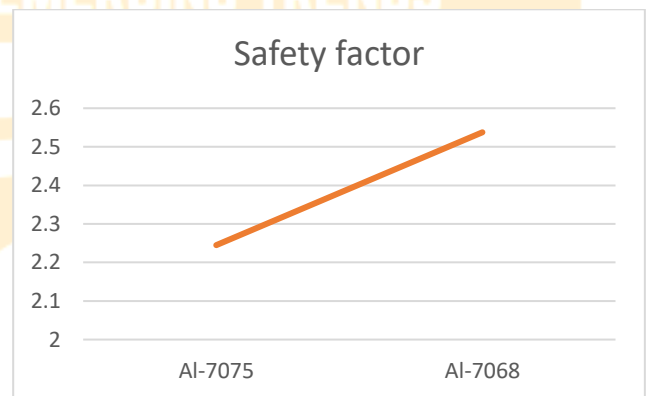
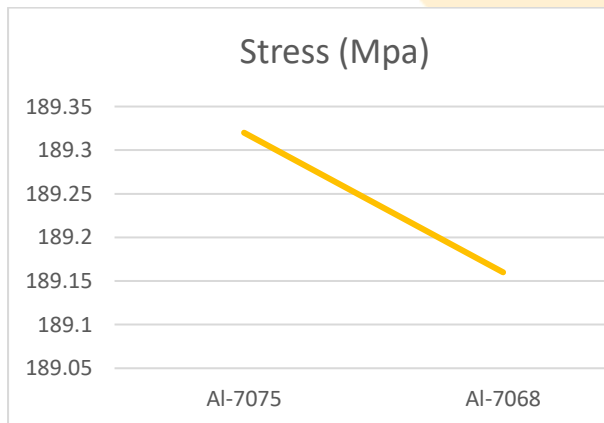
**Figure 11: Deformation Comparison Result of 5 Member Load**

Above figure represent the deformation values of Kia carnival prestige wheel rim and when is undergoes five-member load boundary conditions al-7075 material is having high deformation values and al-7068 material is having less deformation values.



**Figure 13: Strain Comparison Result of 5 Member Load**

Above figure represent the strain values of Kia carnival prestige wheel rim and when is undergoes five-member load boundary conditions al-7075 material is having high strain values and al-7068 material is having less strain values.



**Figure 14: Safety Factor Comparison Result of 5 Member Load**

The above figure represent the safety factor values of the Kia carnival prestige wheel rim and when is undergoes five-member load boundary conditions al-7068 material are having high safety

factor values and al-7075 material is having less safety factor values.

**Table 2 Structural analysis results for 5 Member Load**

5 members	Al-7075	Al-7068
Deformation (mm)	1.2432	1.2184
Stress (Mpa)	189.32	189.16
Strain	0.002637	0.0025825
Safety factor	2.2449	2.5376

### Conclusion

In this paper, Kia carnival prestige vehicle wheel rim modelling and analyzing with CAD/CAE tools, here object is developed with the help of solid works and then analyzing with structural and dynamic boundary conditions, and also suggests a material which withstands high-speed maximum load boundary conditions. Here al-7075 and al-7068 materials were chosen to analyze,

Here Kia carnival prestige vehicle is chosen and analysed with minimum load to maximum load boundary conditions i.e., 3 to 5 members' loads. Finally, paper concludes optimum material

From analysis results here observed that al-7068 material is suitable in both conditions like structural and dynamic, and it has high strength to weight ratio values, and also less in weight compare to al-7075 material. also al-7068 material has high safety factor values with the least stress values, and this can increase the vehicle performance in terms of less fuel consumption due to less in weight. And also increase the durability of the object, finally paper concludes with al-7068 material.

### References

[1] Sachin S .Mangire, Prof. Sayed L. K, Prof. Sayyad L. B (2015), Static And Fatigue Analysis Of Automotive Wheel Rim”, International Research Journal of Engineering and Technology, 02(05), 753-75

[2] H. N. Kale, Dr. C. L. Dhamejani, Prof. D. S. Galhe(2015), Comparative Study of Wheel Rim Materials, International Journal of Advance Research and Innovative Ideas in Education, 1(5), 257-260.

[3] Mr. Sushant K. Bawne, Prof. Y. L. Yenarkar (2015), Optimization of Car Rim, International Journal of Engineering Research and Applications, 5(10), 01-0

[4] Turaka.venkateswara Rao, Kandula. Deepthi, K.N.D.Malleswara Rao(2014), Design & Optimization of a Rim Using Finite Element Analysis, International Journal of Computational Engineering Research (IJCER) 04(10),36-40.

[5] V.Karthi, N. Ramanan, J. Justin Maria Hillary(2014), Design And Analysis of Alloy Wheel Rim, International Journal of Innovative Research in Science, Engineering and Technology, 3(2), 546-54

[6] S. Ganesh, Dr. P. Periyasamy(2014), Design and Analysis of Spiral Wheel Rim for Four Wheeler, The International Journal Of Engineering And Science (IJES) , 3(4), Pages 29-37.

[7] P. Meghashyam, S. Girivardhan Naidu and N. Sayed Baba(2013) , Design and Analysis of Wheel Rim using CATIA & ANSYS International Journal of Application or Innovation in Engineering & Management (IJAIEM) ,2(8) 14-20.

[8] H. N. Kale, Dr. C. L. Dhamejani, Prof. D. S. Galhe(2015), A Review On Materials Used For Wheel Rims, International Journal of Advance Research and Innovative Ideas in Education IJARIE,1(5),241-243 .

[9] V.Dharani kumar, S.Mahalingam, A.Santhosh kumar(2014), Review on Fatigue Analysis of Aluminum Alloy Wheel under Radial Load for Passenger Car, International journal of Engineering development and research IJEDR 3(1),121-125.

[10] S Vikranth Deepak, C Naresh and Syed Altaf Hussain(2012), Modelling an Analysis of Alloy Wheel for Four Wheeler Vehicle, International Journal of Mechanical Engineering & Robotic Research,1(3),72-80 .