

ENGINE MOUNT



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Hyundai I30 Motor Mount

Jianjun Gao



Hyundai I30 Motor Mount:

The Times Index, 2010 Indexes the Times Sunday times and magazine Times literary supplement Times educational supplement Times educational supplement Scotland and the Times higher education supplement **Anti-bounce Engine Mount and Its Application to a 4 Cylinder Turbo Charged Diesel Engine** Michel Ferrand, Claude Vilain, Society of Automotive Engineers, 1991 The Electrorheological Automotive Engine Mount J. L. Sproston, R. Stanway, E. W. Williams, 1994 **Engine Mount Optimization** James E. Bernard, John M. Starkey, Society of Automotive Engineers, 1983 *Active Engine Mount* Stefan Loheide, 2019 **Study Characteristic of Engine Mount for Effectively Reducing the Vibration of Car Engine** Tushar Uttamrao Patil, 2014 Comfortable ride is one of the main index of comfortable vehicle and engine mount plays important role in it Automobile industries are in need of reducing the vibration forces to satisfy customer requirements Vibration of car engine arises from unbalanced forces of engine which are transmitted from engine to chassis and road induced vibration which is controlled by using proper engine mounts and suspension system The purpose of this thesis is to study the vibration of automobile engine Engine mount with elastomeric and hydraulic mounts are developed Their performance evaluated using bond graph on entire frequency range Engine mount parameters are optimized by using bond graph optimization method Sources of engine excitation forces are identified Engine reciprocating and rotating parts contribute in generating vertical excitation forces Mounts characteristics are analyzed by their excitation frequency and amplitude Hydraulic engine mount are more effective than rubber mount because their frequency and amplitude response is superior Fluid analysis is more complex so linear models and theory on two degree of freedom is developed in this thesis Presently companies are more concern about customer satisfaction in automobile industries Passenger may get more comfort if vibration induced due to uneven road or engine is reduced Selection of proper engine mount location and optimization of mounts parameter as per application is required Force transmitted to passengers needs to be reduced In this thesis I applied knowledge from my curricular courses like vibration technology and computer aided design of dynamic system which helped me to build bond and block diagram of whole powertrain system I used software CAMPG Matlab Mathematica and Nastran to optimize parameter Hydraulic engine mounts can be made more effective by varying the inertia area and stiffness parameter They can operate on wide frequency range by varying stiffness using inertia area Transmissibility is reduced which enables more comfortable ride Hydraulic Engine Mount Isolation Society of Automotive Engineers, Inc, M. Clark, 1985 Engine Mount for Integral Body Vehicle J. A. Cogswell, D. E. Malen, Society of Automotive Engineers, 1983 **Active Engine Mount System of a Vehicle** Hafiz Farhan Maqbool, 2012 **Hydraulic Engine Mount Characteristics** Patrick E. Corcoran, Gerd-Heinz Ticks, Society of Automotive Engineers, 1984 Analytical Investigation of the Dynamic Properties of Passive Engine Mounting Fazidah binti Saad, 2011 Engine mount is an automotive component that is essential in supporting the engine static state in order to prevent engine bounce from shock excitation and to isolate engine vibration caused by

engine disturbances in the complete speed range The main objective of this study is to analyze the dynamic properties which are the natural frequencies and modeshapes of different types of passive engine mounts In this study four passive rubber engine mount models were considered The modal analysis were computed by using finite element software ABAQUS and the results obtained were the modeshapes of the engine mounts Modeshapes are the deflection shapes taken on by a system when excited at one of its natural frequencies The corresponding modeshapes of all the rubber engine mount models were computed both in presence and absence of the engine s weight and the results are compared with the results from impact test which has been conducted to one of the engine mount The computer simulated model of these mounts was analyzed and later the effect of the load applied on the engine mounts were compared with the engine mounts without the load The results from the modal analysis demonstrated variety in the natural frequency values for all types of passive engine mounts The modeshapes results showed the trend of bending mode torsion mode and also the mixture of both From the modehshapes results the most deformed spot in the engine mounts can be identified The results showed that the engine mounting with more metal contact will have the highest frequency of 987 56 Hz when analyzed without the engine weight while the engine mount with less metal contact will have the highest frequency of 1456 20 Hz when analyzed with the engine weight This shows that rubber engine mounts with the least metal contact design had the highest frequency value of all and this signifies that it can provide the best damper for the engine weight As a conclusion the natural frequency of the passive engine mount depends strongly on the applied load although theoretically the natural frequency of a system should not be affected by the applied load The variations happen because of the rubber viscoelastic nature Besides that the natural frequency of the rubber engine mounts also depend on their designs as the least metal contact design showed higher natural frequency value The results of this study will open up a passage to researchers to study and improve the elastomeric engine mounts

An Electronically Controlled Engine Mount Using Electro-rheological Fluid S. Morishita,J. Mitsui,1992 Optimum Application for Hydroelastic Engine Mount Masaru Sugino,Eiichi Abe,Society of Automotive Engineers,1986 **Materials Effects in the Development of a Semi-active Automotive Engine Mount** John T. Kohler,1995 **Dynamic Tuning of Hydraulic Engine Mount Using Multiple Inertia Tracks** Benjamin Daniel Barszcz,2010 Abstract Passive hydraulic engine mounts are commonly employed for motion control and vibration isolation in vehicle powertrain systems Such devices are often tuned in terms of their low frequency resonance and damping ratio say corresponding to the engine bounce mode to control noise and vibration and improve the ride comfort quality and safety of the vehicle Mount tuning concepts with one inertia track and one decoupler using the track length or diameter are well understood but the dynamic response with multiple tracks orifices or decouplers is not To overcome this void in the literature dynamic tuning concepts of hydraulic engine mounts with emphasis on multiple n inertia tracks fixed decoupler type designs are analytically and experimentally examined in this thesis Since a wide variety of n inertia track configurations is possible dynamic stiffness models are

developed to explain a family of such configurations based on linear time invariant lumped fluid system theory Furthermore a new n track prototype mount concept is designed built and tested in a controlled manner with the capability of varying the type capillary tube orifice and number n of inertia tracks in addition to length and diameter of each This prototype is used to examine several designs with alternate n track configurations for improving performance compared to the $n = 1$ track case Three narrowband devices are designed and tested to refine existing theory for predicting peak frequency of loss angle in addition to examining and validating an $n = 3$ track mount for the first time Two broadband devices are designed and tested successfully by tuning damping ratios of the mount with orifice type tracks for the first time Several n track mount designs with orifice type tracks are also proposed which successfully describe a special broad tuned design utilizing a controlled leakage path flow area for the first time Lastly a quasi linear dynamic stiffness model is developed to study excitation amplitude and frequency dependent behavior of equivalent inertia track resistance which should lead to nonlinear models of n track devices and improved adaptive or active mounts in future studies Chief contributions of this work include experimentally validated extensions of prior lumped parameter linear time invariant dynamic stiffness models which are now applicable to predictions for narrow tuned and or broad tuned mounting devices with n greater than or equal to 2

Modelling of Pneumatic Engine Mount ,2005 **Electrorheological Fluids Applied to an Automotive Engine Mount** E. W. Williams,R. Stanway,J. L. Sproston,S. G. Rigby,1993

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