International Journal on Science and Technology (IJSAT)

E-ISSN: 2229-7677 ● Website: www.ijsat.org ● Email: editor@ijsat.org

Design and Analysis of G0-Kart-Review

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Abstract

The Design and Analysis Of Go-Karts Represent An Essential Foundation For Understanding The Core Principles Of Automotive Engineering And Vehicle Dynamics. This Review Presents A Comprehensive Overview Of The Design Methodologies, Material Selection Processes, Structural Analysis, And Performance Evaluation Of Go-Karts. Drawing from Recent Literature And Practical Implementation, The Study Evaluates The Balance Between Strength, Weight, Safety, And Cost To Develop A Competitive And Efficient Go-Kart Prototype. The Use Of Advanced Tools Such As Finite Element Analysis (Fea), Computational Fluid Dynamics (Cfd), And Cad Modeling Is Discussed In Detail To Assess Their Role In Optimizing Design. The Review Also Explores The Application Of Go-Kart Development In Motorsport, Education, And Vehicle Prototyping.

1. Introduction

Go-Karting, Often Considered The Stepping Stone Into Professional Motorsports, Provides A Compact Platform To Study Vehicle Performance, Safety, And Design Efficiency. The Growing Interest In Go-Kart Development Has Driven Research In Lightweight Chassis Design, Aerodynamic Profiling, And Powertrain Optimization. This Paper Reviews Key Aspects Involved In The Conceptualization, Design, And Analysis Of Go-Karts With An Emphasis On Structural Integrity, Safety Features, And Dynamic Behavior Under Operational Conditions.

2. Literature Review

Multiple Studies Have Addressed Different Elements Of Go-Kart Design:

- **Quazi Et Al. (2018)** Emphasized The Importance Of Torsional Rigidity And Structural Flexibility Due To The Absence Of Suspension Systems.
- **Halderman Et Al. (2017)** Focused On The Role Of The Chassis As The Primary Load-Bearing Structure, Highlighting Its Function In Supporting The Powertrain And Operator.
- **Kolhe And Joijode (2016)** Explored Low-Cost Go-Kart Production, Presenting Methodologies To Reduce Manufacturing Costs Without Compromising Performance.
- **Prasad (2018)** Introduced Material Alternatives Such As Aluminum And Carbon Fiber, Analyzing Their Effects On Weight Reduction And Durability.

- **Mehta And Nikunj (2011)** Evaluated The Use Of Fiber Composites For Chassis Design And Their Role In Mechanical And Chemical Resistance.

These Works Collectively Build A Foundation For Understanding The Mechanical Behavior Of Go-Kart Frames, Material Behavior Under Stress, And The Practical Trade-Offs Between Cost And Performance.

3. Methodology

The Go-Kart Design Methodology Includes:

- **Conceptual Design:** Defining The Purpose (Racing Vs. Recreational) And Establishing Design Constraints.
- **Material Selection:** Based On Mechanical Properties, Weight, Manufacturability, And Cost. Key Candidates Include Aisi 4130, Aisi 1030, And 1018 Steel Due To Their High Strength-To-Weight Ratios.
- **Cad Modeling And Analysis:** Use Of Solidworks And Autocad For Frame Design, Followed By Finite Element Analysis (Fea) To Simulate Stress And Deformation Under Impact Loads.
- **Prototype Fabrication:** Manufacturing Processes Such As Cutting, Welding, And Assembly Of Chassis And Drivetrain Components.
- **Testing And Validation:** Simulations And Real-World Testing To Measure Handling, Impact Resistance, Braking Efficiency, And Overall Performance.

4. Material Selection And Mechanical Properties

Material Choice Significantly Impacts Vehicle Dynamics. In This Study, Aisi 4130 Steel Was Selected Due To Its Favorable Mechanical Properties:

- **Density:** Moderate, Supporting Performance Without Excess Weight.
- **Yield Strength:** 544 Mpa, Providing Structural Safety In Collision Events.
- **Tensile Strength And Modulus Of Elasticity:** High Values Ensure Durability And Load-Bearing Capability.

The Study Avoided Composite Materials Due To Cost Constraints, Despite Their Lightweight Advantages, Favoring A More Balanced Approach Between Cost And Performance.

5. Structural Analysis

Impact Testing Was Conducted To Analyze Stress Concentrations During Collisions:

- **Front Impact Analysis:** A Force Of 4708.8 N Was Applied. Maximum Stress Observed Was 206.27 Mpa—Well Below The Yield Strength.
- **Rear Impact Analysis:** Under A Force Of 3531.6 N, Maximum Stress Recorded Was 178.99 Mpa.

These Results Validate The Structural Safety Of The Design Under Expected Operational Conditions.

6. Results And Discussion

Key Results Include:

- **Weight Of The Chassis:** 11.2 Kg
- **Total Weight Of The Go-Kart:** 120 Kg (Including Engine, Driver, And Mountings)
- **Front Impact G-Force:** ≈ 4g
- **Rear Impact G-Force:** ≈ 3g

The Simulation Tools Proved Effective In Highlighting Critical Stress Points, Enabling Targeted Reinforcement. Use Of Aisi 4130 Steel Provided Resilience During Impacts Without Excessive Weight.

7. Applications

- **Motorsports:** Entry-Level Racing And Karting Competitions.
- **Education:** Hands-On Learning For Engineering Students On Vehicle Design And Manufacturing.
- **Prototyping:** Low-Cost Test Beds For New Materials, Powertrains, And Suspension Technologies.
- **Driver Behavior Studies:** Ergonomic Testing And Control System Development.

8. Conclusion

This Review Consolidates Methodologies, Material Analysis, And Simulation Techniques Involved In Go-Kart Design. The Use Of Accessible Materials And Simulation Tools Demonstrates That Safe, Efficient, And Competitive Go-Karts Can Be Built Within Limited Budgets. The Project Not Only Contributes To Motorsports And Education But Also Serves As A Platform For Prototyping And Applied Mechanical Engineering.

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