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# 팀명소개

톡톡?!(TOCTOC): Top Optimized Car



# 설계목표

OBJECT: Optimized relation between Mass condition and Maximized Stiffness

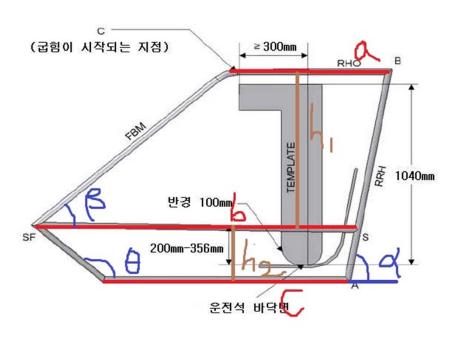
VARIABLES: Beam Topology and Cross-section measurement

#### PERFORMANCE REQUIREMENTS:

W<55Kg,  $K_{bending}>7000N/mm$ ,  $K_{bending}>12000N/mm$ , Frequency>40Hz

# ROLLCAGE

#### Notation and Criteria



a:설계변수

b,c : 종속변수

α: 앉을 때 가장 편안함을 느끼는 75°

B: 저항을 가장 덜 받는 45°

θ: 발목의 145°

 $h_1, h_2$ : 임의의 설정 값 1050,250

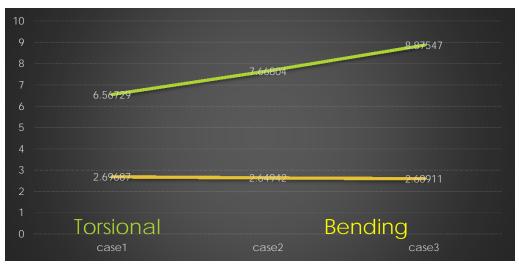
# ROLLCAGE

#### SAMPLING

Case1. a=800mm

Case2. a=900mm

Case3. a=1000mm



a의 길이의 변화에 따른 Torsional displacement의 변화가 Bending displacement의 변화보다 더 크므로 Torsion이더 Dominant함



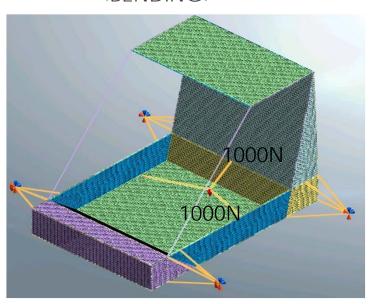
$$\tan^{-1}\frac{x}{w} = \theta, \qquad \frac{T}{\theta} = K$$

## Case 1 결정!

# TOPOLOGY

#### LOADINGS AND CONSTRAINTS

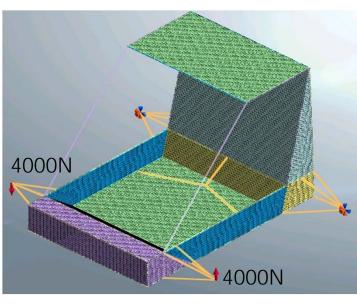
#### <BENDING>



앞바퀴 고정구속

뒷바퀴 Tx를 제외한 5자유도 구속

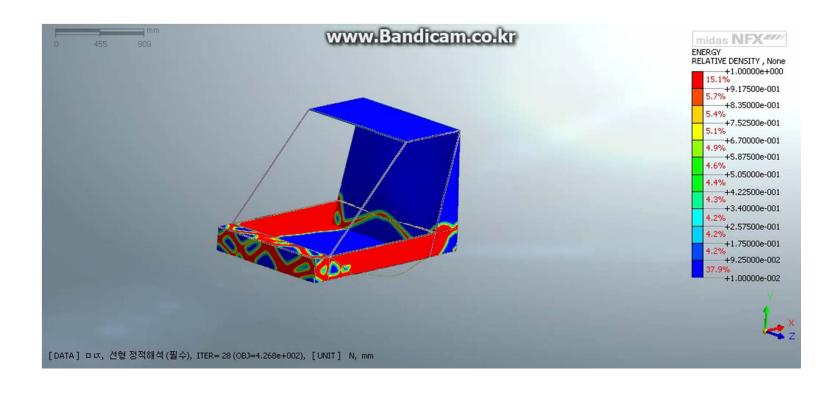
#### <TORSION>



뒷바퀴 Rx를 제외한 5자유도 구속

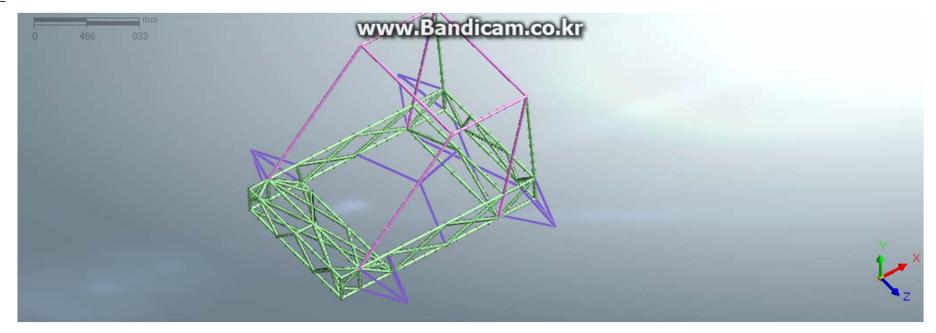
#### TOPOLOGY

#### **ANALYSIS**



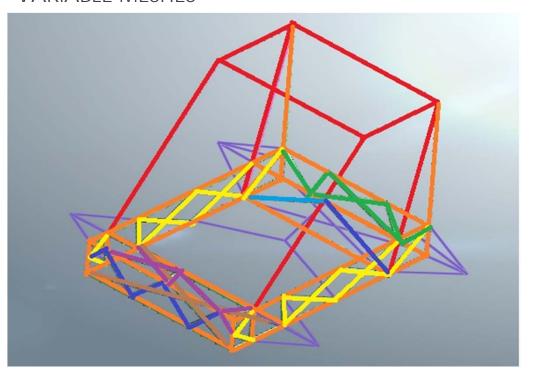


#### **FINAL**



#### SIZE

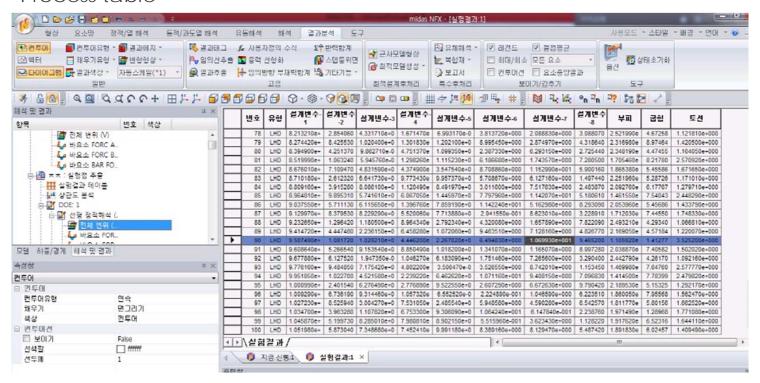
#### VARIABLE MESHES



- 1. 10.5mm
- 2. 11mm
- 3. 11.5mm
- 4. 10.2mm
- 5. 9.13mm
- 6. 10.4mm
- 7. 11.1mm
- 8. 11.1mm

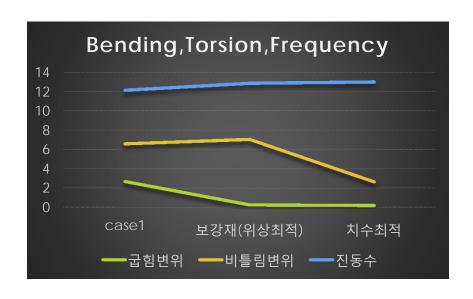
SIZE

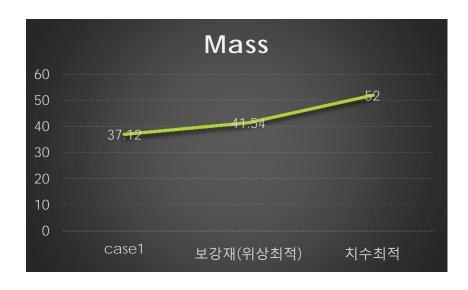
#### Process table



# 설계결과

#### FINAL RESULT





# 설계결과

**DISCUSSION** 

강성,질량 조건 만족 진동수 불만족

넓은 폭에 비해 밑 높이가 낮은 것이 원인인 듯

# NAVES

