

TECHNICAL SUMMARY FOR DESIGN AND CAD MODELING OF SPUR GEAR

Atharv Darekar

October 24, 2020

Contents

1	Design	1
1.1	Principal geometrical symbols: ^{1,2}	1
1.2	Formulae: ²	1
1.3	Specified values of modules: ³	2
1.4	Design procedure: ⁴	3
1.4.1	Beam strength of gear tooth: ⁵	4
1.4.2	Wear strength of gear tooth: ⁶	5
1.4.3	Effective load on gear tooth:	5

List of Tables

1.1	Proportions of standard involute teeth in terms of module	9
1.2	Minimum number of teeth to avoid interference and undercutting	9
1.3	Lewis form factor ⁵	9
1.4	Service factor for speed reduction gearbox	9
1.5	Examples of driving machines with different working characteristics	10
1.6	Examples of driven machines with different working characteristics	10
1.7	The values of k for various tooth forms	10
1.8	Tolerances on the adjacent pitch	11

Chapter 1

Design

1.1 Principal geometrical symbols:^{1,2}

a centre distance mm

b face width mm

s tooth thickness mm

e space thickness mm

c tip and root clearance mm

m module mm

h_a addendum mm

h_f dedendum mm

n speed of rotation rpm

c clearance mm

ρ_f fillet radius mm

d pitch circle diameter mm

z number of teeth

p pitch, lead mm

u gear ratio

α pressure angle $^\circ$

ϕ tooth thickness half angle $^\circ$

P pinion

G gear

1.2 Formulae:²

1. $a = \frac{m(z_P + z_G)}{2}$

2. $d = mz$

3. $p = \pi m$

4. $u = \frac{n_P}{n_G} = \frac{z_G}{z_P}$

5. $\rho_f = \frac{c}{1 - \sin(\alpha)} = \frac{\pi \frac{m}{4} - (h_f \tan(\alpha))}{\tan\left(\frac{90^\circ - \alpha}{2}\right)}$

6. $s = e = \frac{p}{2} = \frac{\pi m}{2}$

1.3 Specified values of modules:³

Series	
I	II
1	
	1.125
1.25	
	1.375
1.5	
	1.75
2	
	2.25
3	
	3.5
4	
	4.5
5	
	5.5
6	
	6.5
	7
8	
	9
10	
	11
12	
	14
16	
	18
20	
	22
25	
	28
32	
	36
40	
	45
50	

1.4 Design procedure:⁴

I. Standard system of gear tooth:

Table 1.1: Proportions of standard involute teeth in terms of module

	Full depth		Stub
α	14.5°	20°	20°
h_a	m	m	$0.8m$
h_f	$1.157m$	$1.25m$	m
c	$0.157m$	$0.25m$	$0.2m$
s	$1.5708m$	$1.5708m$	$1.5708m$

II. Interference and undercutting:

The minimum number of teeth to avoid interference is given by

$$z_{min} = \frac{2}{\sin^2 \alpha}$$

Table 1.2: Minimum number of teeth to avoid interference and undercutting

Involute full depth 14.5°	32
Involute full depth 20°	17
Involute stub 20°	14

III. Force analysis:

Assumptions

- As the point of contact moves, the magnitude of the resultant force changes. This effect is neglected.
- Only one pair of teeth takes the entire load.
- Effect of dynamic force is neglected.

Then, $P \text{ kW}$ is power transmitted by the gear,

$$M_t = \frac{60 \times 10^6 \times P}{2\pi n} \text{ N} \cdot \text{mm} \quad (1.1)$$

where M_t is torque transmitted by gears.

$$P_t = \frac{2M_t}{d} \text{ N} \quad (1.2)$$

where P_t is tangential load at the pitch circle radius.

$$P_r = P_t \tan \alpha \text{ N} \quad (1.3)$$

where P_r is radial load acting towards the centre.

$$P_N = \frac{P_t}{\cos \alpha} \text{ N} \quad (1.4)$$

where P_N is resultant load.

1.4.1 Beam strength of gear tooth:⁵

Assumptions

- i. The effect of radial load P_r which induces compressive stresses, is neglected.
- ii. The tangential load P_t is uniformly distributed over the face and width of the gear.
- iii. The effect of stress concentration is neglected.
- iv. Only one pair of teeth is in contact and takes the total load at any given time.

$$S_b = mb\sigma_b Y N \quad (1.5)$$

where,

S_b is beam strength of gear tooth

$b = 10m$ is face width in mm

$\sigma_b = \frac{1}{3}S_{ut}$ is permissible bending stress in $N \cdot mm^{-2}$ and S_{ut} is ultimate tensile strength⁶ in $N \cdot mm^{-2}$

$Y = y\pi$ is Lewis form factor.

Table 1.3: Lewis form factor⁵

Number of Teeth	y	Number of Teeth	y
12	0.078	27	0.111
13	0.083	30	0.114
14	0.088	34	0.118
15	0.092	38	0.122
16	0.094	43	0.126
17	0.096	50	0.130
18	0.098	60	0.134
19	0.100	75	0.138
20	0.102	100	0.142
21	0.104	150	0.146
23	0.106	300	0.150
25	0.108		

Approximation of Lewis form factor:⁷

$$\begin{aligned}
 y &= 0.124 - \frac{0.684}{z} \text{ for involute full depth } 14.5^\circ \\
 &= 0.154 - \frac{0.912}{z} \text{ for involute full depth } 20^\circ \\
 &= 0.175 - \frac{0.950}{z} \text{ for involute stub } 20^\circ
 \end{aligned} \quad (1.6)$$

1.4.2 Wear strength of gear tooth:⁶

$$S_w = bQd_P K N \quad (1.7)$$

where,

S_w is wear strength of the gear tooth.

Q is ratio factor defined as

$$\begin{aligned} Q &= \frac{2z_G}{z_G + z_P} \text{ for external gearing} \\ &= \frac{2z_G}{z_G - z_P} \text{ for internal gearing} \end{aligned} \quad (1.8)$$

K is load stress factor defined as

$$K = \frac{\sigma_c^2 \sin \alpha \cos \alpha \left(\frac{1}{E_P} + \frac{1}{E_G} \right)}{1.4} \quad (1.9)$$

According to Gustav Niemann,⁸

$$\begin{aligned} \sigma_c &= 0.27(BHN) \text{ kgf} \cdot \text{mm}^{-2} \\ &= 2.65(BHN) \text{ N} \cdot \text{mm}^{-2} \end{aligned} \quad (1.10)$$

1.4.3 Effective load on gear tooth:

The service factor is defined as $C_s = \frac{\text{maximum torque}}{\text{rated torque}}$.

Table 1.4: Service factor for speed reduction gearbox

Working characteristics of driving machine	Working characteristics of driven machine		
	Uniform	Moderate	Heavy
Uniform	1.00	1.25	1.75
Light	1.25	1.50	2.00
Medium	1.50	1.75	2.25

Table 1.5: Examples of driving machines with different working characteristics

Characteristic of operation	Driving machines
Uniform	Electric motor, steam turbine, gas turbine
Light	Multi-cylinder internal combustion engine
Medium	Single-cylinder internal combustion engine

Table 1.6: Examples of driven machines with different working characteristics

Characteristic of operation	Driven machines
Uniform	Generator, belt conveyor, platform conveyor, light elevator, electric hoist, feed gears of machine tools, ventilators, turbo-blower, mixer for constant density material
Moderate	Main drive to machine tool, heavy elevator, turning gear of crane, mine ventilator, mixer for variable density material, multi-cylinder piston pump, feed pump
Heavy	Press, shear, rubber dough mill, rolling mill drive, power shovel, heavy centrifuge, heavy feed pump, rotary drilling apparatus, briquette press, pug mill

In the final stage of gear design, when gear dimensions are known, errors specified and the quality of gears determined, the dynamic load is calculated by equations derived by Earle Buckingham.⁶

$$P_{eff} = C_s P_t + P_d N \quad (1.11)$$

where,

$$P_d = \frac{21v(Ceb + P_t)}{21v + \sqrt{(Ceb + P_t)}} N \quad (1.12)$$

P_d is dynamic load.

v is pitch line velocity in $m \cdot s^{-1}$

$e = e_P + e_G$ is sum of errors between two meshing teeth in mm

b is face width of tooth in mm

P_t is tangential force due to rated torque in N

The deformation factor C depends upon the moduli of elasticity of materials for pinion and gear and the form factor of tooth or pressure angle. It is given by,

$$C = \frac{k}{\left(\frac{1}{E_P} + \frac{1}{E_G}\right)} \quad (1.13)$$

where,

k is constant depending upon the form of tooth.

E is modulus of elasticity of materials in $N \cdot mm^{-2}$

Table 1.7: The values of k for various tooth forms

Involute full depth 14.5	0.107
Involute full depth 20	0.111
Involute stub 20	0.115

The tolerances are calculated by using the following basic equation

$$\phi = m + 0.25\sqrt{d} \quad (1.14)$$

where, ϕ is tolerance factor.

Table 1.8: Tolerances on the adjacent pitch

Grade	$e \mu m$
1	$0.80 + 0.06\phi$
2	$1.25 + 0.10\phi$
3	$2.00 + 0.16\phi$
4	$3.20 + 0.25\phi$
5	$5.00 + 0.40\phi$
6	$8.00 + 0.63\phi$
7	$11.00 + 0.90\phi$
8	$16.00 + 1.25\phi$
9	$22.00 + 1.80\phi$
10	$32.00 + 2.50\phi$
11	$45.00 + 3.55\phi$
12	$63.00 + 5.00\phi$

Bibliography

- [1] “IS 2467:2002 International gear notation – Symbols for geometrical data.,” standard, Bureau of Indian Standards, New Delhi, June 2002.
- [2] “IS 2535:2004 Cylindrical gears for general and heavy engineering. Part 1: Standard basic rack tooth profile,” standard, Bureau of Indian Standards, New Delhi, Dec. 2004.
- [3] “IS 2535:2004 Cylindrical gears for general and heavy engineering. Part 2: Module,” standard, Bureau of Indian Standards, New Delhi, Dec. 2004.
- [4] V. B. Bhandari, *Design of Machine Elements*. Tata McGraw-Hill, 2010.
- [5] W. Lewis, “Investigation of the strength of gear teeth.,” *Engineer’s Club of Philadelphia*, 15 October 1892.
- [6] E. Buckingham, *Analystical Mechanics of Gears*. Dover Publication, 1949.
- [7] P. C. of Technology, *Design Data Book*. PSG College of Technology, 1966.
- [8] G. Niemann, *Machine Elements Design and Calculation in Mechanical Engineering*. Springer-Verlag, 1978.