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## *Design and fabrication of a modified gear train system a semi-automatic hybrid engine*

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### **Abstract:**

The increasing demand for non-polluting vehicles has increased from past few years. The sources used for the automobiles are in the stage of extinction so there must be a system which could combine both exhaustible and inexhaustible resources so that there will be a proper balance between the use of them. This system includes both mechanical as well as electrical components which combines in the proper proportion based on the use for a particular automobile during the initial stage the IC engine is utilized to run or move the vehicle so that a good torque is achieved and at higher gears vehicle moves with the help of the electric DC Motor where the requirement of the torque is less and speed is more. Hence efficiency could be increased and also emission could be decreased.

### **Keywords:**

Automobile, Efficiency, Hybrid Vehicles, Non-Polluting Vehicles. commercial vehicles, gear train system

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## 1. Introduction:

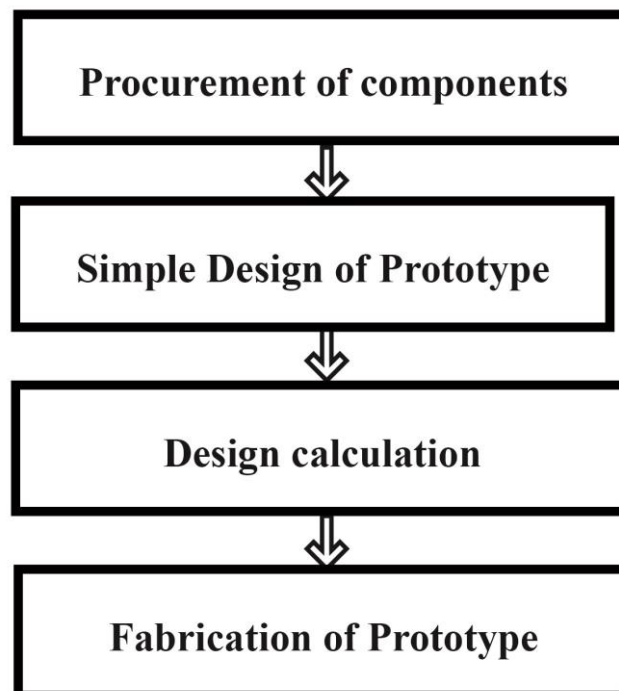
IC Engine is internal combustion engine where fuel is feed with air into the combustion chamber .when an IC engine is combined with an electric motor it is termed as hybrid vehicle or technology. Where both IC Engine as well as the motor supports for the vehicle propulsion .this hybrid technology was invented long back but came into existence in the recent 10 years in India. Due to growth in transport sector and increased demand of fuel this type of system came into existence. The need for fuel efficient vehicles is most important in country like India with huge population and to conserve resources and to control emission. Hybrid engine is a combination of both IC engine as well as electric motor. Increase in pollution and depletion of fossil fuels have led to higher demand for hybrid vehicles. A combination of both IC engine as well as electric motor is seen as a solution for a short term. Due to environmental issues and the needs for greener vehicles and reduction in the consumption of fossil fuels there is a huge need for electric and hybrid electric vehicles.The effort in the recent past has been towards creating an improvised propulsion system. Encouraging people to use hybrid vehicles can in turn help in reduction of cost and emissions. Due to the favorable advantages such as eco-friendliness and drivability because of ideal activity while compared to the conventional vehicles hybrid vehicles are described as the future vehicles.EV's has also been introduced in the past, It may be self-contained with the battery or a generator .in the 21st century due to technological development and strict emission norms electric vehicles saw a comeback. It works with electric motor for which the power is supplied from the battery. The rising oil prices and the need of reducing greenhouse gases emission has popularized the use of electric vehicles, but it could not rule the market as it would not support for the IC engine and original equipment manufacturers. Hybrid will have advantages over this as Hybrid can be used either for diesel or petrol engines. It uses regenerative braking, start or stop system, dual power sources to increase efficiency and to reduce emission

## 2. Objectives:

The principal point of this sort of framework is to keep away from over usage of non-sustainable power sources. The use of half breed vehicles implies the usage of engine with motor which lessens the utilization of non-sustainable power sources which are in the edge of annihilation. The comparison of the performance of the normal IC engine with the modified system is also done. First the performance of a normal engine is tested and the results is compared with results obtained from the modified system. Imparting this technology to light

duty vehicles, since most of the commercial vehicles run on diesel the fuel consumption and emission is supposedly more with the introduction of this type of system the utilization of fuel as well as emission is comparatively low. This system can be used basically for delivery vans or mail vans for shorter distance. Improvising the overall fuel efficiency of the vehicle by the introduction of this system since only the first two gears need fuel the rest run by a motor so the fuel efficiency of the vehicle is increased Minimizing the pollution or hazardous gases like CO<sub>2</sub>, CO, As the use of petrol or diesel may involve the production of harmful pollutants like carbon monoxide and carbon dioxide this system not only reduces the pollution but provides the same functions as that of a normal IC engine

### 3. Methodology:

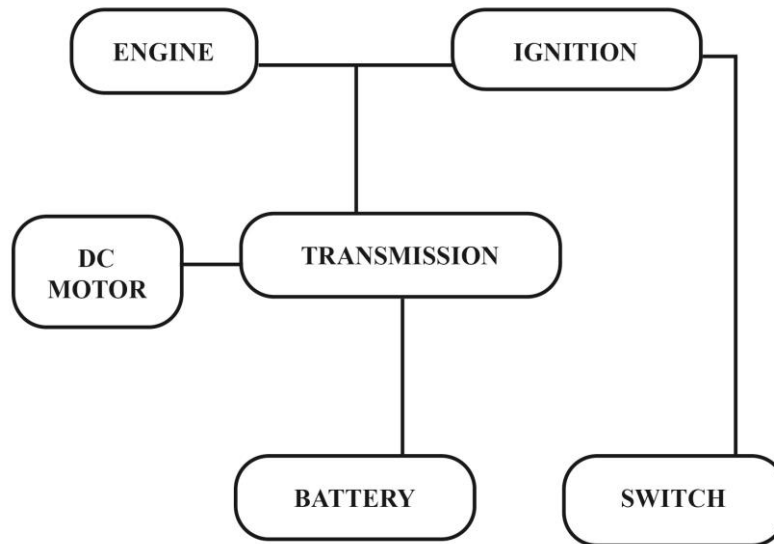


*Figure. 1: Methodology*

Obtainment of IC Motors: A fundamental gas-powered motor of around 98cc is taken for this model. For example, of bike vehicle. Where the motor is taken out from the vehicle or isolated. Basic Plan of Model: A straightforward plan sketch made to put the parts in right position. Design Calculation: Gear ratio for specific gears must be calculated and even timing must be checked to shift the IC engine to motor and vice versa. Manufacture of the Model: Initial a cellar for motor is made. The packaging of motor grasp and gearbox is opened from the two sides. The multi-plate clutch is removed. The gear pinion is soldered for when reaching third

gear and arrangement for wire to be bought in also made. The wire is placed and is given to negative terminal and the casing is closed. The engine is fixed with a stand over the motor and it is associated with the result shaft with the assistance of the chain. Throttle for both engine as well as motor is set.

**4. Working:**



*Figure. 2: Working Principle*

There are two stages in this system. The following are the stages involved: Working by IC Engine. Working By DC Motor. In this system it is combined work of both IC engine and DC Motor which is arranged for a purpose. In the first gear the IC engine or the vehicle runs with the fuel and even in the second gear there is no change made when the third gear is applied, the ignition is cut off and the motor starts working this is achieved by making an arrangement in the pinion gear where when third gear is applied it closes the circuit for the motor and a switch is fixed to the ignition or the CDI to turn it on and off.

**5. Design and calculation:**

Calculation of Gear Ratio: Gear Proportion is the proportion of the quantity of turns the result shaft makes when the info shaft turns once. It is characterized as the proportion of driven gear by driver gear. The gear used here is for the transmission of power from DC Motor to output shaft. The Gear is selected based on the no of teeth's required for the transmission of power from motor to wheels

*Table. 1: Calculated gear ratio*

Gears	Gear Ratio
Driver	1
Driven	1

## 6. Fabrication PMDC motor:

A 500 watt PMDC motor 24V is used in this system. As soon as the third gear is shifted the motor switches on and when the first gear is shifted to again then the motor switches off.



*Figure. 3: PMDC Motor*

### 6.1. Potentiometer:

This gadget is utilized to control the speed of the DC Engine. This is three terminal resistors with a sliding or turning contacts that for a flexible voltage divider. If by some stroke of good luck two terminals are utilized, one end and the wiper, it goes about as a variable resistor or rheostat. A potentiometer of resistance 4.7K-ohms is used



*Figure. 4: Potentiometer*

## 6.2. Lead Acid Battery:

The battery is used to power the motor or run the motor. A 12V battery is used in this system.  
 Engine: An Engine with displacement of 100cc which will be able to produce 7.3 PS power which will be able to provide the initial torque for the system.



*Figure. 5: Engine*

## 6.3. Gear:

The gear is used to transfer the power from the dc motor to output shaft. The spur gear used consists of 14 teeth. Switch: The switch mechanism is a controller which switches on and off the ignition when the motor is switched on and off. Fabrication includes the procurement, modification and assembling of components in a proper way according to the planned design. Using trial and error method the motor is fixed in such a way that there is no power loss. The switch is placed between ignition and the motor so that automatic cutoff of ignition takes place when the third gear is applied.



*Figure. 6: Fabricated Model*

## **7. Results and discussion:**

### **7.1. Results:**

The fuel is not used in third gear since it runs through the DC motor and most of the fuel is saved. Since it is a higher gear we probably shift to higher gear after gaining some speed. The DC motor switches on immediately after when the third gear is applied, there is no delay in it. As we can see in the timing check it switches on at 0.99 seconds which is quite a good response and it may also depend on the rider. Battery could be simultaneously charged by the alternator or a dynamo if the arrangement is made for it and can also attain maximum range. Combustion will not be taking in the third gear or the higher gear there so there will be no emission or pollution, since the ignition will be cut off from the engine in third gear. Noise will also be reduced in some amount and also it would be an electric vehicle in higher gears.

### **7.2. Discussions:**

This sort of alterations can get change current vehicles and furthermore day today life .since it completely doesn't utilize the IC motor it saves fuel and furthermore lessens discharge by one side .this kind of framework can be utilized in low burden conveying vehicles from bike to four-wheeler relying on the utilization. The increasing expense of fuel and expanded outflow principles this sort of framework can carry an incredible benefit to automakers as well as the clients. Since roads are getting better both in rural and urban areas the speed which can be achieved to a vehicle as fast as to get in to higher gear also increases .lower gear may give torque which will be sufficient to the vehicle to move forward and later after attaining certain speed torque may not be required as full as much, where speed will be an important factor. Increasing fuel efficiency and lower emissions would be a great factor for achieving this. There are types of hybrid vehicle technology known but they are not efficient and cost effective so need for the good and effective technology to support both manufacturers and customers. EV's don't have a longer range but when this system is used the vehicles will have a longer range for travel and immediate refilling is not required or even refill stations are not required everywhere.

## **8. Conclusion and future scope:**

The finish of the task is that numerous new advances and developments are continuing and are likewise presented however we have come to an alternate game plan of both motor and



the electric engine .The arrangement for torque, speed and efficiency and also emission norm purposes. These types of systems are made but don't find that much efficient when compared. It takes years to adopt for a new technology in country like India but this type of systems can be a major advantage in adopting because with the available systems used currently we have just modified it. The works are made physically and some type of deletion and addition have been taken place to achieve the aim .additional functions may have included like automatic switches and display for the indication of the shifting of gears and motor. Increasing demand of fuel day by day tends to end the reserve fuels also, so it would be a better option in the future. When an IC Engine vehicle is compared with this system, these types of system are better in terms of less pollution. In future this type of system may come in to use because we cannot completely eliminate IC engines. Research and development on this sort of field would be a decent field of examination, Consumption of fuel for a particular vehicle would be less in this case. This system can be incorporated into LCV but this system can solve the problem of range using a normal electric commercial vehicle since this system includes an IC engine and the required torque can be obtained since it is the most important thing for an LCV. The initial pickup and torque can be obtained from the engine in the first two gears and the rest speed will be managed by the DC motor.

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