Driven and curious Mechanical Engineering graduate with a passion for mechanical design and high-volume manufacturing. Experienced with leadership, hands-on skills, cross-functional collaboration, and owning hardware from start to finish.

Seeking to leverage my skills in a work environment where I can grow.

Aidan Siaotong

Engineering Portfolio

B.S. Mechanical Engineering, University of California, Irvine – 2025

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Formula SAE – Upper Steering System (1)

Project Objective

Design, build, and test the upper steering system for Anteater Formula Racing's 2025 competition car.

Personal Contributions *(Human Interface Design Engineer)*

- Conducted all background research to define project goals and design requirements
- Responsible for all CAD, verification, part sourcing, manufacturing, assembly, testing, and integration with other sub-teams

Steering Non-Uniformity Analysis

- Characterized the non-uniform motion of universal joints in MATLAB to configure steering column parts
- Eliminated non-uniformity present in the previous car's design

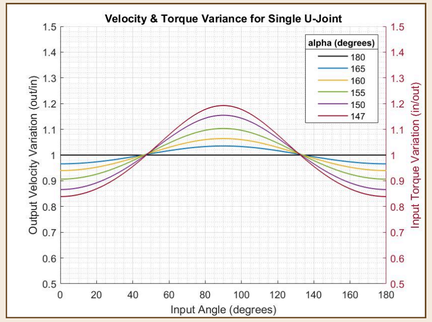
Steering Column and Shaft Sizing

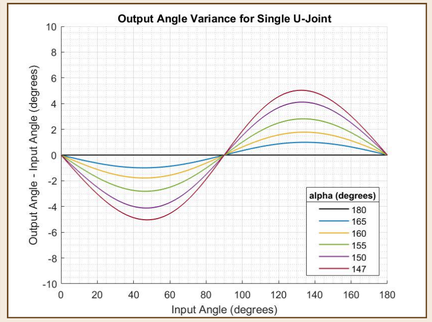
- Sized steering column components using hand calculations (Excel) to balance the tradeoff between torsional stiffness and additional mass
- Conducted structural analysis of u-joint parts in ANSYS to verify the strength of selected components in worst-case loading scenarios
- Used APDL commands to relate input torque to rotational deflection of u-joint parts

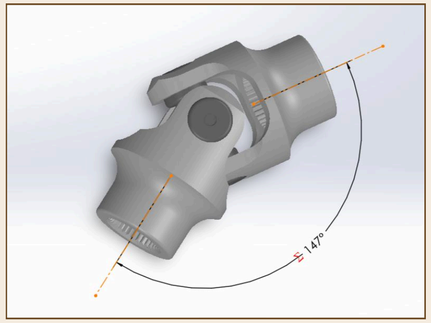
Steering Support Structural Analysis

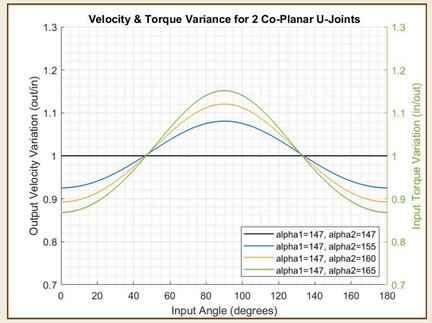
- Sized tubing for steering system supporting structures in ANSYS Mechanical
- Used beam elements to quickly iterate through different beam cross sections

Steering Non-Uniformity Analysis

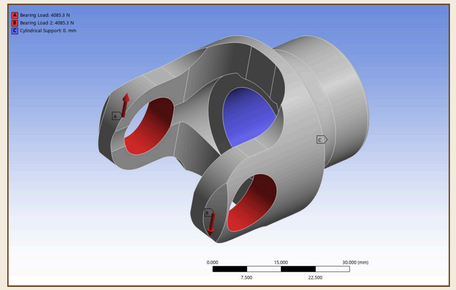


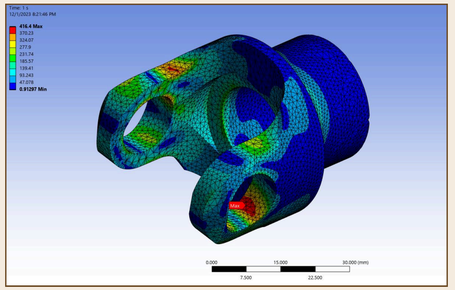






Steering Column and Shaft Sizing





	Average Steering Torque		Maximum Steering Torque	
	30.0	N-m	135.0	N-m

STIFFNESS

Part	Material	OD (mm)	J (mm^4)	L (mm)	G (GPa)	φ (rad)	k (N-m/rad)
Steering Column	7075 Aluminu	16.87	7943.41	53.5	26.9	7.51E-03	**3993.98**
	7075 Aluminu	19.05	12929.44	29.8	26.9	2.57E-03	**11671.21**
Universal Joint						1.72E-03	**17452.90**
Intermediate Shaft	416 Stainless	19.05	12929.44	76.2	83.0	2.13E-03	**14083.25**
Universal Joint						1.72E-03	**17452.90**
Steering Pinion Shaft	7075 Aluminu	19.05	12929.44	215.9	26.9	1.86E-02	**1610.94**

EQUIVALENT STIFFNESS, K	
875.34	N-m/rad

TOTAL ANGLE OF TWIST, ϕ	
0.03	rad
1.96	degrees

MASS

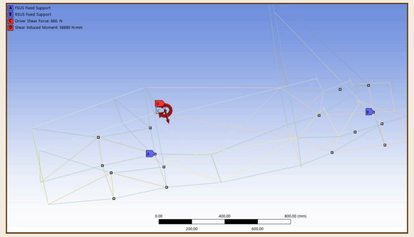
Part	Material	OD (mm)	L (mm)	ρ (g/cc)	V (cm^3)	m (g)
Steering Column	7075 Aluminu	16.87	7943.41	2.81	47.81	**134.34**
	7075 Aluminu	19.05	12929.44	2.81	33.98	**95.47**
Universal Joint						**175.03**
Intermediate Shaft	416 Stainless	19.05	12929.44	7.80	94.63	**738.10**
Universal Joint						**175.03**
Steering Pinion Shaft	7075 Aluminu	19.05	12929.44	2.81	246.15	**691.67**

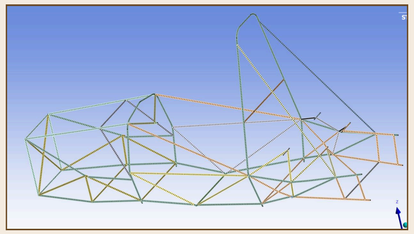
TOTAL MASS	
2009.63	g
4.43	lb.

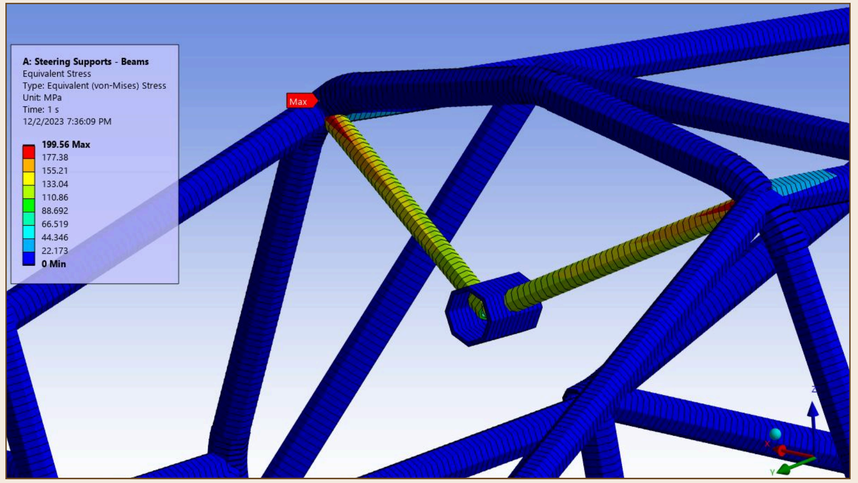
STRESS

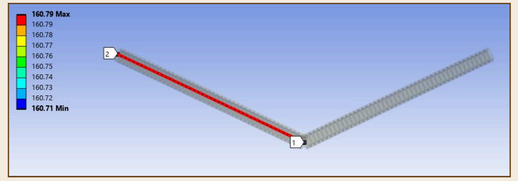
Part	Material	OD (mm)	J (mm^4)	τ_Y (MPa)	τ_max (MPa)	FOS
Steering Column	7075 Aluminu	16.87	7943.41	331	**143.32**	2.310
	7075 Aluminu	19.05	12929.44	331	**99.45**	3.328
Universal Joint				503	**416.40**	1.208
Intermediate Shaft	416 Stainless	19.05	12929.44	340	**99.45**	3.419
Steering Pinion Shaft	7075 Aluminu	19.05	12929.44	331	**99.45**	3.328

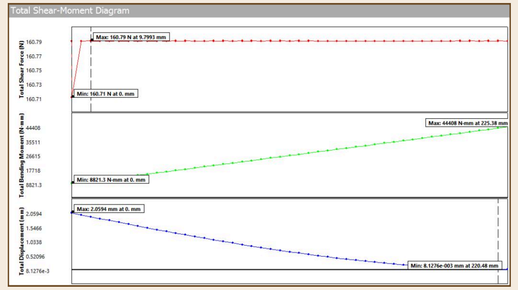
Steering Support Structural Analysis











Formula SAE – Upper Steering System (2)

Steering Support Sub-Modeling

- Conducted structural analysis of the steering supports using shell elements to verify strength

Manufacturing and Assembly

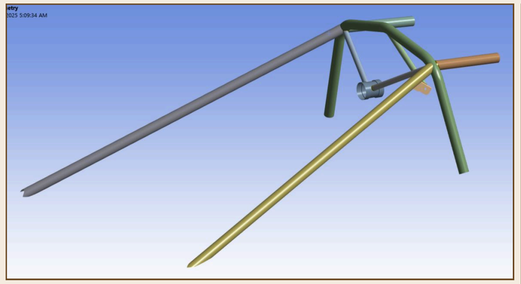
- Machined steering shafts and brackets using manual/programmable mills and lathes
- Designed and 3D printed welding jigs

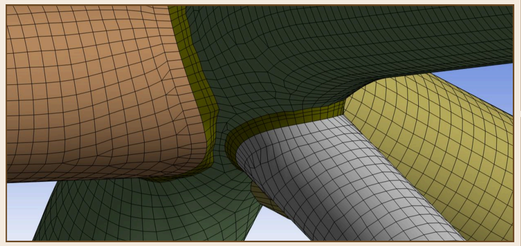
Results

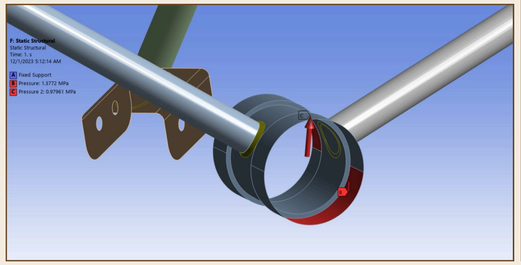
- Decreased steering system mass by 12%
- Eliminated excessive play, reducing backlash by over 50%
- Drivers claimed that car felt safer and provided better road feedback
- Steering system held up during track testing and competition and passed inspection without issue

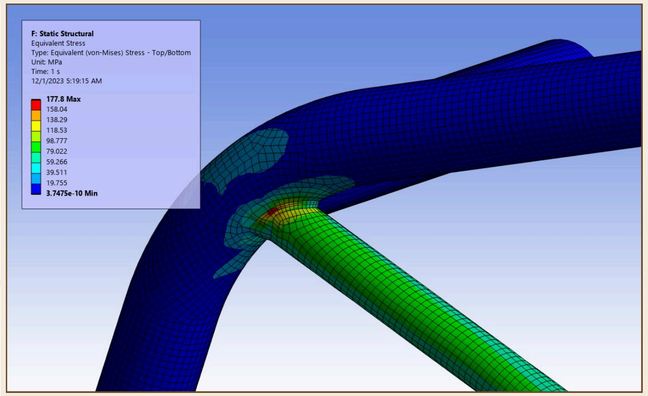
Gastly at FSAE Michigan 2025

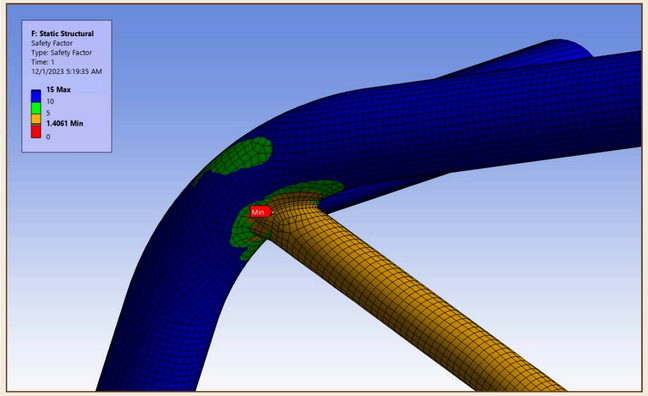
Steering Support Sub-Modeling



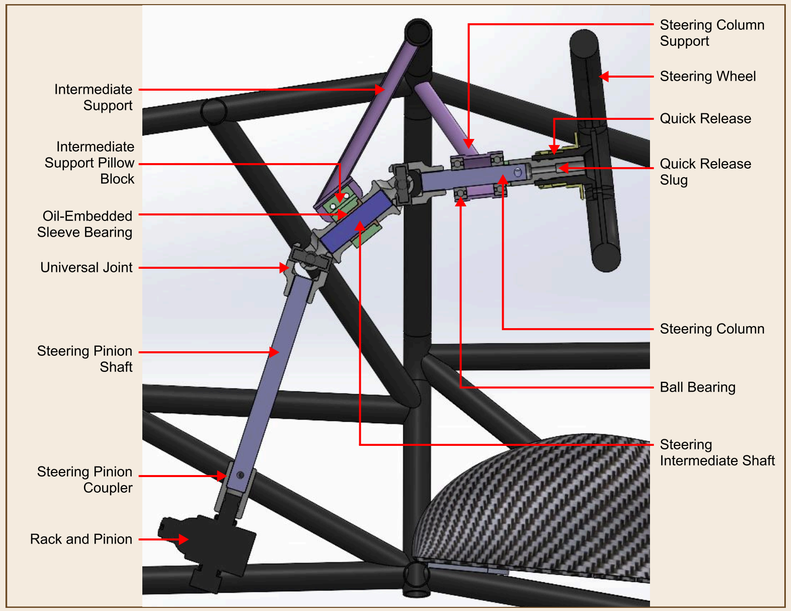








Final Design



Manufacturing and Assembly

Formula SAE – Braking Dynamics Modeling

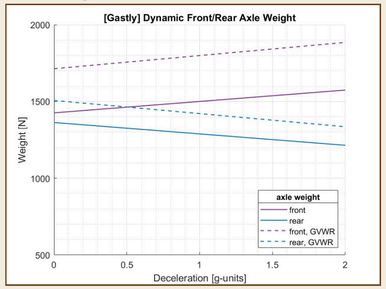
Project Objective

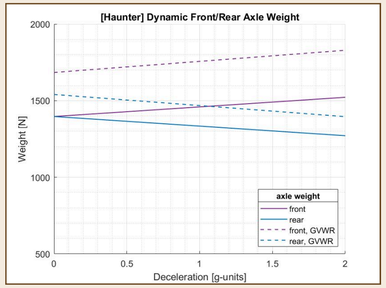
Characterize vehicle braking performance and size hydraulic brake system components for safety and efficiency.

Personal Contributions *(Lead Human Interface & Brakes Engineer)*

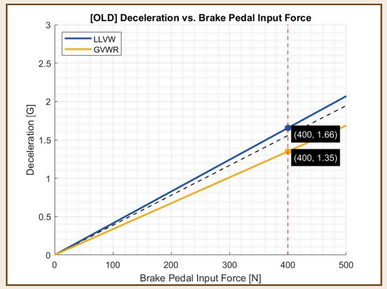
- Conducted all background research and studied hydraulic brake systems to define project scope and requirements
- Developed MATLAB scripts to model braking dynamics for a given vehicle profile (geometry, weight distribution)
- Evaluated braking dynamics at extremes of loading conditions to account for all scenarios (GVWR, LLVW)
- Sized hydraulic brake system components to prevent dangerous premature rear wheel lockups
- Verified resulting pedal force/deceleration ratio remained below 445 N/g
- Parameterized the model and scripts to be flexible for the design of future vehicles

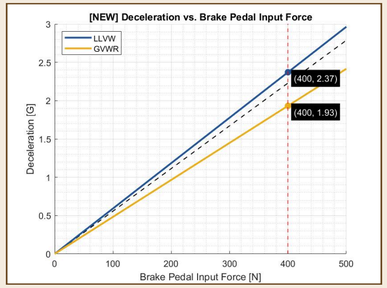
Dynamic Axle Loads



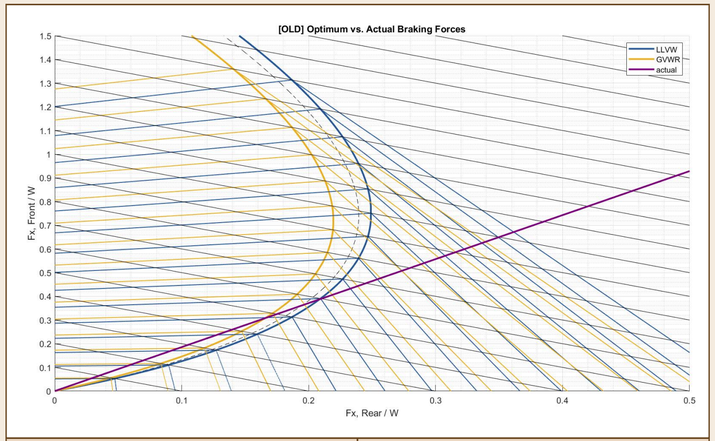


Deceleration vs. Pedal Force

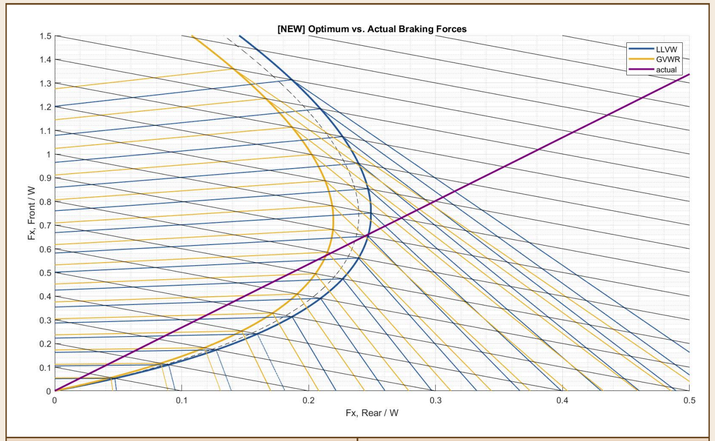




Optimum and Actual Braking Force Distributions

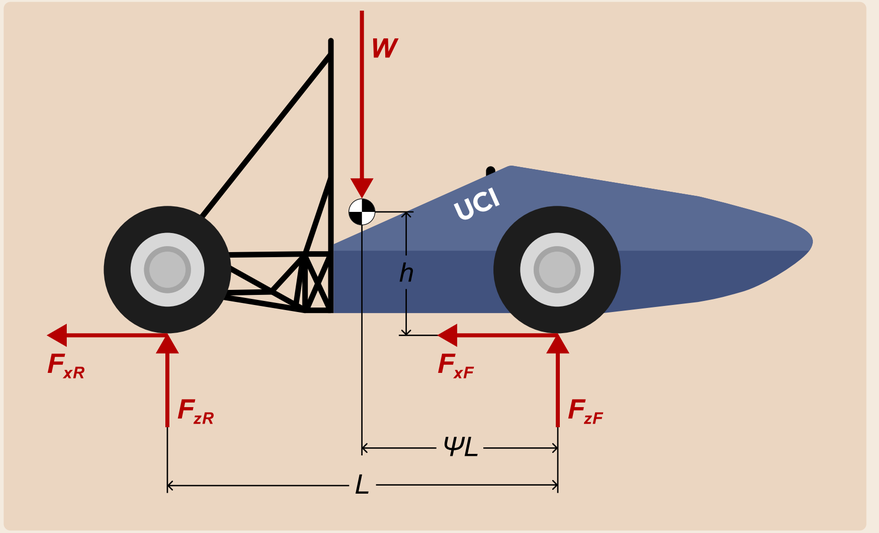


Front Master Cylinder Bore Diameter	0.8125”
Rear Master Cylinder Bore Diameter	0.8125”
Brake Balance	65% front / 35% rear
Critical Deceleration	0.556 g



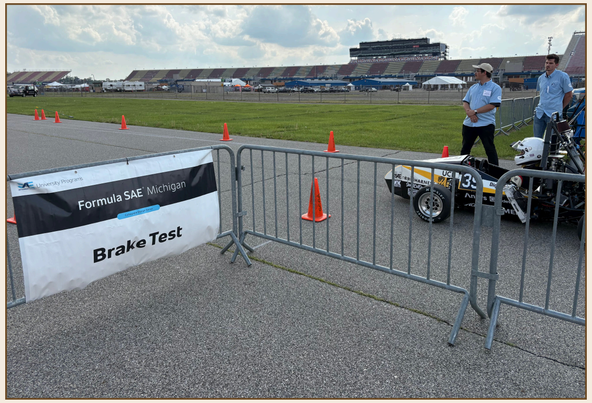
Front Master Cylinder Bore Diameter	0.625”
Rear Master Cylinder Bore Diameter	0.750”
Brake Balance	73% front / 27% rear
Critical Deceleration	0.868 g

Braking Dynamics Free-Body Diagram



Assumptions

1. Neglected aerodynamic effects (for safety and simplification)
2. Neglected rolling resistance (for safety)
3. Neglected engine braking (for safety)
4. Assumed relative center-of-gravity height is not very sensitive to driver loading conditions
5. Assumed vehicle is braking on level ground (track conditions)



Results

- Successfully passed the brake test at competition for first time in 6 years
- Increased maximum safe deceleration by 56% by sizing hydraulic brake components for better tire-road friction utilization

Tesla – Mechanical Design Engineering Internship

I worked in Tesla's Chassis Design department as Mechanical Design Engineering Intern in Summer 2024. At the end of my internship, I was evaluated highly by my mentor and supervisor, who highlighted my strengths in technical execution, critical thinking and problem solving, and teamwork.

Brake-By-Wire Testing Rig

To assist the development of brake-by-wire hardware for a new vehicle, I designed, built, and tested a physical rig for validating brake-by-wire design concepts. My design included interchangeable parts and adjustability to enable testing with different prototype hardware. Within the span of my internship, I successfully conducted testing with the rig to evaluate the effectiveness of protective features, then presented my findings to the department.

Model S NVH Investigation

Noise, vibration, and harshness (NVH) issues were reported by Model S owners, specifically on vehicles outfitted with the Carbon Ceramic Brake Kit. I was tasked with investigating and attempting to reduce the brake pad rattle for this vehicle configuration. I instrumented a Model S with recording equipment and led vehicle-level testing to characterize the brake NVH issue. I tested the vehicle with 5 different pad retaining pin designs, then processed and quantitatively compared audio data across each design in MATLAB. I identified the least disturbing setup, and the MATLAB tool I created to analyze audio data was made adaptable for different NVH issues.

Cybercab Brake Rotor Drawings

I conducted drawings reviews for a new set of solid and vented brake rotors for Cybercab. Some features of these brake rotors had never been produced before by the supplier, and I leveraged statistical analysis methods and insights from the Supplier Industrialization team to ensure specific tolerances could be held. I communicated back and forth directly with supplier to effect 40+ drawing changes, and I established these drawings as the departmental standard, serving as reference for all future brake rotor sourcing.

Model S with Carbon Ceramic Brakes

Tesla Cybercab