

# Reverse Engineering on Two Wheeler Brake Rod: Case Study

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**Abstract:** Reverse engineering is the process of defining and installing a model based on the measurement taken from an exemplar object. The measurement (or data sensing) process is prone to random and systematic error and often fails to sense the object in manner consistent with the intended functionality of the object's design. In this paper an attempt has been made to find out the persisting problem associated with the brake rod of Bajaj Pulsar 150cc motor bike using reverse engineering. The 3D model of the brake rod done by software Unigraphics NX 11.0 and Hyper mesh 14.0 and using FEA techniques. Result obtained of existing and modified brake rod has been performed at various loads ranging from minimum value to maximum value. This result involves various parameters such as stress, displacement and factor of safety. According to the result obtained the modifications have been changed in the existing brake rod.

**Keywords:** Reverse Engineering, Data sensing, Brake rod, Modification and Analysis

## 1. Introduction

Reverse engineering is a process by which the design of a product is analysed or recreated using a physical part as a starting point. During the design process for a new product, clay models and different types of prototypes are made in order to test, evaluate and validate the conceptual design. This process is usually iterative and requires several modifications to the original design. For that reason, reverse engineering can become a valuable solution for extracting the dimensions of handmade models, clay models and prototypes; especially those with freeform shapes. You could also acquire the 3D geometry of an existing object in order to incorporate some of its features in the new product design. In addition to that, 3D scanning solutions also provide a powerful tool for documenting and archiving the different design iterations. The critical steps in reverse engineering are acquiring, accurately and efficiently, the dimensions of the object and extracting the necessary information from the resulting scan in order to create the new design with the right look and functionality.

Reverse engineering is now widely used in numerous applications, such as manufacturing, industrial design, and jewellery design and reproduction. For example, when a new car is launched on the market, competing manufacturers may buy one and disassemble it to learn how it was built and how it works. In some situations, such as automotive styling, designers give shape to their ideas by using clay, plaster, wood, or foam rubber, but a CAD model is needed to manufacture the part. As products become more organic in shape, designing in CAD becomes more challenging and there is no guarantee that the CAD representation will replicate the sculpted model exactly.

### 1.1 Literature Survey

**Mohammad Shadabet. al. (2006):** presented the applications of the reverse engineering method on the modelling of Pillion step holder of Hero Honda CBZ Motor Bike. The CAD Model of Pillion step holder has been

developed by CATIA V5 using the cloud data. The stress analysis of pillion step holder was also done. Results shows that the maximum stress at critical is within the permissible limit as compared to the strength of the material and the deflections in the component is much lesser than the permissible value. Again the stress is performed on the modified CAD Model. It is found that the maximum stress and maximum deflection is still within the permissible limit. It also helps to understand the behaviour of the CAD Model under various loading conditions and further help to modify it.[6]

**A.V.Nichat:** In this paper, to find out the dimension of pre-existing spline shaft of gearbox using reverse engineering. The geometric data of given part or component has been obtained by using CMM. The 3D mode of spline shaft has been obtained but using CATIA. Then the analysis is to be done in ANSYS, to find out various properties for various load ranging from minimum value to maximum value and the finally for computer aided manufacturing NC part programming is generate by using CATIA.

**Dr. S. B. Thakare:** In this paper, approach for reverse engineering (re) technique using coordinate measuring machine (CMM) and a design software CATIA is represented. A part is physically examined with the help of co-ordinate measuring machine(CMM). Point cloud data of a part is generated through scanning on CMM. Point cloud data is then exported to CAD software CATIA to generate CAD model of a part.[2]

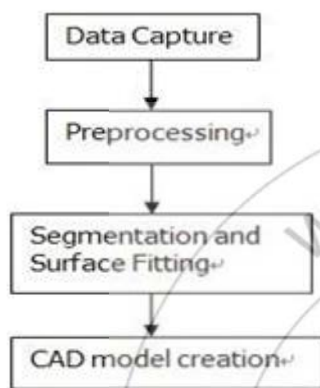
### 1.2 Stages Involved in the Reverse Engineering

Engineering is the profession involved in designing, manufacturing, constructing, and maintaining of products, systems, and structures. At a higher level, there are two types of engineering: forward engineering and reverse engineering. Forward engineering is the traditional process of moving from high-level abstractions and logical designs to the physical implementation of a system. In some situations, there may be a physical part without any technical details,

such as drawings, bills-of-material, or without engineering data, such as thermal and electrical properties. The process of duplicating an existing component, subassembly, or product, without the aid of drawings, documentation, or computer model is known as reverse engineering.

Reverse engineering can be viewed as the process of analyzing a system to:

- Discovering the component or product that needs to be reverse engineered.
- Disassembling or observing the information detailing how the original component operates.
- Applying the technical information generated from the reverse engineering in a tailored version of the original.
- Creating a new product in the market.



**Figure 1:** Flow chart of basic phase in reverse engineering

**First Stage:** In this stage the product or component is identified completely and this stage is also sometimes known as pre-screening. The potential components of these projects include parts, singular items, units, components, sub-assemblies, etc.

**Second Stage:** The second stage of reverse engineering is known as de-compilation or disassembly of the actual product. This stage consumes maximum amount of time and in this process the engineers make an attempt to create a characterization of the system by collecting all technical instructions and data of how a product works. The product is completely broken down thus separating every unit compiled into its basic state to understand the engineering principles used to construct it.

**Third Stage:** In the third stage, the engineers make sure that the data collected from the disassembly of the original system is accurately reconstructed. They also verify the validity or accuracy of the designs by creating prototypes, testing the system and experimenting with the outcomes. This stage helps in making sure that the reconstructed products work well and helps in creating more need for similar product in the market.

**Fourth Stage:** The final or fourth stage of the reverse engineering involves the introduction of the reconstructed product in the market. The new product is created through innovative technology derived from the original product but designed with competitive capabilities and features. The reconstructed products can be an adaptation of the original

product for its usage with other integrated systems like various platforms of computer operating systems.

### 1.3 Purpose

- It can be used to clone the product and manufacture it more cheaply than the original which may be a more legally and ethically concerning use of reverse engineering
- It is also used to do a better job of fixing it and because that is a business opportunity
- To derive a design, technical specification, functionality or manufacturing methods for particular objects by studying the existing parts
- Some bad features of the products need to be redesigned
- To update obsolete material or antiquated manufacturing process with more current less expensive technology
- Reverse engineering commonly used for deciphering file formats for improving interoperability
- Reverse engineering is needed whenever the documentation is lost or if never existed.[4]

### 1.4 Areas in which Reverse Engineering is applicable:

- **Lost Documentations:** Reverse engineering is done because the documentation of a particular device has been lost (or was never written) and the person who builds is no longer available. Integrated circuits often seem to have been designed as obsolete which means that the only way to incorporate the functionality into new technology is to reverse engineer.
- **Product Analysis:** to examine how a product works, what component it consists of, estimate cost and identify potential patent infringement.
- **Digital update/correction:** to update the digital version (e.g. CAD model) of an object to match „as-built“ condition
- **Acquiring sensitive data by disassembling and analysing the design of a system component.**
- **Military or commercial espionage:** learning about an enemy's latest research by stealing or capturing a prototype
- **Creation of unlicensed/ un-approval duplicates**
- **Academic/ learning purpose**
- **Curiosity**
- **Competitive technical intelligence**
- **Learning:** learn from others' mistakes.

## 2. Existing System of Brake Rod (Bajaj pulsar 150cc)

Brake rod is a component which is placed in between brake pedal and brake shoe assembly. Its one end is hinged to the brake pedal lever and another end is fastened with brake shoe assembly. In this area the investigation of the existing brake rod has been carried out. The following measurements are done from the investigation:

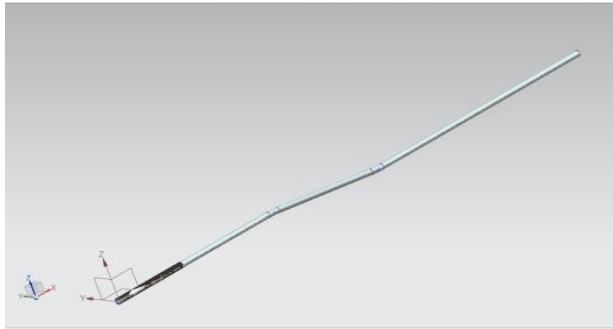


Figure 2: 3D model of existing brake rod

2.1 Enumeration of various geometries' entities of brake rod are as follow:

- length (L1) = 178mm
- length (L2) = 97mm
- length (L3) = 231mm
- threaded length = 73mm
- average diameter = 5.40mm
- pitch of thread profile = 1mm

## 2.2 Chemical Composition

The material applied for the Brake Rod having following chemical composition:

Table 1: chemical composition of the material of brake rod

C	Si	Mn	P	S	Cr	Mo	Ni
0.266	0.105	0.972	0.13	0.005	0.187	0.005	0.005

2.3 Mechanical Properties: Mechanical properties of Brake Rod material applied are:

Table 2: mechanical properties of the material of brake rod

Tensile strength	637.65 N/mm <sup>2</sup>
Yield strength	519.93 N/mm <sup>2</sup>
Poisson ratio	0.3
Elastic modulus	210 Gpa
Mass of component	0.0875712 Kg
Volume of component	0.00001137 m <sup>3</sup>
density	7700 kg/m <sup>3</sup>

## 2.4 Determination of Axial Load on the Brake Rod

The load that is exerted on brake rod of the bajajpulsur 150cc is calculated using spring balance. the minimum and maximum force required to brake shoe to stop the motor bike is 4kg (39.24N) and 8 kg(78.48N) respectively, when the brake pedal was fully pressed with a condition that the brake pads should be maximum torn out.[1]

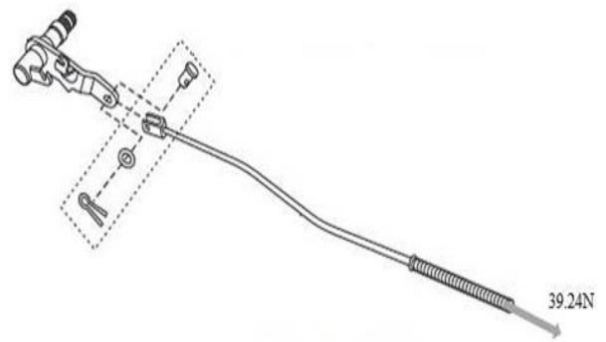


Figure 3: Loading condition of the brake rod of diameter 5.4mm

## 3. Analysis and Results in Hypermesh14.0

### 3.1 Stress Analysis of Brake Rod of Diameter 5.4mm

The following assumptions are applied to this analysis:

- Linear - stress is directly proportional to strain.
- Constant - all properties temperature-independent.
- Homogeneous - properties do not change throughout the volume of the part.
- Isotropic - material properties are identical in all directions.

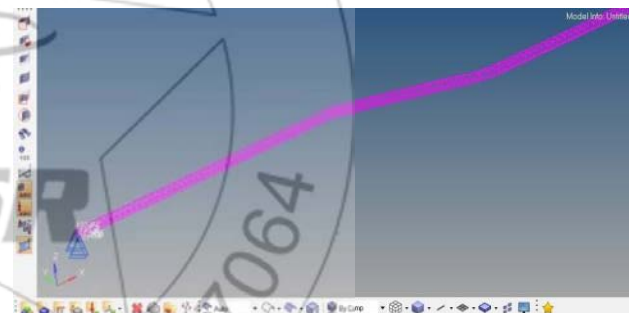


Figure 4: Solid mesh of brake rod

The fig.4 shows the mesh of the Brake Rod which was generated by Hypermesh Software for the purpose of analysis under different loads ranging from minimum value to maximum value. The mesh generated contains tetrahedral geometry elements.[5]

### 3.2 Results of Analysis of 5.4mm Diameter of Brake Rod:

**Condition:** when the nut was tight at the middle of the threaded part Brake Rod.

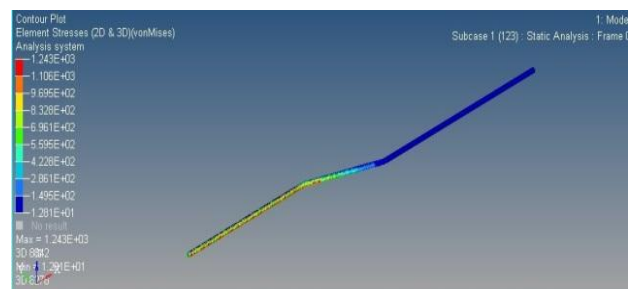
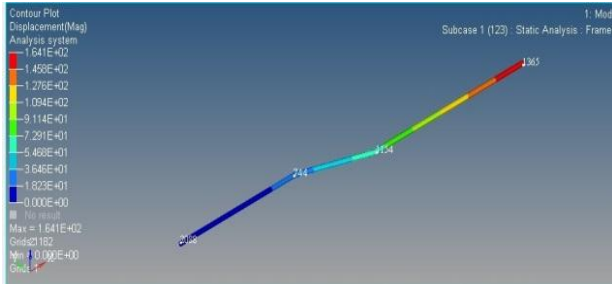


Figure 5: Von Misses stress at load 39.24 N



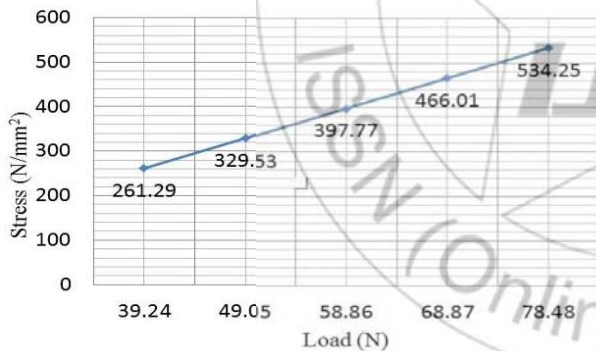


**Figure 6:** Displacement at load 39.24 N

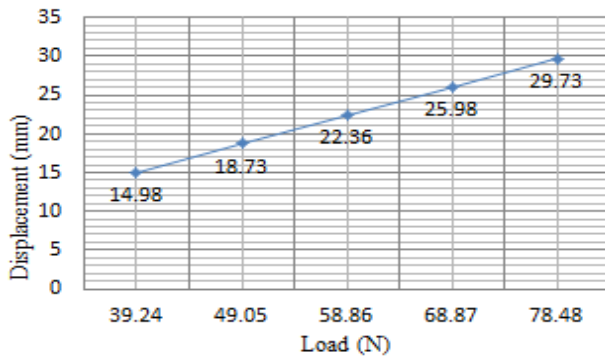
When the nut was screwed at the centre of the threaded part of the Brake Rod of diameter 5.4mm, the maximum Von Mises stress, Factor of Safety and maximum displacement at minimum applied load (39.24N) are 273.01N/mm<sup>2</sup>, 1.90 and 184.98mm respectively. As the maximum Von Mises stress is less than the yield strength (519.93N/mm<sup>2</sup>) of the material applied and the Factor of Safety is more than 1, the design of modified Brake Rod of diameter 5.4mm is safe at minimum applied load. The following table shows the results of analysis of the Brake Rod at different Loads ranging from minimum axial load to maximum axial load i.e. 39.24N to 78.48N.

**Table 3:** Results of analysis of Brake Rod of diameter 5.4mm at various Loads.

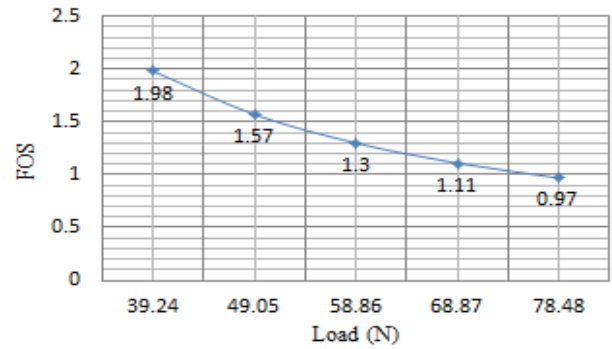
Load (N)	Stress (N/mm <sup>2</sup> )	Displacement (mm)	FOS
39.24	261.29	14.98	1.98
49.05	329.53	18.73	1.57
58.86	397.77	22.36	1.30
68.87	466.01	25.98	1.11
78.48	534.25	29.73	0.97



**Graph 1:** Load v/s Stress



**Graph 2:** Load v/s Displacement



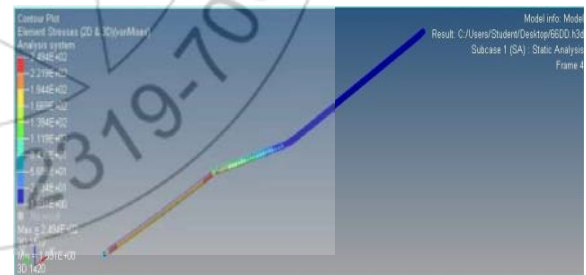
**Graph 3:** Load v/s FOS

#### 4. Results of Analysis of Brake Rod of 6mm diameter

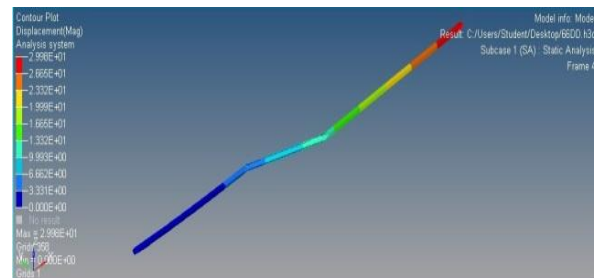
When the nut was tight at the middle of the threaded part of the Brake Rod of diameter 6mm, the maximum Von Mises stress, Factor of Safety and maximum displacement at minimum applied load (39.24N) are 121.36N/mm<sup>2</sup>, 4.28 and 7.35 respectively. As the maximum Von Mises stress is less than the yield strength (519.93N/mm<sup>2</sup>) of the material applied and the Factor of Safety is more than 1, the design of modified Brake Rod of diameter 6mm is safe at minimum applied load.

**Table 4:** Results of analysis of Brake Rod of diameter 6 mm at various Loads.

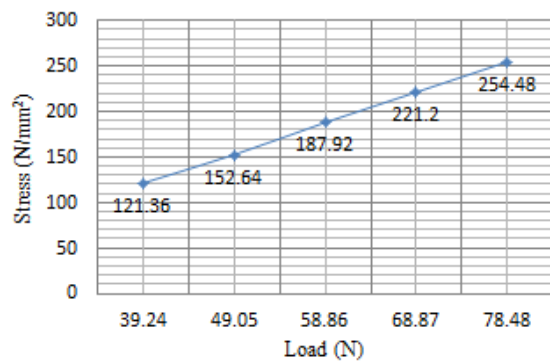
Load (N)	Stress (N/mm <sup>2</sup> )	Displacement (mm)	FOS
39.24	121.36	7.35	4.28
49.05	152.64	9.23	3.40
58.86	187.92	11.11	2.76
68.87	221.20	12.99	2.35
78.48	254.48	14.87	2.04



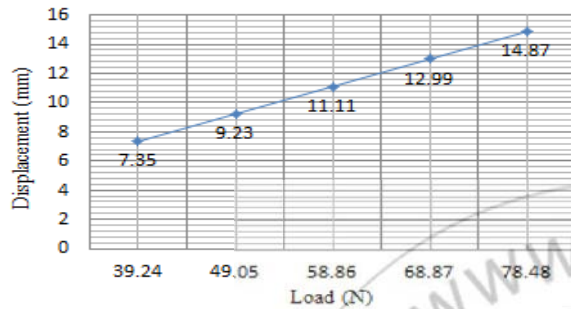
**Figure 7:** Von Misses stress at load 39.24 N



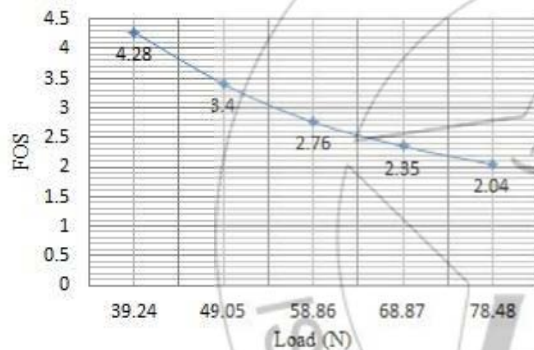
**Figure 8:** Displacement at load 39.24 N



**Graph 4: Load v/s Stress**



**Graph 5: Load v/s Displacement**



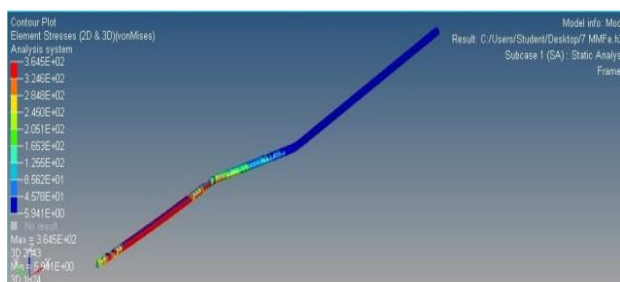
**Graph 6: Load v/s FOS**

### Results of Analysis of 7mm Diameter of Brake Rod

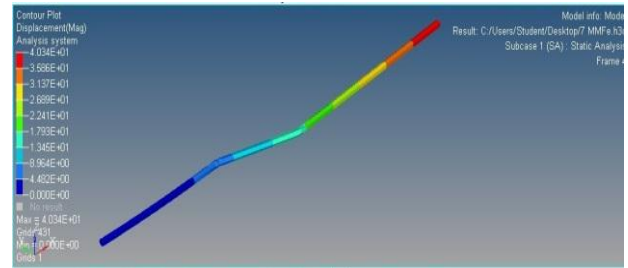
The following table shows the results of analysis at different Loads ranging from minimum axial load to maximum axial load i.e. 39.24N to 78.48N.

**Table 5: Results of analysis of Brake Rod of diameter 7mm at various Loads.**

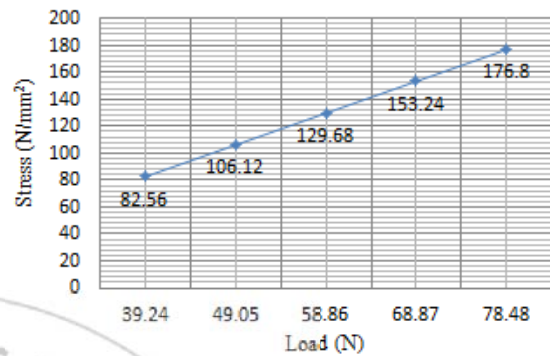
Load (N)	Stress (N/mm <sup>2</sup> )	Displacement (mm)	FOS
39.24	82.56	3.68	6.29
49.05	106.12	4.65	4.89
58.86	129.68	5.63	4.00
68.87	153.24	6.61	3.39
78.48	176.80	7.59	2.94



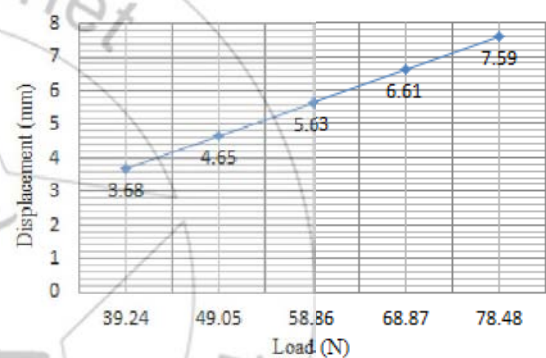
**Figure 9: Von Mises stress at load 39.24 N**



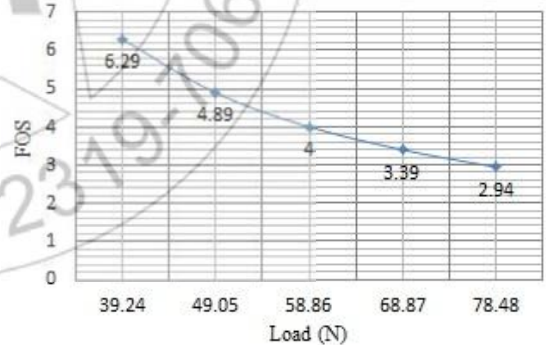
**Figure 10: Displacement at load 39.24 N**



**Graph 7: Load v/s Stress**



**Graph 8: Load v/s Displacement**



**Graph 9: Load v/s FOS**

## 5. Result Analysis

**Table 6: Result obtained at minimum and maximum load**

Parameters	Load (N)	Diameter (mm)		
		5.4	6	7
Stress (N/mm <sup>2</sup> )	39.24	273.01	133.12	94.278
	78.48	546.01	266.24	188.56
FOS	39.24	1.90	3.90	5.505
	78.48	0.95	1.95	2.752
Displacement (mm)	39.24	14.98	7.555	3.919
	78.48	29.97	15.11	7.838

## 6. Conclusions

A cad model of existing brake rod of diameter 5.4mm of Bajaj pulsar 150cc motorbike has been developed by nx6 software and analysis is done in hypermesh14.0 software, at different loads ranging from minimum value (39.24N) to maximum value (78.48N).

From the hyper mesh results of 5.4mm particular diameter it is noticed that maximum stress induced in threaded portion at maximum load (78.48N) is  $534.25\text{N/mm}^2$  which is more than the permissible yield strength ( $519.93\text{N/mm}^2$ ). More over the FOS is also less than one. Due to this above statistical reason redesign of brake rod should be done.

Again analysis is done by taking diameter 6mm and 7mm brake rod. From the result table it has been observed that maximum stress induced in threaded portion is  $254.48\text{N/mm}^2$  and  $176.8\text{N/mm}^2$  respectively, which is less than the permissible yield strength ( $519.93\text{N/mm}^2$ ) and the FOS is also more than 1.

From the table no.8 it has been observed that stress induced in threaded portion of 5.4mm diameter brake rod is more than permissible yield strength and factor of safety is also less than 1. So brake rod having diameter 5.4mm is not safe at maximum applied load. Therefore the diameter of existing brake rod should be redesign from 5.4mm to 6mm or 7mm in order to make design safe and for the better safety of rider.

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