IMPACT ANALYSIS OF AUTOMOTIVE BUMPER

Sachin Manojkumar Jain 1, Deepak Bha Gudse 1, Sagar Manishkumar Jain 1, Pramod Dinesh Lasiyal 1
Sunil Marutirao Gaikwad 2 Chaitanya Rothe Girish 2

UG student Mahatma Gandhi Mission’s College of Engineering and Technology, Kamothe New Mumbai, India 1
Assistant professor Mahatma Gandhi Mission’s College of Engineering and Technology, Kamothe, New Mumbai, India 2

ABSTRACT

Automotive design with economy and safety has been a great challenge. Automotive frontal bumper beam plays an important role in absorbing impact force. Bumper absorbs 15% of total energy in New Car Assessment Programme (NCAP) crash test. In this paper parameters such as shape, material, design and analysis of bumper has been studied to improve its crash performance, material selection and designing having more importance. Modelling and Analysis of the part is being done in SOLIDWORKS. Virtual analysis been more advantageous than impact test as it provides a great platform to carry out simulation of the model in real conditions, which in turn saves a lot of capital and provide more accurate results. The most important step of material selection is done keeping in mind engineering design and its feasibility. Moreover, the material selected is checked for its environmental impact.

Keywords: NCAP, Solidworks, Simulation, Virtual Analysis.

1. INTRODUCTION

Car accidents are unpredicted, which happens every day. Nearly 1.3 million people die in road crashes each year, on an average 3287 deaths a day. An additional 20 to 30 million are injured or disabled. These statistics are alarming and raises a concern over safety of passengers and car system. One of the safety features are in build in the front of automobile that is bumper beam system. Bumper became standard equipment of automobile in 1925. The uses of bumper has evolved from a mechanism being placed on the front and rear of the car to protect the body and safety features of motor vehicle from getting damage due to low speed collisions. They protect the hood, trunk, grill, fuel, exhaust and cooling system. They also protect the equipments such as parking lights, headlamps, tail lamps, radiator system and major engine part. Therefore, the bumper should be designed in such a way that they absorb major part of energy through energy absorbing device and transfer rest of it to chassis of automobile.

The simulation of motor vehicle is done for low velocity impact test, on the other hand, it should absorb all the energy excluding the energy absorbed by body panel, bumper over, reinforcement, radiator support, Et-cetera,. According to United Nations Economic Commission for Europe(ECE) Regulation number 42.

Although, nowadays bumper is being designed more for aesthetics of motor vehicle rather than the actual functionality. The styling of bumper has become more important than structural design of the bumper. Nevertheless, the standards and regulations governing the design of the bumper should not be compromised in any circumstances. The study carried out by Federal Motor Vehicle Safety Standards and Regulations (FMVSS) highlights how the present day bumpers on motor vehicles are connected to the fenders rather than frame of the motor vehicle where it would be of more use and steady during low speed collision. The design of automobile parts and assemblies, components must be positioned with tight tolerances, so as to maintain automotive aerodynamics and functionality of components with respect to each other. Furthermore the support structures must not deform bumper components by applying unnecessary stresses. Therefore energy absorbing devices are installed in the bumper beam system. This device absorbs major part of energy during the impact and transfers rest to the surrounding.

Most automotive energy absorbers that are in the market today are designed to meet safety regulations with respect to individual geographic locations. North American markets will require that the design should satisfy FMVSS regulations that require the energy absorbers just to protect the car. The European and Asia Pacific markets have different set of requirements that focuses also on the safety of the pedestrian. However, the difficulties of designing a bumper system that is rigid enough to protect the vehicle and, at the same time compliant enough to protect a pedestrian raise questions as to whether these ideas are compatible.

2. LITERATURE REVIEW

• Alen John, Nidhi (2014)- They studied that Composites has the maximum stress value and it having the highest strength to weight ratio and producing low deformation as compared to Aluminium B390 alloy, Chromium coated and mild steel.
• **Alen John, Sanu Alex (2014)**- The objective of the study was to study desirable properties of polymer composite materials and compare with currently used materials.
• **Nitin S. Motgi, S.B.Naik, P.R.Kulkarni (2013)**- The objective was to study stress pattern of designed automotive bumper selecting suitable materials such as metals and composites. And comparing the results obtained. They found composite materials were more effective than metals.
• **A.R. Mortazavi Moghaddam, M.T. Ahmadian, Hosseinzadeh (2011)**- They studied the structure, shape and impact condition of Glass Mat Thermoplastic (GMT) bumper and the results are compared with conventional metals like steel and aluminium. GMT showed very good impact behaviour compared to with steel and aluminium, which all failed and showed manufacturing difficulties due to strengthening ribs or weight increase due to use more dense material.

3. **METHODOLOGY**

- Study the literature related to bumper design and its performance improvement by referring to books, journal papers and related manuals.
- Obtaining design data of existing bumper model.
- 3D modeling of bumper model in SolidWORKS.
- Selection of bumper material in accordance with design.
- Theoretical calculation of impact force on bumper system.
- Analysis of part being designed using SolidWORKS.
- Calculation of von-mises stress and displacement and comparing the results obtained.

4. **IMPACT MECHANICS**

4.1 **Low speed collisions at 30kmph**

Weight of car =1400kg  
Weight of four passengers = 100kg  
Total weight of vehicle in motion = weight of car + weight of passengers  
= 1400 +400  
= 1800kg  

During collision the energy (work) is generated in form of kinetic energy, which is given by

\[
\text{Kinetic Energy} = \frac{1}{2} m v^2
\]

Where \( m \) is the mass of the car, kg  
\( v \) is the velocity of the car, m/s  

Now, converting the velocity of car in m/s

\[
v = \frac{30 \times \frac{5}{18}}{m/s}
\]

\[
v = 8.33 \text{ m/s}
\]

On substituting the above value, we get the kinetic energy generated during the impact

\[
\text{Kinetic Energy} = \frac{1}{2} \times 1800 \times 8.33^2
\]

\[
= 62450.01 \text{ Joules}
\]

This kinetic Energy is the work done during collision, therefore Kinetic Energy = Work Done (W)  

\[
\text{Work Done (W)}=62450.01 \text{ Joules}
\]
To overcome the amount of kinetic energy generated, there should be a displacement of car components. Since, it is a frontal impact let us constrain the maximum displacement to 500 mm for passenger and other major component’s safety.

As we know, the work done can also be calculated as,

\[ W = F \times d \]

Where \( W \) is energy, J

\( F \) is Force, N

d is maximum displacement of bumper, m

\[ 62450.01 = F \times 0.500 \]

\[ F = \frac{62450.01}{0.500} \]

\[ F = 124900.02 \text{ N} \]

\[ F = 124.9 \text{ kN} \]

Therefore, during the frontal impact the car experiences the force of 124.90 kN at the speed of 30kmph. This Force is equal to 7 times the G-Force, which is fatal to human body.

### 4.2 Low speed collisions at 60kmph

Weight of car = 1400kg

Weight of four passengers = 100kg

Total weight of vehicle in motion = weight of car + weight of passengers

\[ = 1400 + 400 \]

\[ = 1800 \text{ kg} \]

During collision the energy (work) is generated in form of kinetic energy, which is given by

\[ \text{Kinetic Energy} = \frac{1}{2} m v^2 \]

Where \( m \) is the mass of the car, kg

\( v \) is the velocity of the car, m/s

Now, converting the velocity of car in m/s

\[ v = 60 \times \frac{5}{18} \text{ m/s} \]

\[ v = 16.67 \text{ m/s} \]

On substituting the above value, we get the kinetic energy generated during the impact

\[ \text{Kinetic Energy} = \frac{1}{2} \times 1800 \times 16.67^2 \]

\[ = 250100.01 \text{ Joules} \]

This kinetic Energy is the work done during collision, therefore Kinetic Energy = Work Done (W)

\[ \text{Work Done (W)} = 250100.01 \text{ Joules} \]
To overcome the amount of kinetic energy generated, there should be a displacement of car components. Since, it is a frontal impact let us constrain the maximum displacement to 500 mm for passenger and other major component’s safety.

As we know, the work done can also be calculated as,

\[ W = F \times d \]

Where \( W \) is energy, J

\( F \) is Force, N

d is maximum displacement of bumper, m

\[ 250100.01 = F \times 0.500 \]

\[ F = \frac{250100.01}{0.500} \]

\[ F = 500200.02 \text{ N} \]

\[ F = 500.2 \text{ kN} \]

Therefore, during the frontal impact the car experiences the force of 500.2kN at the speed of 60kmph. This Force is equal to 28 times the G-Force, which is fatal to human body.

5. 3D MODELLING OF BUMPER IN SOLID WORKS

SolidWorks is a solid modeling computer-aided design (CAD) and computer-aided engineering (CAE) computer program that runs on Microsoft Windows. SolidWorks is published by Dassault Systèmes. Building a model in SolidWorks usually starts with a 2D sketch (although 3D sketches are available for power users). The sketch consists of geometry such as points, lines, arcs, conics (except the hyperbola), and splines. Dimensions are added to the sketch to define the size and location of the geometry. Relations are used to define attributes such as tangency, parallelism, perpendicularity, and concentricity. The parametric nature of SolidWorks means that the dimensions and relations drive the geometry, not the other way around. The dimensions in the sketch can be controlled independently, or by relationships to other parameters inside or outside of the sketch.

5.1 3D Modeling of front bumper:

![Figure 1: Modeling of front bumper.](image-url)
5.2 3D Modeling of rear bumper:

![Modeling of rear bumper](image)

Figure 2: Modeling of rear bumper.

6. IMPACT ANALYSIS ON BUMPER MODEL USING SOLIDWORKS

The analysis on bumper model was done in SOLIDWORKS. The analysis was carried out with two materials plain carbon steel and carbon fiber T300. One being metal and other being composite polymer. The study was done at two impact forces one at 30 km/hr and other at 60 km/hr on front bumper and the rear bumper was studied at 30 km/hr.

6.1 Front bumper system: Plain carbon steel at 30km/hr and 60 km/hr:

6.1.1 Properties of plain carbon steel

<table>
<thead>
<tr>
<th>Document Name and Reference</th>
<th>Treated As</th>
<th>Volumetric Properties</th>
<th>Date Modified</th>
<th>Name: Plain Carbon Steel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Split Line1 Solid Body</td>
<td></td>
<td>Mass: 65.4111 kg</td>
<td>Mar 14</td>
<td>Linear Elastic Isotropic</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Volume: 0.008386003m³</td>
<td>14:14:20 2018</td>
<td>Default failure criterion: Max von Mises Stress</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Density: 7800 kg/m³</td>
<td></td>
<td>Void strength: 2.205914e+008 N/m²</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight: 641.028 N</td>
<td></td>
<td>Tensile strength: 3.99826e+008 N/m²</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Elastic modulus: 2.11e+011 N/m²</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Poisson's ratio: 0.28</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Mass density: 7800 kg/m³</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Shear modulus: 7.97e+010 N/m²</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Thermal expansion coefficient: 1.3e-005 K⁻¹m⁻¹</td>
</tr>
</tbody>
</table>

Figure 3: properties of plain carbon steel of front bumper.
6.1.2 Stress and displacement at 30 km/hr:

![Stress Analysis at 30 km/hr](image1)

![Displacement Analysis at 30 km/hr](image2)

6.1.3 Stress and displacement at 60 km/hr:

![Stress Analysis at 60 km/hr](image3)

![Displacement Analysis at 60 km/hr](image4)

6.2 Front bumper system: Carbon fiber T300 at 30 km/hr and 60 km/hr:

6.2.1 Properties of carbon fiber:

![Properties of Carbon Fiber](image5)

Figure 8: properties of Carbon Fiber
6.2.2 Stress and displacement at 30 km/hr:

Figure 9: Stress analysis of Carbon Fiber at 30 km/hr.
Figure 10: Displacement of Carbon Fiber at 30 km/hr.

6.2.3 Stress and displacement at 60 km/hr:

Figure 11: Stress analysis of Carbon Fiber at 60 km/hr.
Figure 12: Displacement of Carbon Fiber at 60 km/hr.

6.3 Comparative study of front bumper at 30 km/hr:

<table>
<thead>
<tr>
<th>Material</th>
<th>Stress (MPa)</th>
<th>Displacement (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain Carbon Steel</td>
<td>980.936</td>
<td>21.369</td>
</tr>
<tr>
<td>Carbon fiber T300</td>
<td>996.397</td>
<td>19.207</td>
</tr>
</tbody>
</table>

6.4 Comparative study of front bumper at 60 km/hr:

<table>
<thead>
<tr>
<th>Material</th>
<th>Stress (MPa)</th>
<th>Displacement (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain Carbon Steel</td>
<td>2071.23</td>
<td>45.166</td>
</tr>
<tr>
<td>Carbon Fiber T300</td>
<td>2102.92</td>
<td>40.782</td>
</tr>
</tbody>
</table>

From the above results we can say that Displacement of Carbon Fiber T300 is minimum as compared to other materials.
6.5 Rear bumper system: Plain carbon steel at 30km/hr:

<table>
<thead>
<tr>
<th>Document Name and Reference</th>
<th>Treated As</th>
<th>Volumetric Properties</th>
<th>Date Modified</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solid Body</td>
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<td>Mass:13.8182 kg</td>
<td>Mar 16 23:17:29 2018</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Volume:0.00177156 m³</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Density:7800 kg/m³</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight:135.418 N</td>
<td></td>
</tr>
</tbody>
</table>

Figure 13: Properties of plain carbon steel of rear bumper.

6.5.1 Stress and displacement at 30 km/hr:

![Stress Analysis](image1)

![Displacement Analysis](image2)

Figure 14: stress analysis of PCS at 30 km/hr.  
Figure 15: Displacement analysis of PCS at 30km/hr.

6.6 Rear bumper system: Carbon fiber T300 at 30km/hr:

<table>
<thead>
<tr>
<th>Document Name and Reference</th>
<th>Treated As</th>
<th>Volumetric Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solid Body</td>
<td></td>
<td>Mass:3.11795 kg</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Volume:0.00177156 m³</td>
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<tr>
<td></td>
<td></td>
<td>Density:1760 kg/m³</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Weight:30.5559 N</td>
</tr>
</tbody>
</table>

Figure 16: Properties of Carbon Fiber of rear bumper.
6.6.1 Stress and displacement at 30 km/hr:

![Figure 17: Stress analysis of Carbon Fiber at 30 km/hr.](image1)

![Figure 18: Displacement of Carbon Fiber at 30 km/hr.](image2)

6.7 Comparative study of rear bumper at 30 km/hr:

<table>
<thead>
<tr>
<th>Material</th>
<th>Stress (MPa)</th>
<th>Displacement (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain Carbon Steel</td>
<td>2656.38</td>
<td>40.7074</td>
</tr>
<tr>
<td>Carbon Fiber T300</td>
<td>2655.49</td>
<td>37.0878</td>
</tr>
</tbody>
</table>

7. CONCLUSION

From the above results it is clearly indicative that use of composite polymers is very advantageous than metals, due to following reasons:

- Decrease is weight of system, increases fuel efficiency of an automobile
- Displacement experienced by Carbon Fiber T300 is less compared to plain carbon steel, therefore use of carbon fiber makes system more compact and reliable.

Nowadays, the composite materials such as TPO, Polypropylene used in bumpers are attached to the fenders due to this the displacement is more and the stress handling capacity is less as compared to Carbon Fiber T300. Bumpers made up of Carbon Fiber T300 does not need any extra attachments they can be directly attached to the car chassis which can improve its capacity.

REFERENCES


[4] G. Yedukondalu, Dr. A. Srinath, Dr. J. Suresh Kumar “Crash Analysis of Car Cross Member Bumper Beam”, 2015 India Altair Technology Conference.


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