

Parameters Determination for the Design of Bevel Gears Using Computer Aided Design (Bevel CAD)

ABSTRACT

This paper prescribes a Computer Aided approach to the design of bevel gears. The approach utilizes standard design equations and standard data on bevel gears; linking them together using a Programming language(C#) to develop this special software (Bevel CAD) that designs and determines the strengths and dimensions of bevel gears. This study reviews the Procedural steps (algorithms) involved in the design of bevel gears and the development of the software package (Bevel CAD) which is to be used in designing bevel gears. When material required are selected based on the area of application, the software will make use of the data provided using the C# to determine the required; speed and velocity of the bevel gear, number of teeth, speed ratio, dynamic load, endurance strength and maximum wear load for the design bevel gear. The Bevel CAD's performance was verified by comparing the results of Algorithm calculation and the software's results. The Bevel CAD was confirmed effective as the minor differences obtained between the results were due to approximation errors. The Bevel CAD increases productivity but reduces drudgery of enormous calculations; hence, making it a recommended tool for industries and tertiary institutions for the designing of bevel gears.

Keywords: Bevel gear, design parameters, software development, CAD

INTRODUCTION

A machine is the combination of various elements to perform a task. In doing so, power (torque) is needed to be transferred from one element or part to another; and this can be achieved with the use of power transmitting devices such as belt drives, chain drives, gear drives. Gears lead other power transmitting devices (chain drives, belts drives, etc) because of its ability to achieve definite velocity ratio. In precision machines (clock), in which a definite velocity ratio is of importance, gears and other toothed wheels could be used.

A gear is a rotating machine element having cut teeth (or cogs) which mesh with another toothed part in order to transmit torque. Geared devices can change the speed, torque, and direction of a power source. According to Hamrock *et al.* (2005), gear is one of the most important devices used in many types of machinery. Gears allow the user to translate power, motion and torque. Gears have a power transmission efficiency of up to 98% and are some of the most durable torque transmitting machine elements.

A bevel gear system is used for transmitting power at a constant velocity ratio between two shafts whose axes intersect at a certain angle. Gear can be used to transmit large power (small car can run on belt drives but large vehicles can't, instead gears are being used). Gears are mostly applicable to small centre distances of shafts; they possess high efficiencies; they have reliable services; gears have compact layout. These among other characteristics of gears give it edge over other power transmitting devices. Bevel gears among other gears are used for transferring torque with intersecting shafts in the same plane.

While bevel-gear CAD software is a computer software that aids engineers, bevel-gear designers, manufacturers in the design of bevel gears. Since the World is turning towards

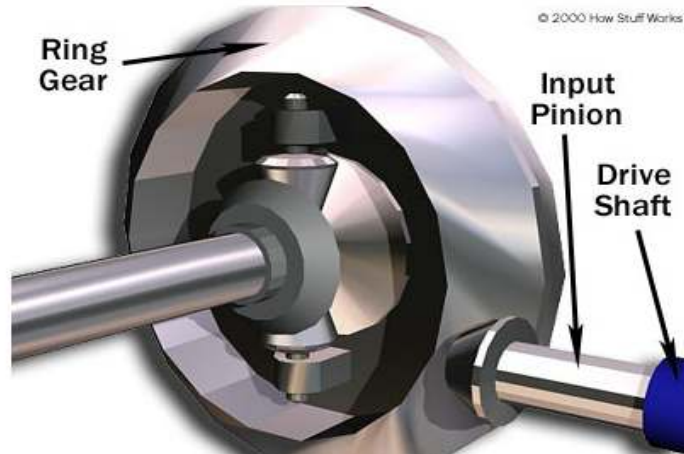
computer technology and the use of computer to alleviate human efforts; the application of computer to the engineering world is not left behind. Hence, numerous works has been done on Computer Aided Design. Gear as an important machine component has also benefitted from this technological development. Works had also been done on gear design software and improvements are being achieved on daily basis. Therefore, Han and Xieeryazidan (2014) stated that model design of the bevel and hypoid gear is an area of great research interest nowadays. Recently, modeling of spiral bevel and hypoid gear made a lot of achievement, summarized as: 1) Point-to- surface modeling by fitting discrete points on the tooth surface, during which the vital steps are the solution of the discrete points on the tooth surface and their obtainment based on derivation of the tooth surface equations. 2) line-to-surface modeling by fitting tooth profile curves, whose core areas are the equation derivations of the tooth profile curves and the output in the three-dimensional graphics software (Li, 2008). Computer Aided Design CAD was defined by Groover (1992) as any design activity that involves the use of computer to create, modify and document engineering design using interactive computer graphics systems referred to as a CAD system. Since its inception, CAD has undergone continuous development. Goetsch and Rickman (1990), reported that by the 1970's, CAD systems were being used in many drafting application and by the mid-1970s, there was an established market for CAD. CAD has grown from a narrow activity and concept to a methodology of design activities that include computer or group of computers used to assist in the analysis, development and drawing of product components. One of the areas where CAD was employed in manufacturing technology as related to gear design is the Gear skiving where CAD simulation approach was used (Anthoniadis, 2012). Also, CAD surface design can be used for rapid prototyping by sweeping or rotating, and creating the curves surface from the point cloud, a variety of new modeling and their respective optimization methods were explored. This can then compensate for some deficiencies in the previous modelings, and create new conditions for fast and accurate parametric modeling of the spiral bevel and hypoid gear (Zeng, 1999).

Bevel Gear Review

As reported by Erdman and Sandor (1984), the first primitive gears can be traced back to over 3000 years ago where early gears were made from wood. They were made of wood and had teeth of engaged pins. Early Greeks used metal gears with wedge shaped teeth; Romans used gears in their mills; stone gears were used in Sweden in the Middle Ages (Gears Manufacturers). All of these cultures found reasons to use basic gearing to convert energy or motion in one form to a form they could use in devices for the technological advancement of their societies. Gears have existed since the invention of rotating machinery. However due to their force multiplying proportions, early engineers used them for hoisting heavy loads such as building materials. The mechanical advantage of gears was also used for ship anchor hoist and catapults. Bevel gears are indispensable parts of drive systems found in power transmission for various machinery and equipment (Bartłomiej and Adam, 2013). Due to a relatively complex geometry, continuous efforts are made to streamline the design and manufacturing process of bevel gears (Julien et al., 2013). As a result of this, there is need for accurate modeling of spiral bevel which gives room for digitized manufacturing such as the tooth contact analysis (TCA) technology, the error correction of tooth surface technology and other key technologies (Qi et al., 2005). According to Shingley (1986), mating gear teeth acting against each other to produce rotary motion may be likened to a cam and follower. As two gears mesh, there is tendency for unwanted noise to be generated. Shuangxi (2012), claimed that accurate tooth surface and good surface quality are critical to achieve the low-noise bevel gear drives.

87 Bevel gear has the numerous applications in engineering and machine design. It has several
88 importance and applications. Among these applications are:

- 89
90 i **The differential drives:** This can transmit power to two axles spinning at different
91 speeds, such as those on a cornering automobile. The figure below shows a typical
92 example of a differential bevel gear.



93
94 Figure 1: **Hypoid bevel gears in a car differential**

95 Source: (<http://science.howstuffworks.com/transport/engines-equipment/gear4.htm>)

- 96 ii **Dividing head:** used machining operations like milling gears, sprockets on milling
97 machine.
98 iii **Hand drill mechanism:** As the handle of the drill is turned in a vertical direction, the
99 bevel gears change the rotation of the chuck to a horizontal rotation.
100 iv **Rotorcraft drive systems:** spiral bevel gear are important components on this
101 system and are used to operate at high load and high speed. In this application,
102 spiral bevel gears are used to redirect the shaft from the horizontal gas turbine
103 engine to the vertical rotor.
104

105 Over the years, engineers have been coming out with various designs of bevel gears; trying
106 to improve on their performances under various loads. This has assisted in the invention and
107 production of machines with higher performances and efficiencies.

108 The bevel CAD software in discussion is a specialized software not meant for the designing
109 of other gears or machine part unlike other multi-purpose software such AUTOCAD,
110 INVENTOR, CATIA, PRO E. The software is mainly for the design of bevel gears. Its
111 specialization has made this software easier and more flexible for bevel gear manufacturers
112 and designers.

113 This paper aims at identifying the designed parameters required in designing bevel gear,
114 collect relevant data for bevel gear design, develop algorithm for the steps required for the
115 computation for each parameter, develop a software for implementing the algorithm
116 developed and test the performance and effectiveness of the software model developed

117 The numerous applications of bevel gears in machines have made its design more frequent
118 and important. As a result of its immense importance, several works are being done on
119 improving the efficiencies of bevel gears under static and dynamic load. This among other
120 under-listed reasons justifies this research work:
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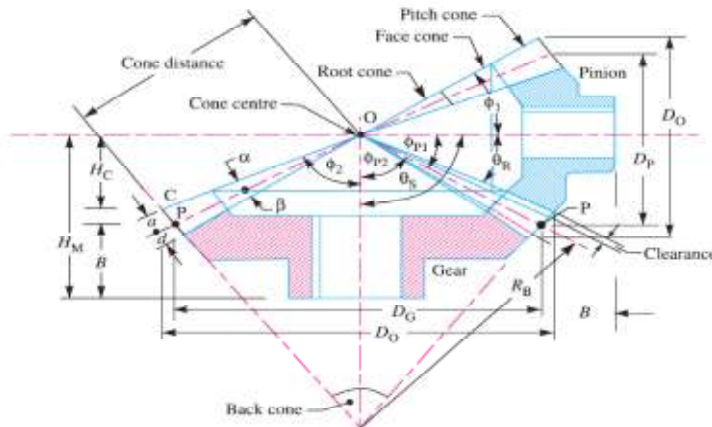
- 122 i. Time and efforts in designing Bevel gear can be far reduced by using the BEVEL CAD
123 software in the design. This will also assist designer focus on conception of ideas.

- 124 ii. The modeled software is more flexible and user friendly; hence, making it
125 comprehensive and easier for designer to use.
126 iii. The software uses standard data and formula from renowned Engineering Textbooks;
127 thus, making its result more reliable.
128 iv. The computational speed of the modeled software is comparatively better than other
129 multipurpose CAD software such as INVENTOR, AUTOCAD etc
130

131 METHODOLOGY

132 Terminologies and Design Parameters Identification

133 The design of a bevel gear starts from getting acquainted with various terminologies,
134 symbols/parameters and formulae attributed to Bevel gear. A bevel gear is shaped like a
135 section of a cone. See figure 2.0 for the nomenclature of a meshed bevel gear
136



137 Figure 2.0: Nomenclature of a meshed bevel gear
138 Source: Khurmi and Gupta (2005)

139 The parameter/symbol used, description as well as the formula (as applicable) are tabulated
140 as shown in table 1
141

142 Table 1.0: Parameters/symbols, description and formula used

Symbol/Parameter	Description/Meaning (unit)	Formula
σ_{o1}	Allowable static stress of pinion wheel (N/mm ²)	To be determined from the material used
σ_{o2}	Allowable static stress of gear wheel (N/mm ²)	To be determined from the material used
T_1 or T_2	Number of Teeth in pinion and wheel respectively	One of the two would be given
N_1 or N_2	Speed of pinion and gear respectively (rpm)	One of the two would be given
G	Velocity ratio or input gear ratio (unitless)	To be given
Θ_s	Shaft angle (°)	To be given
θ_{p1}	Pitch angle for pinion wheel (°)	$\tan^{-1} \left(\frac{\sin \theta_s}{G + \cos \theta_s} \right)$
θ_{p2}	Pitch angle for gear wheel (°)	$\theta_{p2} = 90^\circ - \theta_{p1}$
m	Module (unitless)	To be determined from the AGMA standard table for tooth form

D_1 or D_2	Diameter of pinion and wheel respectively (mm)	mT_1 and mT_2 where m is the module
d_e	Dedendum (mm)	To be determined from the AGMA standard table for tooth form
a	Addendum (mm)	To be determined from the AGMA standard table for tooth form
T_d	Tooth depth (mm)	To be determined from the AGMA standard table for tooth form
r_f	Fillet radius (mm)	To be determined from the AGMA standard table for tooth form
T_{th}	Tooth thickness (mm)	To be determined from the AGMA standard table for tooth form
D_{R1} or D_{R2}	Root diameter of pinion and gear respectively (mm)	$D_1 - 2d_e$ and $D_2 - 2d_e$
L	Slant height of Pitch cone(mm)	$\sqrt{\left(\frac{D_1}{2}\right)^2 + \left(\frac{D_2}{2}\right)^2}$
$V_{1 \text{ or } 2}$	Velocity of pinion or gear (m/s)	$\frac{N_1 \pi D_1}{60000}$

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Gear Teeth System

A tooth system is a standard given by the American Gear Manufacturers Association (AGMA) and the American National Institute (ANSI). It specifies relationship between addendum, dedendum, working depth, tooth thickness and pressure angle to attain interchangeability of gears of a tooth number but of the same pressure angle and pitch. Gear designers should be informed of advantages and disadvantages of the various systems so that optimum tooth for a given design can be chosen. Basically there are four systems of gear teeth

- i 14.5° Composite system
- ii 14.5° full involute system
- iii 20° full depth involute system
- iv 20° stub involute system

Table 2.0: Standard proportion of gear system by AGMA

S/N		14.5° Composite or full depth involute system	20° full depth involute system	20° stub involute system
1.	Addendum	1m	1m	0.8m
2.	Dedendum	2.25m	1.25m	1m
3.	Working depth	2m	2m	1.6m
4.	Minimum total depth	2.25m	2.25m	1.80m
5.	Tooth thickness	1.5708m	1.5708m	1.5708m
6.	Minimum clearance	0.25m	0.25m	0.20m
7.	Fillet radius at root	0.4m	0.4m	0.4m

157 Source: Source: Khurmi and Gupta (2005)

158 **Note:** m in the table 2.0 stands for module

159 **Lewis, Buckingham and Tregold Formula**

160 These equations are applied to determine the tooth form, Beveling factor, Tooth form factor
161 and static strength. Static strength of bevel gear is obtained by determining the following
162 parameters

163 (a) Velocity factor C_v

164 Velocity factor C_v is determined first base on the level of cut of the gear.

165
$$C_v = \frac{4}{4+v} \quad (\text{For a carefully cut gear}) \quad (1)$$

166
$$C_v = \frac{3}{3+v} \quad (\text{For teeth cut by form cutter}) \quad (2)$$

167
$$C_v = \frac{6}{6+v} \quad (\text{For teeth generated with precision machines}) \quad (3)$$

168 where v is the velocity in m/s

169 (b) Equivalent Number of Teeth T_E

170 Equivalent number of teeth for both Pinion and Gear wheel are obtained from the relations
171 shown below respectively

172
$$T_{E1} = T_1 \sec \theta_{p1} \quad (4a)$$

173
$$T_{E2} = T_2 \sec \theta_{p2} \quad (4b)$$

174 (c) Tooth form factor Y'

175 Tooth form factor for pinion $Y'_1 = 0.154 - \frac{0.912}{T_{E1}} \quad (5a)$

176 Tooth form factor for pinion $Y'_2 = 0.154 - \frac{0.912}{T_{E2}} \quad (5b)$

177 (d) Bevel Factor $B.F$

178
$$B.F = \frac{L-b}{L} \quad \dots 6; \text{ where } b \text{ is the face width given as } \frac{L}{3}$$

179 (e) Tangential Tooth Load W_T

180 Tangential Load for pinion $W_{T1} = \sigma_{o1} \times C_v \times b \times m Y'_1 \times B.F \quad (7a)$

181 Tangential Load for gear $W_{T2} = \sigma_{o2} \times C_v \times b \times m Y'_2 \times B.F \quad (7b)$

182 where σ_{o1} and σ_{o2} are allowable static stress of pinion wheel and allowable static stress of
183 gear wheel respectively

184 Design condition: if $W_{T1} > W_{T2}$, it means that pinion teeth are weaker than gear teeth

185

186 **Dynamic Load**

187 Dynamic load is mathematically expressed as the summation of incremental load due to
188 dynamics and tangential tooth load i.e $W_D = W_I + W_T \quad (8)$

189 where $W_I = \frac{21v(bc + W_T)}{21v + \sqrt{bc + W_T}} \quad (9)$

190 but c is a deformation factor expressed as $c = \frac{0.00535}{1/E_1 + 1/E_2} \quad (10)$

191 where E_1 and E_2 are the modulus of elasticity for pinion and gear respectively

192 Dynamic load of pinion wheel $W_{D1} = W_{I1} + W_{T1} \quad (11a)$

193 Dynamic load of gear wheel $W_{D2} = W_{I2} + W_{T2} \quad (11b)$

194

195 (f) Endurance Strength

196 Endurance strength for pinion wheel $W_{s1} = \sigma_{E1} b \phi m Y_1' \times B.F$ (12a)

197 Endurance strength for gear wheel $W_{s2} = \sigma_{E2} b \phi m Y_2' \times B.F$ (12b)

198 where σ_{E1} and σ_{E2} are the endurance strength of the material used for pinion wear and gear
199 wheel respectively.

200

201 (g) Wear

202 Maximum wear load of pinion wheel $W_{w1} = \frac{D_1 b Q k_1}{\cos \theta_{p1}}$ (13a)

203 Maximum wear load of gear wheel $W_{w2} = \frac{D_2 b Q k_2}{\cos \theta_{p2}}$ (13b)

204 but Ratio factor Q is given as $Q = \frac{2T_{E2}}{T_{E2} + T_{E1}}$ (14)

205 Load stress factor $K_1 = \frac{\sigma_{SE1}^2 \times 0.3}{1.4} \left(\frac{1}{E_1} + \frac{1}{E_2} \right)$ (15a)

206 where σ_{ES1} is the surface endurance limit of pinion wheel

207 Load stress factor $K_2 = \frac{\sigma_{SE2}^2 \times 0.3}{1.4} \left(\frac{1}{E_1} + \frac{1}{E_2} \right)$ (15b)

208 where σ_{ES2} is the surface endurance limit of gear wheel

209 Design condition: If $W_{w1} > W_{T1}$ & $W_{w2} > W_{T2}$ (design is satisfactory from the standpoint of wear)

210

211 **Algorithm for the Design of Bevel Gear**

212 1. Declare constants for different materials (using table1.0)

213 σ_o - Allowable static strength

214 σ_e - Allowable endurance strength

215 σ_{es} -Allowable surface endurance strength

216 E- Young modulus

217 2. Select Materials and Gear Forms

218 I. Select materials

219 II. Select tooth form (14.5° full depth involute, 20° full depth involute, 20° stub)

220 III. Select level of cut- (first class cut, carefully cut, precision cut)

221 IV. Select forms of gear loading (steady load, pulsating load, shock load)

222 3. Dimension of Bevel Gear

223 i. Select module from list of standard module module

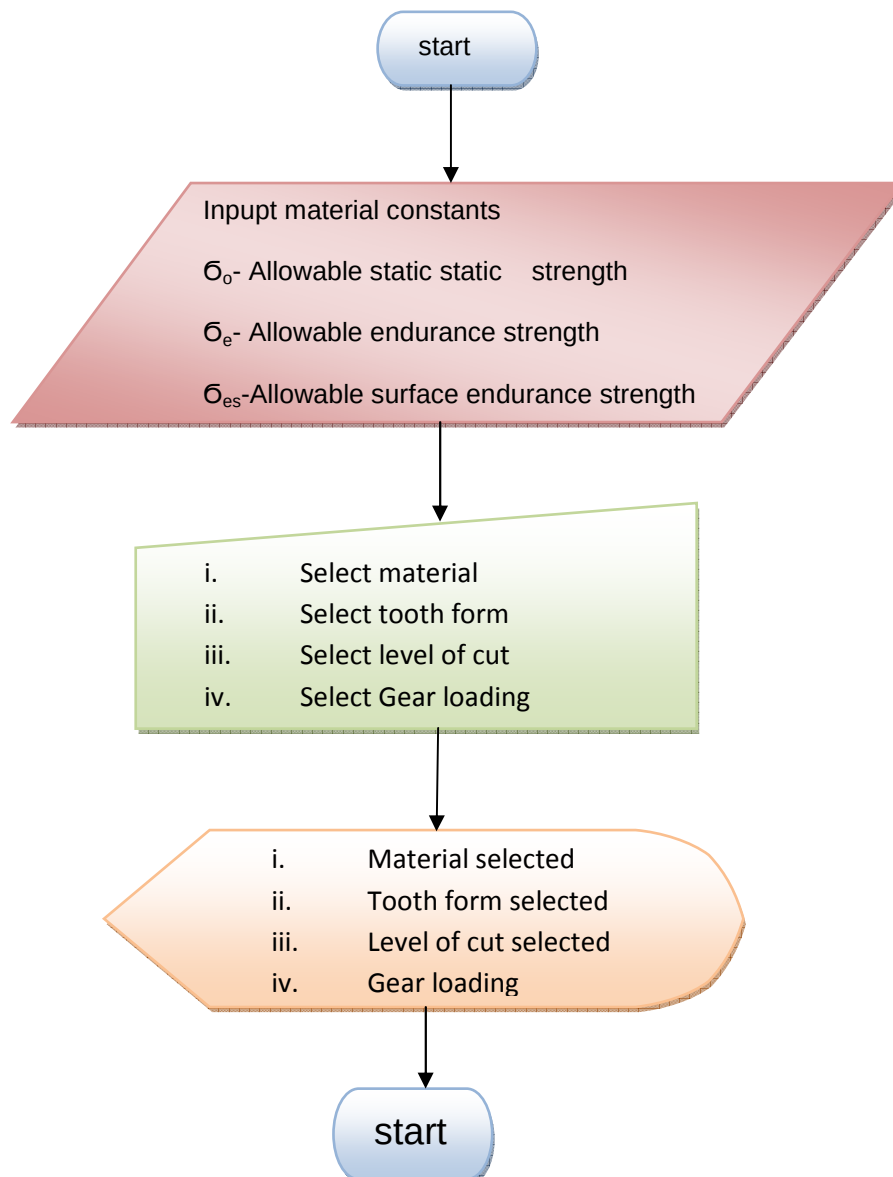
224 ii. Enter the gear ratio

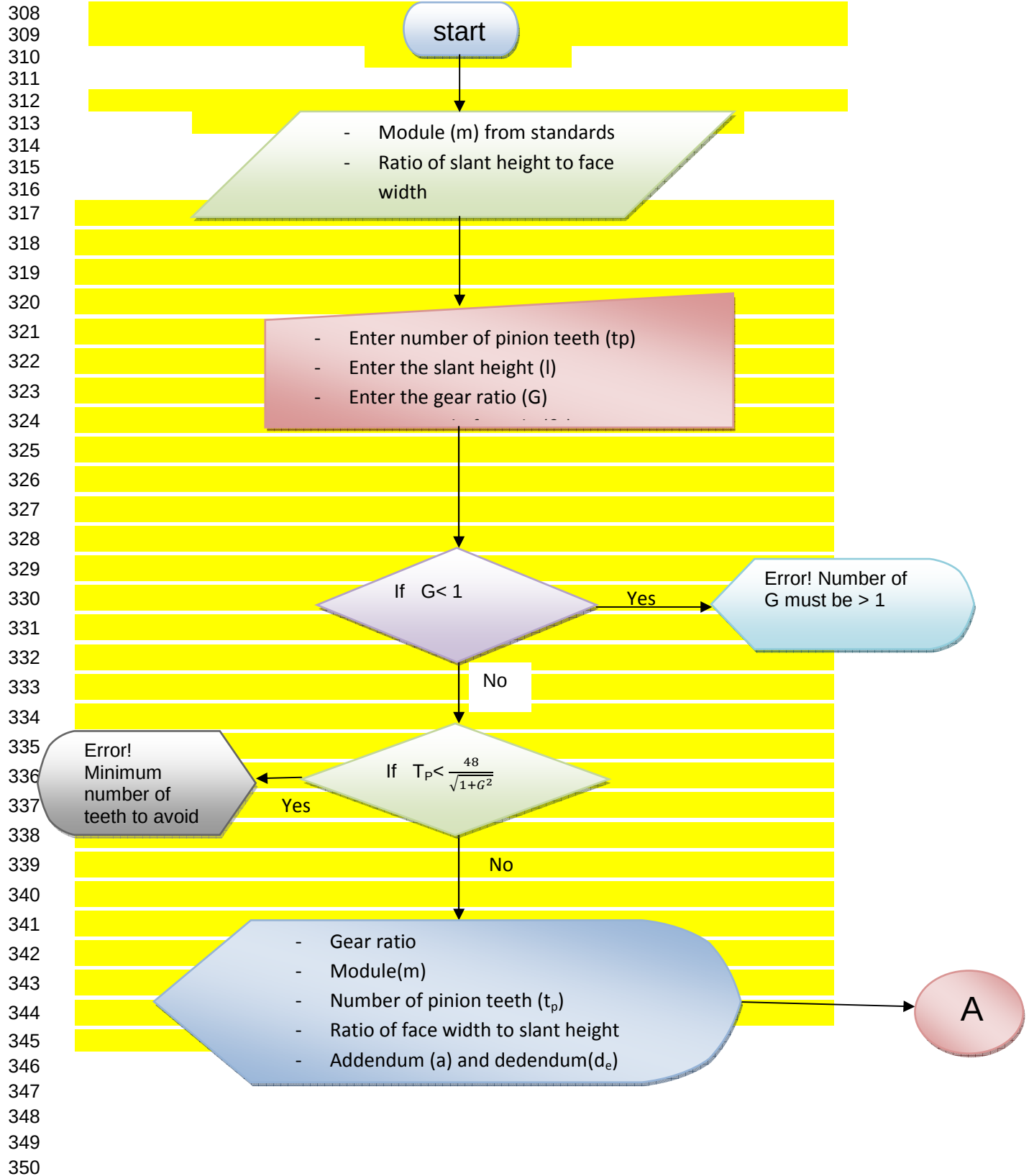
225 iii. Enter the number of teeth of the pinion gear
 226 iv. Enter the ratio of slant height (l) of face width (b)
 227 v. Determine the face width (b)
 228 vi. Determine the pitch angle (θ_{p1}) of the pinion $\theta_{p1} = \tan^{-1} \frac{1}{G}$ where G=
 229 velocity ratio/ gear ratio.
 230 vii. Determine the pitch angle(θ_{p2}) of gear $\theta_{p2} = \theta_s - \theta_{p1}$
 231 viii. Determine the number of teeth of the second wheel $T_2 = G \times T_1$
 232 ix. Determine the pitch diameter of gear ($D_G = m \times T_G$)
 233 x. Determine the pinion pitch diameter ($D_P = m \times T_P$)
 234 xi. Determine the tooth depth (a+d)
 235 xii. Determine root diameter ($D_P - 2d$)
 236 xiii. Determine the outside diameter ($D_P + 2a$)
 237 4. Speed and Velocity
 238 i. Enter velocity of pinion wheel in rpm
 239 ii. Determine the velocity of the gear wheel (N_p/G)
 240 iii. Determine the pitch line velocity 'v' in m/s
 241 iv. Determine the velocity factor C_v
 242
 243 5. Gear Design using Tregolds, Buckingham & Lewis Formulas
 244 i. Select the Allowable static stress
 245 ii. Determine the equivalent tooth form $T_E = T \sec \theta$
 246 iii. Determine the bevel factor. $B.F = \frac{L-b}{L}$
 247 iv. Determine the tooth form factor(y')
 248 v. Determine the static strength using lewis formula ($W_T = (\sigma_o C_v) b \pi m y' B.F$)
 249 6. Dynamic Load
 250 i. Determine service factor C_s
 251 Determine increased load due to dynamic force
 252
$$W_I = \frac{21V(bc + W_t)}{21v + \sqrt{bc + W_t}}$$

 253 ii. Determine the dynamic load ($W_D = W_T + W_I$)
 254
 255 7. ENDURANCE STRENGTH W_S
 256 i. Select the endurance strength of the material selected (σ_e , table)
 257 ii. Determine the endurance strength ($W_S = 6_o b \pi m y' \left(\frac{l-b}{l} \right)$)
 258 Conditions for endurance strength if $W_S \geq 1.25 W_D$ (Steady load)
 259 $W_S \geq 1.35 W_D$ (pulsating load)
 260 $W_S \geq 1.5 W_D$ (shock load)
 261 *then design is satisfactory from the standpoint of dynamics*
 262 ELSE
 263 *design is not satisfactory from the standpoint of dynamics*
 264
 265 8. WEAR RESISTANCE/ SURFACE ENDURANCE STRENGTH

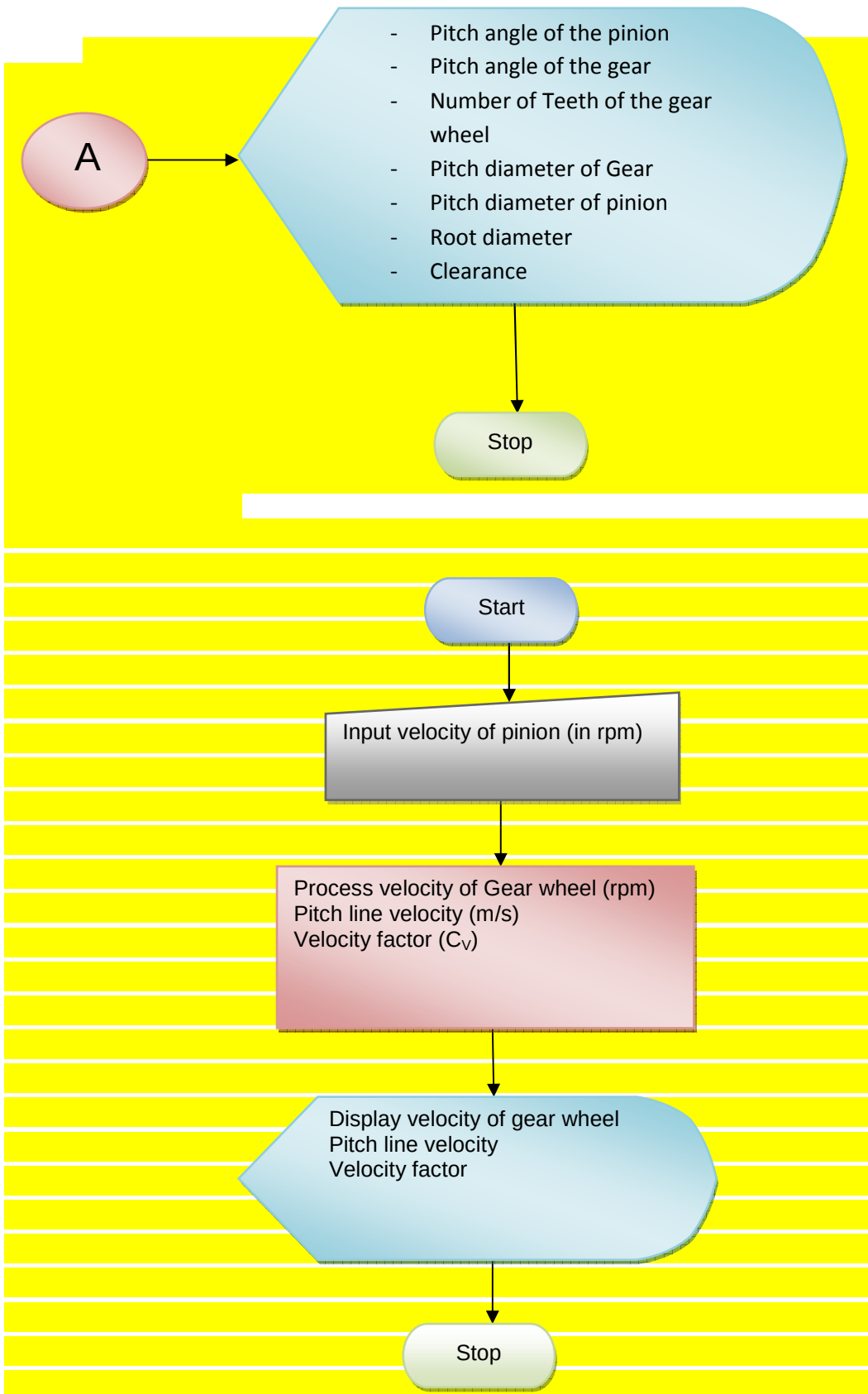
- I. Determine young modulus of the pinion material (table)
 - II. Determine the surface endurance (σ_{es}) from (table)
 - III. Determine the young modulus of gear ratio (table)
 - IV. Determine the stress factor $k = \frac{\sigma_{es}^2 \sin \phi}{1.4} \left(\frac{1}{E_P} + \frac{1}{E_P} \right)$
 - V. Determine the limiting load for wear $W_W = \frac{D_P b Q k}{\cos \theta_p}$
- If $W_w > W_t$ then, design is satisfactory from the standpoint of wear
 Else design is not satisfactory from the standpoint of wear

Algorithm flowchart

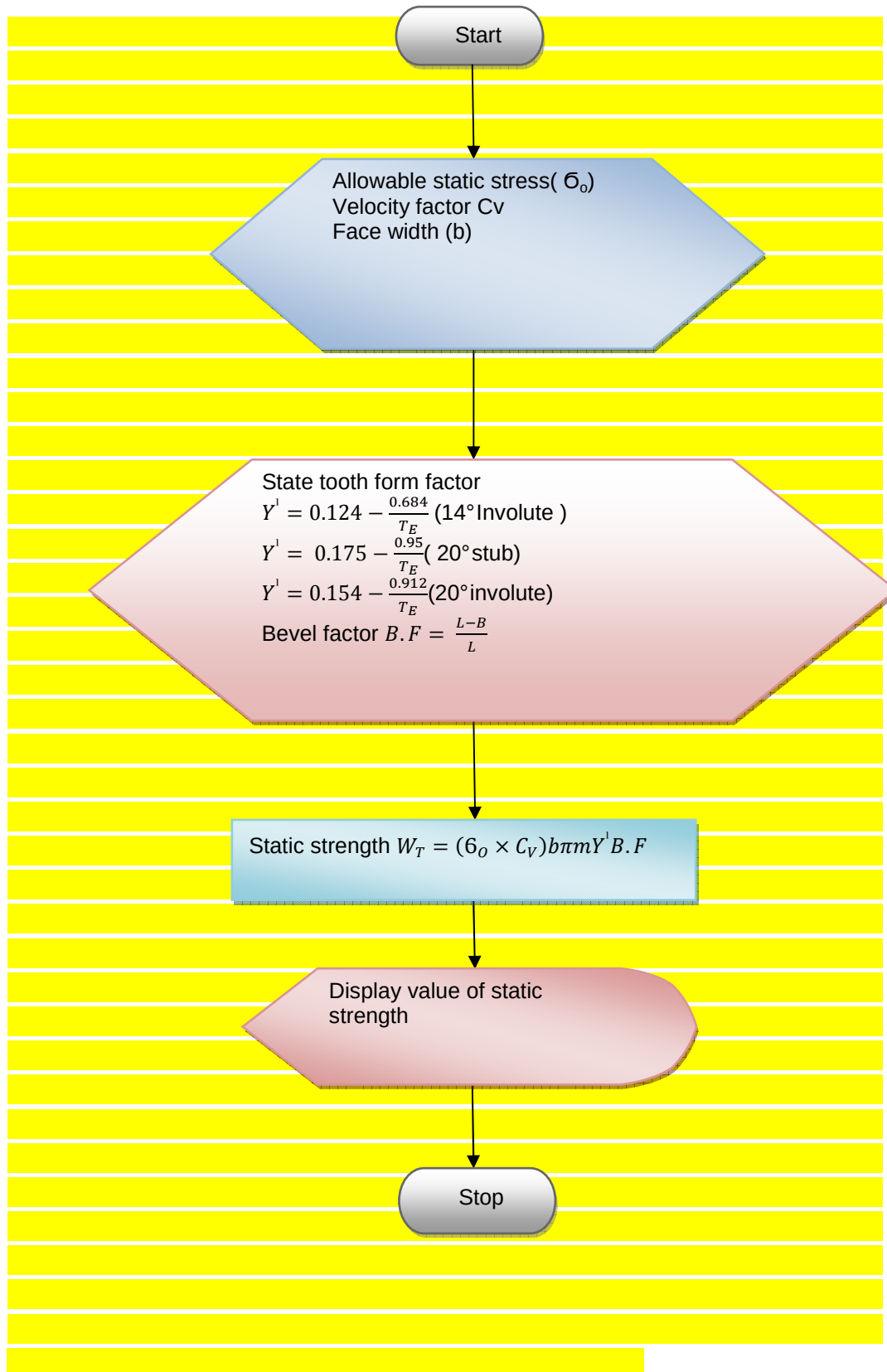




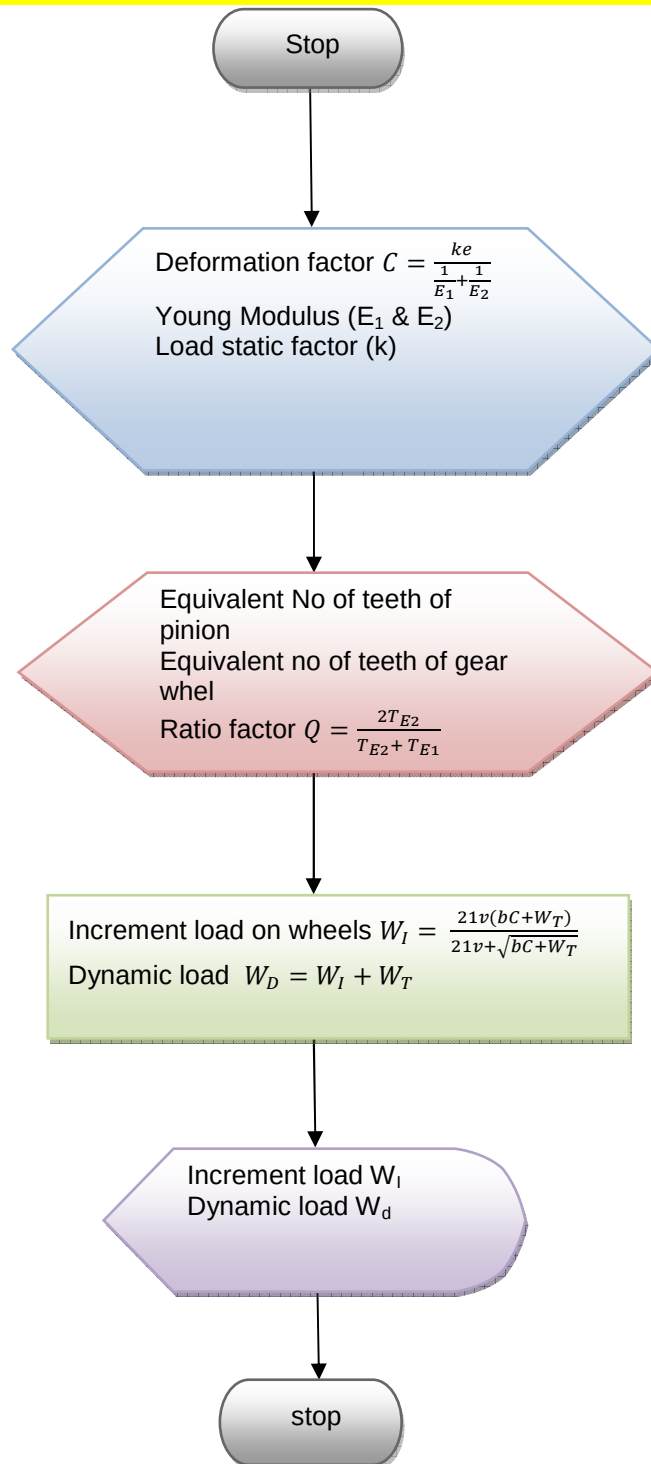
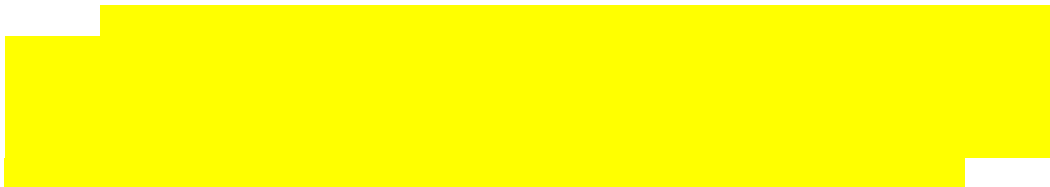
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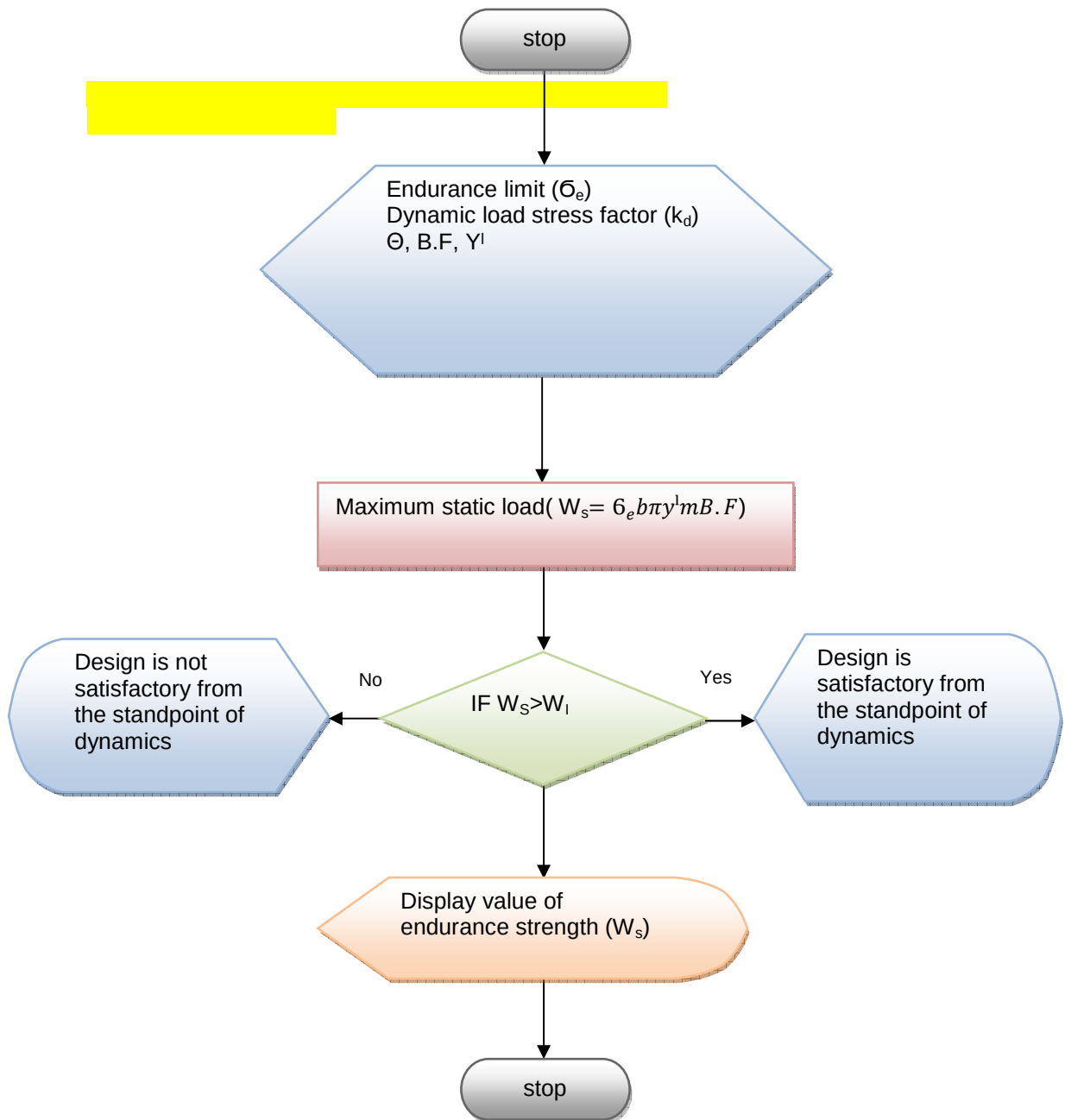
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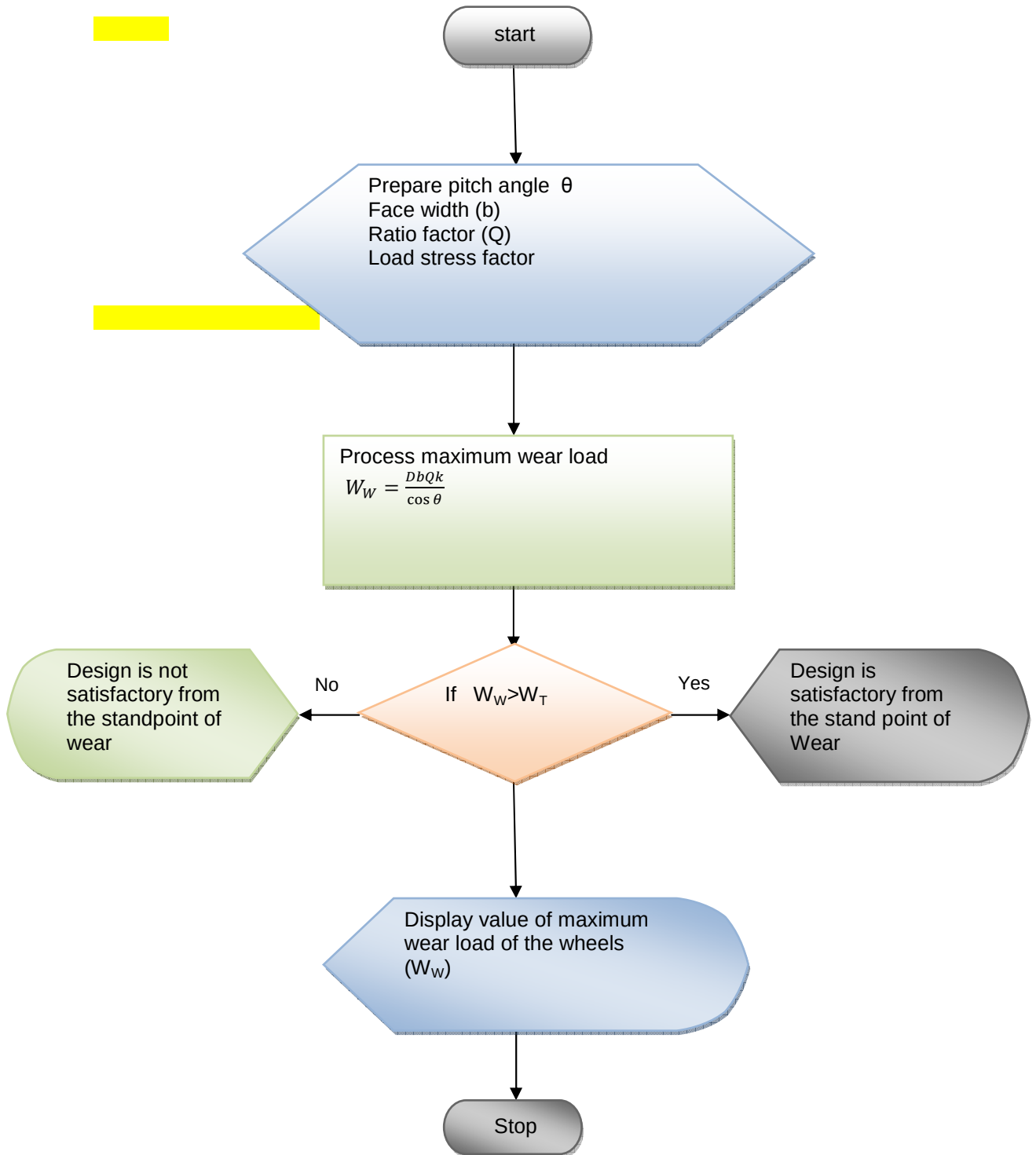


Figure 3.0: Algorithm Flow chats

Software Development

The algorithm above was used to develop the software (Bevel CAD) used in the design of bevel gear. This was made possible by transforming the required formulas and data of bevel into a set of instruction codes. The codes written could validate the user inputs and respond by giving the user the necessary information. The software was designed using C# programming language and the .Net Platform. The .Net Platform is a new and efficient platform from Microsoft cooperation that is invented to fill in the deficiency gap created by its predecessor platform like Win 32, MFC, Visual Basic, to name but few.

Reasons for using .Net Platform

The .Net is preferred over other platforms due to the following reasons:

1. It is neutral language. Numerous languages can be employed to write programs on this platform. There are over 250 programming languages presently available. Microsoft created four out of this. They are C#, VB. Net, J#, C++ /CLI).
2. The platform is fully object oriented and this accounts for its unmatched ability in managing the automation of the most complex problems.
3. It is very secure. Security is planted at the core (most inner section) of the platform. Concerning its features, C# inherited 70% of java, 5% of VB, 10% of C/C++, and it adds 15% new. The programs emulated good aspects of the suspect and became better software. This among other reasons lends credence for the selection C# for designing Bevel CAD Designer.

Main Window

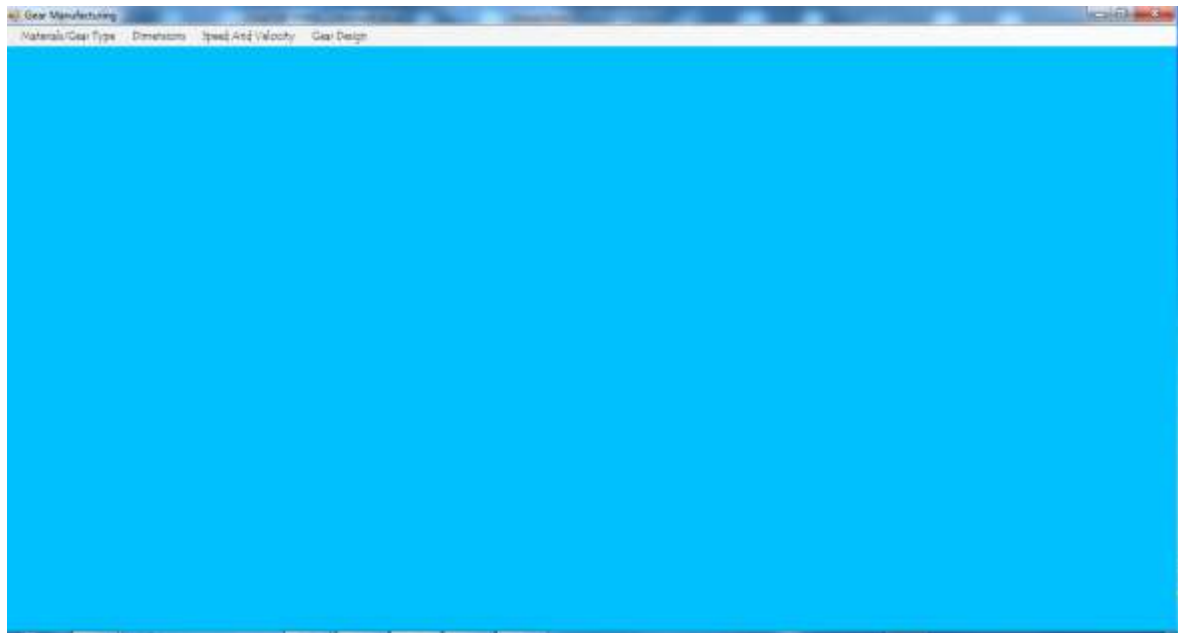


Figure 4.0: Bevel CAD Main Window

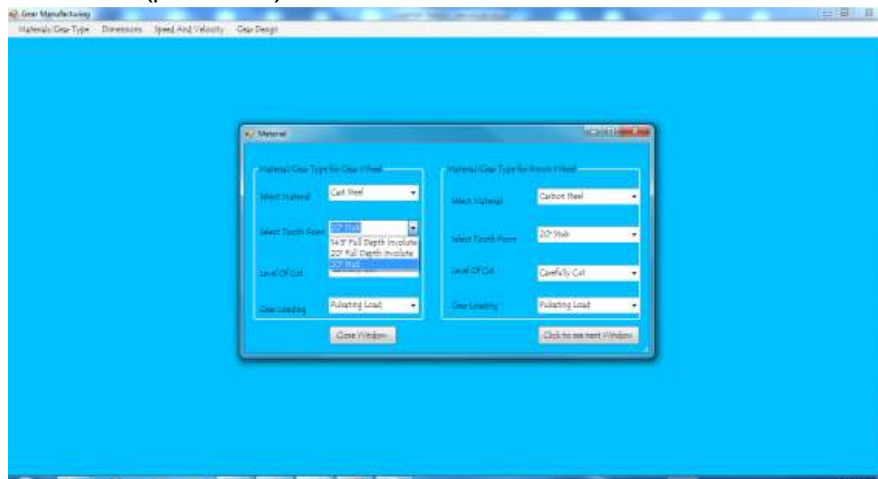
The main window as shown above consist of the tabs

- i. Material /Gear type
- ii. Dimensions
- iii. Speed and velocity
- iv. Gear design

610

611 **Material/Gear Type Interface**

612 The environment shown in Fig 5.0 pops-up and request for the gear and the pinion and input
613 information (parameter)



614

615 Fig 5.0: Material/Gear type Environment

616

617 The parameter requested for include the following

- 618 i **Material**- the material required include: cast iron of different grades, carbon steel, cast
619 steel, aluminium steel, phosphor, bronze, alloy steel etc.
- 620 ii **Select tooth form**- the various types of tooth forms which include : 20° stub, 20°
621 involute, 14.5° involute
- 622 iii **Level of cut**- the accuracy of cut can be selected which include the following : precision
623 cut, ordinary cut, carefully cut
- 624 iv **Gear loading**- this software makes available margins for the type of loading that the
625 gear will be subjected. The gear loading types include pulsating load, steady load and
626 shock load.

627

628 **Dimension Window**

629 The dimension window shows the interface of the inputs in the dimensions. The window is
630 as shown in figure 6.0 below.

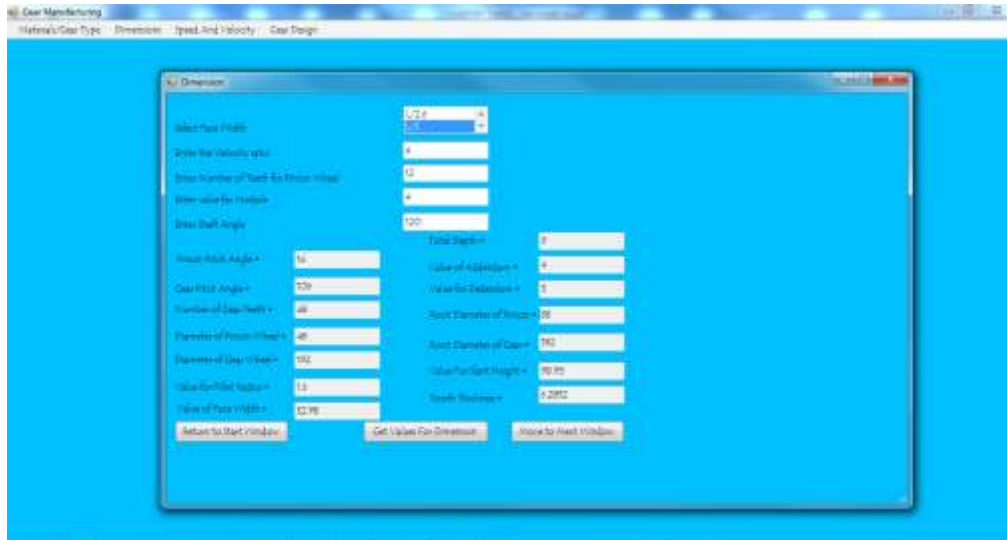


Figure 6.0: Bevel CAD Dimension Interface

The software requires for the following input dimensions which include

- i **Ratio of the face-width to the slant height:** The slant height ratio to face-width value is demanded for. Examples of these values are (1/2, 1/2.3, 1/2.5, 1/3, 1/4).
- ii **Velocity Ratio:** Also known as the Gear Ratio is also an input parameter in the design of the bevel gear
- iii **Number of Pinion Teeth:** The software request for the number of the initiated pinion gear.
- iv **Enter the value of the module:** The module value is also required for the design of bevel gear.
- v **Shaft angle:** The software is capable of processing any form of bevel gear of different shaft angles of 90°, angular bevel gears (120°, 130 °, 125°, 140 etc.).

Clicking on the tab 'get value for dimension' the computer does the calculations in the algorithm and displays value for the following parameter. Pitch angle of pinion, pitch angle of gear, Number of pinion Teeth, Number of Gear teeth, diameter of gear teeth, diameter of pinion teeth, value of fillet radius, tooth depth, value of addendum, value of dedendum, root diameter of pinion, root diameter of gear, etc.

There are 2 other tabs in this window, making it the 3 tabs in this window. Clicking the tab "return to the start window" takes the designer back to the start window. Clicking the tab "Move to Next Window" pops-up the "speed and velocity window".

Speed and Velocity Window

The window requires just the velocity of the pinion in rpm. The computer itself generates velocity of the gear wheel in rpm and the pitch line velocity of the pair of gears. The window also has 'move to the Next window' which takes the designer to the last phase called the 'gear design window'. Snap shot of the speed and velocity interface is shown in the figure 7.0 below

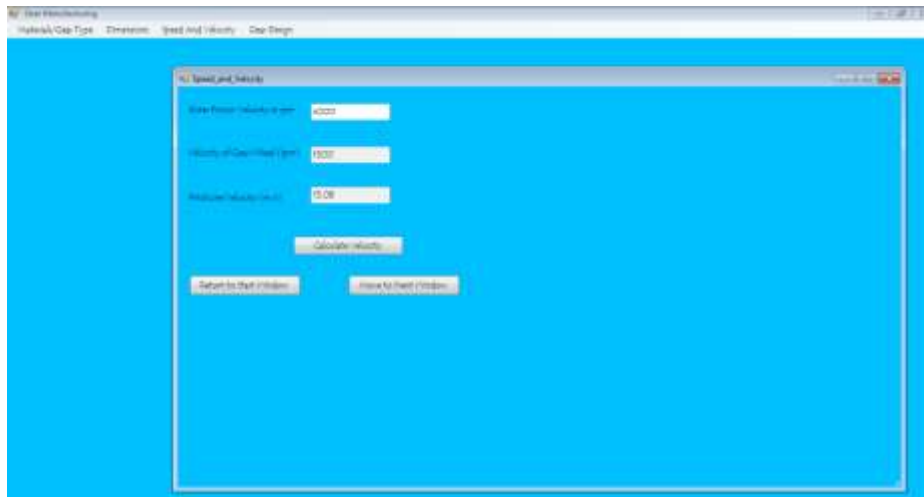


Figure 7.0: Gear Speed and Velocity interface

Gear Design Window

This window is the main citadel of the software. The phase does not require for any input but uses the existing input to calculate and display the following gear characteristics.

- i Beam strength of pinion Tooth
- ii Beam strength of Gear tooth
- iii Deformation factor
- iv Increment load of pinion wheel
- v Dynamic load of pinion wheel
- vi Dynamic load of Gear wheel
- vii Endurance Strength of pinion wheel
- viii Endurance Strength of Gear wheel
- ix Maximum Wear load of pinion wheel
- x Maximum wear load of gear wheel
- xi Load stress factor for pinion wheel
- xii Load stress factor for gear wheel
- xiii Ratio Factor

A snapshot of this window is shown in figure 8.0 below

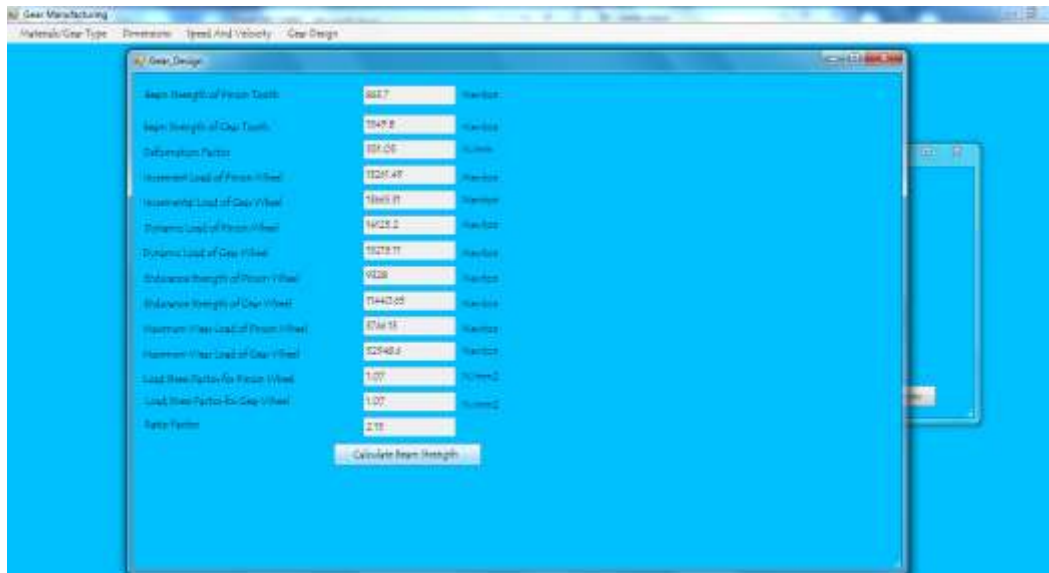


Figure 8.0: The gear design window

The outstanding characteristics about this software is its ability to suggest to designer the conditions of the gear been designed in term of

- i Stronger teeth among the pinion and the gear
- ii Endurance characteristic of the teeth under dynamics.
- iii Wear characteristic of the gear teeth under dynamic load.

Figure 9.0 is a snapshot of condition suggested after a test designed using the Bevel CAD.

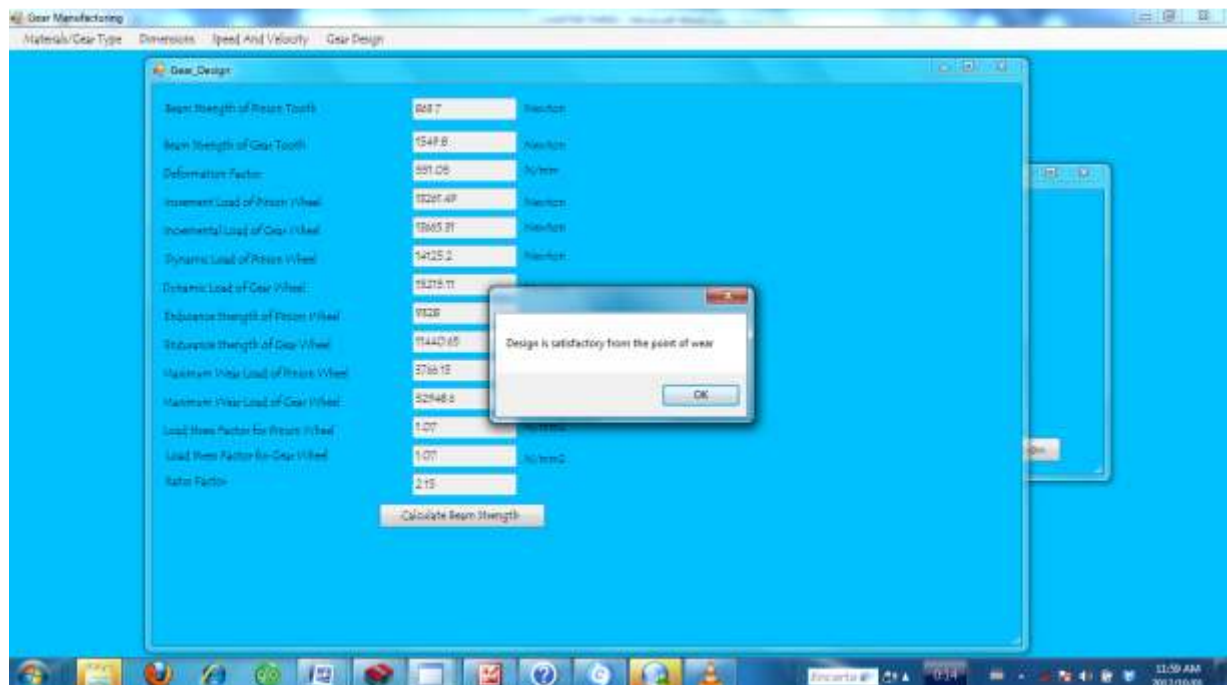


Figure 9.0: Design condition snap-shot

Results and Discussion

The software was tested by comparing its result with the manually computed result using the same examples. The software found an excellently close answer with that of the result obtained from the textbook and the algorithm test above. The software was again tested with other inputs from renowned textbooks and similar/close answers were also gotten. The little differences in the answers were due to errors due to approximation. See table 3.0 for the results of the manually computed results and Bevel CAD results

Design of Bevel gear

Material used for both Pinion and Gear wheel =Cast iron grey, Carefully cut with stead loading. Velocity ratio/gear ratio = 1.25, module = 5mm, Number of teeth in the Pinion wheel = 16, Angle of shaft = 90° , Speed of pinion wheel = 1100rpm

Table 3.0: Comparism between the results

S/n	Parameters	Value from Manual/Hand computation	Values from Bevel CAD software
1	Pinion pitch angle	38.66°	39°
2	Gear pitch angle	51.34°	51°
3	Number of gear teeth	20	20
4	Diameter of pinion wheel	80mm	80mm
5	Diameter of gear wheel	100mm	100mm
6	Fillet radius	2mm	2mm
7	Face width	21.34mm	21.34mm
8	Total depth	11.25mm	11.25mm
9	Addendum	5mm	5mm
10	Dedendum	6.25mm	6.25mm
11	Root diameter of pinion	67.5mm	67.5mm
12	Root diameter of gear	87.5mm	87.5mm
13	Slant height	64.03	64.03
14	Tooth thickness	7.854mm	7.854mm
15	Velocity of gear	880rpm	880rpm
16	Pitch line velocity	4.61m/s	4.61m/s
17	Beam strength of pinion tooth	796.9N	796.06N
18	Beam strength of gear tooth	911.03N	916.98N
19	Deformation factor	302.28	302.27
20	Incremental load of pinion wheel	3856.42N	3855.52N
21	Incremental load of gear wheel	3905.18N	3902.25N
22	Dynamic load of pinion wheel	4653.32N	4651.59N
23	Dynamic load of gear wheel	4822.16N	4813.28N
24	Endurance strength of pinion wheel	2056.52N	2056N
25	Endurance strength of pinion wheel	2366.41N	2352.56N
26	Maximum wear load of pinion wheel	4027.6N	4002.59
27	Maximum wear load of gear wheel	6293.05N	6208.09N

Comparing the manually calculated results with the CAD result, the following inferences are made:

711 **Accuracy in calculations**

712 Very close results were generated by both the manual calculation and that of the CAD
713 software. The modeled calculation is believed to be more accurate because it uses uniform
714 approximation in all its results
715

716 **Reduction in Errors and Time savings**

717 In addition to the accuracy of the software, errors and mistakes in computations were
718 drastically reduced. Care must be taken in the calculations as the designers are prone to
719 mistakes due to complex calculations. Hand calculation takes a lot of time. From table 3.0, it
720 is observed that manual hand calculation takes average of 52minutes to design a typical
721 bevel gear but the same design takes just an average of 11minutes when using Bevel CAD
722 Designer software.
723

724 **Suggestion of Design Conditions to Designers**

725 The modeled software also suggests the physical condition of the designed bevel gear using
726 the computed result. These suggestions help designers to achieve better designs.
727

728 **Conclusion and Recommendations**

729 The required parameters for the design of bevel gears were identified which led to the
730 formation of mathematical models. Algorithm was developed from the model which was later
731 transformed to Bevel CAD software.

732 The developed software was evaluated by comparing its results by the manual mathematical
733 computation and the results were found to be similar. Apart from the fact that the software
734 saves time for the parametric design of bevel gear, it also suggests design conditions to
735 assist bevel gear designers in decision making. Human errors are eliminated using the
736 software.

737 It is recommended that the software be introduced to the tertiary institutions as a teaching
738 aid to student on gear design and also designers should give proper considerations to
739 design conditions suggested by the software to aid proper designs.
740

741

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