DEVELOPMENT OF EMPIRICAL MODEL FOR THE IMPACT OF MOTORCYCLE
FRONT WHEEL-TYRE ASSEMBLY

By

TAN KEAN SHENG

Thesis Submitted to the School of Graduate Studies, Universiti Putra Malaysia, in
Fulfilment of the Requirements for the Degree of Mater of Science

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To

My parents, my teachers and my friends
Abstract of thesis presented to the Senate of Universiti Putra Malaysia in fulfilment of the requirement for the degree of Master of Science

DEVELOPMENT OF EMPIRICAL MODEL FOR THE IMPACT OF MOTORCYCLE FRONT WHEEL-TYRE ASSEMBLY

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In engineering terms, the residual deformation on structural component is correlated to the dissipated energy, the change of momentum, or the change of speed during the impact. Many force-deflection models have been successfully developed for automobiles. However, such engineering model is not well developed for two-wheel motor vehicles due to lack of correlation information between the change of velocity and the structural damage, especially the frontal components such as wheel-tyre assembly which encounter the first and direct impact in frontal collision. The present study has thus been conducted which intended to lay out a route for developing the empirical models for motorcycle front wheel-tyre assembly that can be utilized to assess the impact velocities or change of velocities of a motorcycle in frontal collision based on the post-impact residual deformation of the wheel-tyre assembly.

An experimental approach has been adopted for the present study. The test specimens used was the original front wheel-tyre assembly of Malaysia national motorcycle, KRISS 110. The impact tests on motorcycle wheel-tyre assembly have been successfully conducted by
employing a pendulum impact test apparatus developed in-house in order to better suit to the experiment requirements. High-speed camera has been used to capture the deformation progress of the wheel-tyre assembly during the impact phase at a rate of 500 frame-per-seconds. Statistical computer program, Minitab Version 13, has been adopted to support the entire experimental process. Five out of eight parameters that are predetermined to be important on impact responses of wheel-tyre assembly have been identified as design factors. These factors are impact speed, impact mass, tyre inflation pressure level, contact geometry of striker, and vertical offset distance of impact location from a wheel axle. A $2^{5-1}$ fractional factorial design has been incorporated in the experimental design. Four response variables have been selected, which are, maximum residual crush sustained by the wheel-tyre assembly, normalized area of deformation of the wheel, squared change of velocity of the striker and dissipated impact energy of the wheel-tyre assembly.

Regression analysis has been performed in order to yield various possible empirical models in relating dissipated energy to either maximum residual crash or normalized area of deformation. The analysis shows good correlation in which the values of $R^2$ and $R_{adj}^2$ are greater than 96% for all responses, except that in linear regression for the response $\Delta \bar{A}$, which is about 83%. Factorial analysis has also been performed and the significant factors influencing the impact responses of the wheel-tyre assembly have been identified. The corresponding empirical models for predicting the deformation sustained by the wheel within the experimental design region have also been established. Based on the developed models, dynamic impact characteristics of the wheel-tyre assembly under various impact conditions were discussed.
Abstrak tesis yang dikemukakan kepada Senat Universiti Putra Malaysia sebagai memenuhi keperluan untuk ijazah Master Sains

PEMBANGUNAN MODEL EMPIRIKAL BAGI IMPAK KE ATAS STRUKTUR RODA-TAYAR DEPAN MOTORSIKAL

Oleh

TAN KEAN SHENG

Disember 2004

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Pendekatan secara ujikaji telah diambil dalam kajian ini. Spesimen ujikaji yang digunakan ialah struktur depan roda-tayar tulen motorsikal kebangsaan Malaysia, KRISS 110. Ujian-ujian

Analysis regresi telah dijalankan bagi memperolehi pelbagai empirikal model yang mungkin bagi menghubungkan tenaga terbebas dengan maksima remukan kekal atau luas kecacatan normal. Analysis menunjukkan korelasi yang baik di mana nilai bagi $R^2$ dan $R^2_{adj}$ adalah melebihi 96% bagi semua respons, kecuali dalam regresi linear bagi respons $\Delta\tilde{A}$, iaitu lebih kurang 83%. Analisis faktorial juga dilakukan dan faktor-faktor penting yang mempengaruhi respons dinamik impak struktur roda-tayar telahpun dikenali. Model-model analitikal yang berkenaan bagi menjangka deformasi yang dialami oleh roda di bawah pelbagai keadaan impak dalam lingkungan rekabentuk ujikaji juga telah dibangunkankan. Berdasarkan kepada model-model yang dibangunkan, ciri-ciri dinamik impak struktur roda-tayar di bawah pelbagai keadaan impak telah dibincangkan.
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I certify that an Examination Committee met on 7th December, 2004 to conduct the final examination of Tan Kean Sheng on his Master of Science thesis entitled “Development of Empirical Model for the Impact of Motorcycle Front Wheel-tyre Assembly” in accordance with Universiti Pertanian Malaysia (Higher Degree) Act 1980 and Universiti Pertanian Malaysia (Higher Degree) Regulations 1981. The Committee recommends that the candidate be awarded the relevant degree. Members of the Examination Committee are as follows:

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DECLARATION

I hereby declare that the thesis is based on my original work except for quotations and citations which have been duly acknowledged. I also declare that it has not been previously or concurrently submitted for any other degree at UPM or other institutions.

TAN KEAN SHENG

Date:
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