## Design and Verification of a Car Jack Fabricated in Graphite Composite Material

# 黃萬發、李春穎

E-mail: 9314612@mail.dyu.edu.tw

#### **ABSTRACT**

Using carbon fiber reinforced composites to replace the conventional metals in the manufacturing of high-performance products has been an important step for companies to remain their competitiveness in the market. Accordingly, the car jack used in the automotive industry fits in the trend for improving the performance. In this study, a commercial car jack made of aluminum alloy was redesigned employing graphite/epoxy composite. The finite element software ANSYS was used as the design tool. The iterative process of analysis and design modification was carried out in order to optimize the product performance. The main objective of this study is to initiate cooperation with local industry to develop products with lower weight and higher strength. The other objective is to help the industry to establish its own capability in computer-aided analysis. This computerized development procedure not only can greatly shorten the time span but also reduce the cost. The mechanical testing conducted in this study can help the industry in establishing the database of mechanical properties for composites. The car jack developed in this study was able to reduce its weight by 30% and retain its stiffness. The new design with reduced weight facilitates the easiness in operation and increases the competitiveness of the product. The success of this study indicates the applicability of using composite materials in other industry.

Keywords: Car jack, Graphite fiber composite, Finite element analysis

#### Table of Contents

簽名頁 授權書 iii 中文摘要 v 英文摘要 vi 誌謝 vii 目錄 viii 圖目錄 x 表目錄 xv 符號說明 xvii 第一章 緒論 1 1.1 前言 1 1.2 複合材料的簡介 3 1.3 研究目標 9 1.4 本文架構 11 第二章 文獻回顧 12 第三章 研究方法與進行步驟 17 3.1 研究方法 17 3.2 進行步驟 18 3.3 試片的製作並量測 19 3.3.1複合材料試片的製作 19 3.3.2彈性模數的量測 25 3.3.3蒲松比的量測 31 3.3.4剪力模數的取得 37 3.3.5抗拉強度的量測 39 第四章 頂車機構的力學分析 43 4.1 頂車機的作動原理 43 4.2 頂車機的負載分析 45 4.3 頂車機零件尺寸量測 54 4.4 頂車機模型的建構 55 4.5 鋁製零件之ANSYS應力與變形分析 65 第五章 碳纖維複合材料零件的設計、製作與測試 79 5.1 碳纖維複合材料零件的設計 79 5.2 碳纖維複合材料零件的ANSYS應力與變形分析 82 5.3 碳纖維複合材料零件的製作 88 5.4 完成零件的測試與比較 95 第六章 結論 101 6.1 結論 101 6.2 未來展望 102 參考文獻 104

### **REFERENCES**

- [1] Toensmeier, P. A. 1994. Composite industry eyes civil engineering -as next big market. Mod. Plast. April:17-89.
- [2] Taggart, H. 1995. Infrastructure applications key to continued -growth. Compos. Des. Appl. Winter:20-1.
- [3] Grande, J. A. 1995. Advanced composites sector heads for -diversification. Mod. Plast. 72(7):36-43.
- [4] Grace, N. F., D. K. Bagchi, and J. B. Keenedy. 1991. -Fiber-reinforced composite versus steel and concrete for vibratio -n control of industrial building. Proc. 7th Adv. Compos. Conf., A -SM/ESD, pp. 597-603, Detroit, MI.
- [5] McConnell, V. P. 1995. Electric Avenue. High-Performance -Compos. July/August:16-21.
- [6] Hypercar materials. SAMPE J. 31(4):18, 1995.
- [7] Hypercars: Materials and policy implications. RMI, 1994, -Snow- mass, CO.
- [8] Burg, M., and S. Loud. 1992. Prospects for advanced -composites in the high-speed rail industry. Proc. 37th Int. SAMPE Symp., pp. 41-49, March 1992, Anaheim, CA.
- [9] Blair, C., and G. A. Jensen. 1992. Process development and -characterization of ultra high modulus, drapable graphite -/ thermoplastic composites for space applications. Proc. -37th Int. SAME Symp., pp. 115-27, March 1992, Anaheim, CA.
- [10] Robinson, M. J., R. O. Charette, and B. G. Leonard. 1991. -Advanced composite structures for launch vehicles. SAMPE -Q. 22(2):26-37 [11] Carlsson, L. A., Experiment characterization of advanced c -omposite material, Prentice-Hall Inc. 1987.
- [12] Tang, D., and C. L. Frank. 1989. Air Force applications of injection molding techniques. EM89-103. Compos. Manuf. 8 -, January 1989, Anaheim, CA.
- [13] McConnell, V. P. 1993. Next-decade defense: Less is more. -Adv. Compos. January/February:18-28.
- [14] Anderson, M. H. Processing of high temperature carbon fibe -r reinforced polymers. High Temp. Compos. Clin., August 1 -992, Los Angeles, CA. EM92-215.

- [15] Lemmer, L., and G. Kagerbauer 1992. The design development of the monolithic CFRP centre fuselage skin of the Europ -ean fighter aircraft, 37th Int. SAMPE Symp., pp. 1170-7, -March 1992, Anaheim, CA.
- [16] Klenner, J., F. Grier, H. Kriegelstein, et al., 1992. The -production of a monolithic CFRP fuselage skin for the Eur -opean fighter aircraft, Proc. 37th Int. SAMPE Smp., pp. 1 -170-7, March 1992, Anaheim, CA.
- [17] Ciba-Geigy composites. SAMPE J. 27(4):98, 1991.
- [18] Stover, D. 1989. The outlook for composites use in future -commercial transports. Adv. Compos May/June:49-58.
- [19] Smith, B. D. 1990. The cautious approach. Aerosp Compos. M -ater. November/December:4-30.
- [20] Schwartz, M. M. 1983 and 1992. Composite Materials -Handbook, 1st and 2nd eds. McGraw-Hill, New York.
- [21] Manji, J. F. 1994. Sports safety spurs innovation by desig -n. Plast. Des. Forum. January/February:26-30.
- [22] Beercheck, R. C. 1981. Composites at play. Mach. Des. June 8:80-6.
- [23] Braham, J. 1995. Boom, boom, boom! And Bertha's even bigge -r! Mach. Des. September 14:36-40.
- [24] Plast. Des. Forum May/June 1992:28-32.
- [25] Baker, A. 1994. Sports steals some winning materials. Des. News -April 25:21-2.
- [26] White, M. 1993. Composite leg brace wins 1993 Dupont/ASM a -ward. Adv. Mater. Process. September 1993:47-8.
- [27] Beercheck, R. C. 1989. Composites at play. Mach. Des. June 8:80-6.
- [28] Howell, D. D. 1992. The design of filament wound graphite / -epoxy golf shafts. Proc. 37th Int. SAMP Symp., ed. G. C. -Grimes, R. Turpin, and G. Forsberg, pp. 1392-405, Anaheim, CA.
- [29] A whole new way to make sailboats. Plast. Technol. November 1995:92.
- [30] Spurling, N. 1993. National conference to showcase innovative composite applications. Adv. Compos. September/October:34-5.