

Stress Analysis For Bus Body Structure

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The Y-deflection reaches a Impact Factor (JCC): 6.8765 NAAS Rating: 3.11 Static, Dynamic and Impact Stress Analysis of a Bus Body Structure Using Finite Element Analysis 739 maximum value of 9.0 mm (in downward direction) in 10 seconds and then the Bus Body settles down to final Y-deflection value of 8.2 mm.

STATIC, DYNAMIC AND IMPACT STRESS ANALYSIS OF A BUS BODY STRUCTURE USING FINITE ELEMENT ANALYSIS - Academia.edu

During Design and Analysis of a Bus Body Side Frame modeling the structure, weight reduction is the prime objective. Redundant structures are identified and avoided. These helps in reducing the weight and offers better load path continuity. It also helps to reduce the volume of material used in making the bus body.

DESIGN AND ANALYSIS OF A BUS BODY SIDE FRAME

Dynamic analysis of a bus body frame was also reported by Gobor [4]. As far as joining techniques are concerned, there are many studies to determine the joint stiffness of bolted or riveted ...

Dynamic analysis of a bus body frame: Determination of the loads and stresses | Request PDF - ResearchGate | Share and discover research

This paper presents the effective method for dynamic stress analysis of structural components of bus systems or general mechanical systems. The proposed method is the hybrid superposition method that combined finite element static and eigenvalue analysis with flexible multibody dynamic analysis.

Dynamic Stress Analysis of a Bus Systems - CiteSeerX

Dynamic analysis of a bus body frame: determination of the loads and stresses With the use of the numerical method presented in this article, the dynamic analysis of the bus body frame can be carried out even in the designing phase.

Dynamic analysis of a bus body frame: determination of the loads and stresses - Home - Transport Research International Documentation - TRID

(10) PSD Excitation on Wheels Fig, (11) PSD Stress Analysis 5. It is necessary to use the detailed

model of the structure for analysis of the vehicle chassis. It becomes even more necessary, when the center of gravity of the vehicle is towards left or right of the central plane of the vehicle.

Vehicle Chassis Analysis: Load Cases & Boundary Conditions For Stress Analysis - NaCoMM 2003

Under constant pressure, the stress in the interior of the pipe remains constant and the permissible maximum stress to avoid bursting of the pipe is given by: $\sigma = \frac{\sigma_B}{\sqrt{3}}$ (5.7) where σ_B for the bursting failure is taken from the stress-strain diagram or, in the case of creep failure, from the creep diagram.

5 Calculations for Structures under Mechanical Load - Examples of Geometrically Simple Structural Parts under Static Loads - Christiani

The 2D strains are commonly written as a column vector in finite element analysis, $\epsilon = (\epsilon_x \epsilon_y \gamma)^T$. Figure 3-2 Geometry of normal strain (a) 1D, (b) 2D, and (c) 2D shear strain Stress is a measure of the force per unit area acting on a plane passing through the point of interest in a body.

3 Concepts of Stress Analysis - Rice University

The most important is the impact and the Roll-Over Tests. Time expected to complete the bus structure design is more than 3 months and then followed by a group of related industrial processes, such as; (1) covering the bus body structure by panels, —Sheeting‖. (2) Manufacture the bus front and rear from fibreglass.

Computer Aided Bus Skeleton Design (BUS-CAD) - IJENS

Finite element stress analysis of a heavy truck chassis plays an important role during design stages. Nowadays, there are many research papers and development programs available in the market especially by the truck manufacturers, which are very much related to this research work. The paper reviews the most important

FINITE ELEMENT STRESS ANALYSIS OF TRUCK CHASSIS USING ANSYS REVIEW - e-ijaet.org

Research Paper DESIGN AND ANALYSIS OF AUTOMOTIVE ROOF BY USING MODERN MATERIALS FORMS LIKE PLASTICS AS AN EFFECTIVE ALTERNATIVE 1Mahesh Suresh Sabale, 2N.Vivekanandan, 3Swapnil S. Kulkarni Address for Correspondence 1ME- Mech/ Design -Pursuing, 2Asst. Prof. (M.Tech Industrial Safety Engineering, NIT Trichy, Gold Medalist),

Research Paper DESIGN AND ANALYSIS OF AUTOMOTIVE ROOF BY USING MODERN MATERIALS FORMS LIKE PLASTICS AS AN EFFECTIVE ALTERNATIVE - Technical Journals Online

Stress-strain analysis (or stress analysis) is an engineering discipline that uses many methods to determine the stresses and strains in materials and structures subjected to forces. In continuum mechanics, stress is a physical quantity that expresses the internal forces that neighboring particles of a continuous material exert on each other, while strain is the measure of the deformation of ...

Stress-strain analysis - Wikipedia

Different parts of bus structure Index Terms—Structural optimization, bus body, gravity load, stress, bump case, weight reduction. I. INTRODUCTION As there have been no legal requirements on bus body building in India, there are plethora of designs and variants of the same design in the country.

Finite Element Analysis and Optimization of Commercial Bus Body Structure - academia.edu

STRENGTH ANALYSIS OF FRAME STRUCTURES OF MEDIUM MONOCOQUE BUS ... and the load experienced by the bus body structure both position and ... carried out in the form of a linear static stress ...

STRENGTH ANALYSIS OF FRAME STRUCTURES OF MEDIUM MONOCOQUE BUS USING

FINITE ELEMENT METHOD AND TEST RESULTS - ResearchGate

In Stress Analysis, there are two types of simulations: Static Analysis evaluates structural loading conditions. Modal Analysis evaluates natural frequency modes, including rigid body movements. A stress analysis can help you find the best design alternatives for a part or assembly. Early in design development, you can ensure that a design ...

About Stress Analysis - Autodesk Knowledge Network

Module 2: Analysis of Stress 2.1.1 INTRODUCTION body under the action of external forces, undergoes distortion and the effect due to this system of forces is transmitted throughout the body developing internal forces in it. To examine these internal forces at a point O in Figure 2.1 (a), inside the body, consider a plane ...

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