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Design Improvement of Mobile Emulsion Tanker - A Review

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Abstract: *The present investigation is an approach to enhance the outline of tanker. Thicker tanker builds the vehicle weight because of this the quantity of shipments required to transport a similar measure of item. The fundamental target is to make the ideal plan and enhance its capacity to withstand the powers. By giving the filet shape stresses will be disseminate all through and configuration will safe. Initially the Cad model of existing tanker will be modeled after that FEA investigation will be perform and plan of tanker will altering. Limit of the tanker has been keeping same (12,000 Ltr). After the examination might be the thickness of tanker can be diminished because of this material cost of the tanker will decreased. By limiting the material same measure of item might be transport.*

Keywords: *Emulsion tanker, Improvement, FEA.*

I. INTRODUCTION

Emulsion tanker is a kind of tanker intended to convey condensed loads. Emulsion tanks are typically round and hollow yet there may likewise be varieties like rectangular, cone shaped, curved or semi-rectangular. The material use for making the tanker is stainless steel, carbon steel and aluminum relying upon the application or thing being transported. Tanker truck bodies and trailers are compartments redone and intended for the transportation of dry mass load, fluids, semi-fluids and gases. A standout amongst the most vital components of guaranteeing unsafe materials transportation security is the outline of the holder. Outline of the compartment alludes to the capacity to transport its proposed item and withstand both the common and the uncommon physical parts of the condition that might be knowledgeable about travel. A tank truck is recognized by its shape, as a rule a round and hollow tank whereupon the vehicle is lying evenly. Some less obvious qualifications among tank trucks need to do with their expected utilize: consistence with human sustenance controls, refrigeration ability, corrosive protection, pressurization capacity. The tanks are constantly furnished with different compartments to anticipate stack development, sloshing which destabilize the vehicle. Emulsion Tank trucks are portrayed by their size or volume limit. Huge trucks ordinarily have limits running from 5,400 to 11,500 US gallons (20,400 to 43,500 L). A couple of cases of sorts of tanker bodies fabricated are mass encourage tanker bodies, Pneumatic dry mass tanker, Crude oil tanker bodies, Petroleum tanker and Vacuum bodies and so on.

II. LITERATURE SURVEY

A. Analysis

A deliberate examination and assessment of information or data and a strategy for concentrate a framework by looking at its segment parts. Tamrat Yimer centers around to delivered ideal plan of tanker by making appropriate points. Initially the CAD show has made after that limited component investigation programming is utilized to examinations the model [2]. Static auxiliary examination is done with a specific end goal to discover proper pressure and distortion conditions of structure. Dislodging and stresses were discovered high in fundamental plan so seven changed structures were proposed to locate the best one. Investigation is finished by utilizing diverse thicknesses [1].

B. Optimization

Finding an option with the most financially savvy or most elevated achievable execution under the given limitations by amplifying wanted factors and limiting undesired ones. Pavan B. chaudhari, Dr. D. R. Panchagade clarifies the procedure of enhancement of common recurrence of motor section by limited component examination by utilization of various lightweight materials. He expressed that technique of expanding lightweight material in vehicle has ended up being effective strategy for accomplishing efficiency and natural ideas. In this examination he played out the assessment of motor mount section get together by utilizing FEA

and modular investigation strategy from the outcome it was discovered that section produced with Mg compound gives enhanced recurrence [3].

C. Stability

The quality, state or level of being consistent for instance the quality to stand. R. Thundil Karuppa Raj, T. Bageerathan and G. Edison center around plan of fuel tank to decrease motor vitality by fuel sloshing and to improve the item life cycle. He said that fuel sloshing happens in vehicle when it quickens or decelerates. It creates high motor vitality with unsavory commotion. This fuel sloshing prompts vehicle lopsidedness. In this manner vehicle flimsiness may happen when the fuel to weight proportion is high. Along these lines, they use baffles at various positions in the fuel tank to stifle the fuel sloshing. All around this wonder is found in high density polyethylene tanks which are strong and light in weight [4].

D. Thickness

It is a vital term while planning of any mechanical part. Pavol Lengvarsky, Miroslav Pastor, revolve around the examination of different thickness of dividers of the water tank. The creators utilized the distinctive thickness (3mm, 5mm and 8mm) rather than consistent thickness all through the structures. Structures were proposed so as to locate the best one. They likewise centered around increment the steadiness and quality of structure. Additionally they perform limited component examination to the personality of most secure plan [1].

E. Capacity

The limit of tank is its volume or the measure of fluid it can hold, estimated in units, for example, liters or gallons. Apostolos Papanikolaou, George Zaraph Onitis, Pierre Sames, connected Parametric streamlining to a twofold body AFRAMAX tanker configuration keeping in mind the end goal to lessen oil-outpouring likelihood and increment conveying limit. He expressed that multi-criteria improvement technique was set up in modeFrontier® utilizing the freight volume, the mean oil-outpouring parameter and the steel weight of the load hinder as the goal capacities. The estimations depend on a parametric geometric model of the ship made in NAPA®, and on an auxiliary model made in POSEIDON®. As per him by combination of the above programming bundles prompts a mechanized advancement system that gives enhanced criticism to the planner with respect to the exchange off between the different outline parameters and streamlining criteria included. In this examination the outcomes acquired propose remarkable changes in transport limit and oil-outpouring execution for known, settled yard plans [5].

F. Safety

To dispose of or limit the danger of damage for the duration of the life of an item being plan. Christopher P.L. Barkana, Satish V. Ukkusuri, S. Travis Waller and research depends on wellbeing. As per him the plan of vehicles transporting perilous materials has vital open wellbeing and monetary ramifications. Society gets benefit from the utilization of these materials, yet in addition causes certain dangers because of the need to transport them from their place of creation to the point of utilization. To constrain the danger, critical thought has been paid to the most ideal treatment of unsafe materials in transport, including bundling of the materials, stacking and emptying practices and transportation tasks. The different components have been examined for wellbeing in this exploration [6].

G. Weight

It is imperative term taking thought while planning of any segment. Sang-Hoon Shin, Dae-Eun Ko, inquire about depends on contemplate on least weight outline of tanker. The motivation behind this examination is the improvement of least weight outline technique for concoction tankers. The assessment methodology is connected base on streamlining systems. In this investigation ideal plan of substance tanker has been completed and the outcomes by created ideal outline program have been contrasted and plan information of existing tank. It is discovered that ideal plan is lighter than existing outline [7].

H. Cost

Cost has dependably been the main consideration of thought while outlining the machine components. As per Stephen Ison, the best machine configuration is the one which gets the completed item with all the significant functionalities and most noteworthy conceivable quality at the least conceivable cost. By limiting the thickness of sheet, the material requires will be less because of this cost of material will spare. It is one of the fundamental great conditions to spare material on the off chance that it isn't basic to

utilize. Our point is to using slightest material and increment most outrageous yield. On account of this the weight of the tanker will reduce and efficiency may get increase.

III. IDENTIFIED GAPS IN THE LITERATURE

From the above literature survey we found that many researchers have presented their work on design analysis and structural analysis of circular and rectangular water tank to avoid stresses and cracking studies has also being carried out on sloshing effect of fluid inside Container, development and optimization in design of CNG tanks, shape optimization, tanker capacity optimization. Limited amount of work for design improvement in shape of tanker, improvement in capacity and analysis on suitable tank shape has been observed and there is still a need for further work. Understanding the problems this work is mainly focused on design improvement in shape and analysis of emulsion tanker.

IV. PROBLEM FORMULATION

This project is limited to emulsion tanker design and analysis using FEA. The study of attached non-structural parts is not included in the project. The project will involve building the CAD models of existing tanker, performing FEA analysis, modifying the design of the tanker using CAD and FEA techniques. There is a requirement for improving the design of a chemical/acid transporting tanker. The design changes will be performed to reduce stresses, weight and cost of the tanker. To fulfill these objectives CAD and FEA techniques are employed.

V. RESEARCH METHODOLOGY

In this work all the essential data will be accumulated, CAD model of the existing design generated using CAD software then analysis of the existing design performed using FEA. For design improvement modification of the design will be performed using CAD software, after generating CAD model calculations and analysis for modified design will be performed. After that results will be discussed and design will be finalized.

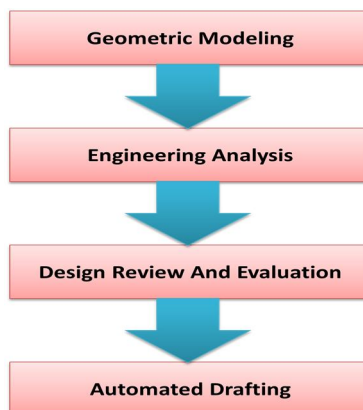


Fig. 1 CAD modeling process

VI. CAD MODEL

The CAD model of existing tanker was designed according to the drawing documentation. The tanker was modeled in Solidworks.

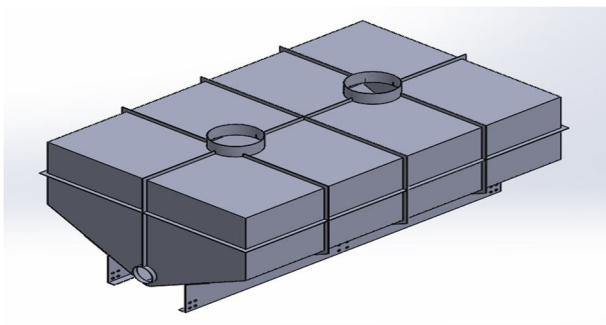


Fig. 2 Isometric View of tanker

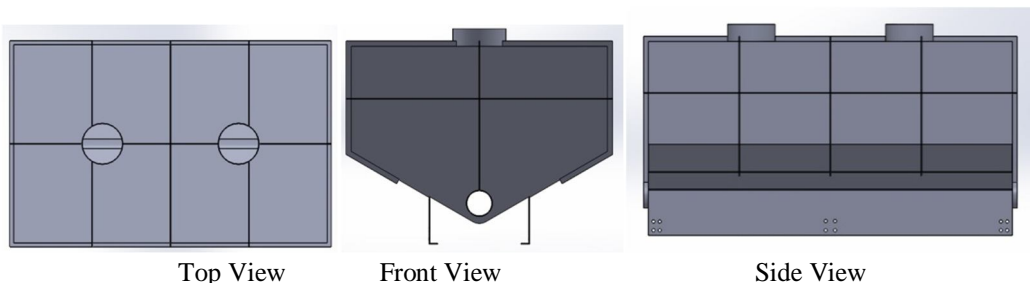


Fig. 3 Orthographic Views

VII. STATIC ANALYSIS

The emulsion tanker was modeled in Solidworks. The pressure is applied as nonuniform loading i.e. hydrostatic pressure with minimum value on the top and maximum value in the bottom. The boundary conditions for the structure are shown in fig.5. The mesh of finite elements was generated. The material properties of used material are: Young’s Modulus $E = 21 \times 10^4$ MPa. Poisson’s ratio $\mu = 0.30$ and mass density $\rho = 7850$ kg/m³. The results of static analysis are given in the following figures. In fig.7 shown the displacements and fig.8 shown the equivalent von misses stresses. The maximum displacement is 11.3 mm and maximum von misses stress is 199 MPa. Hydrostatic pressure is calculated at different heights of the tanker from top to bottom shown below,

ρ = density of liquid (1300 kg/m³)

g = acceleration due to gravity (9.81 m/s²)

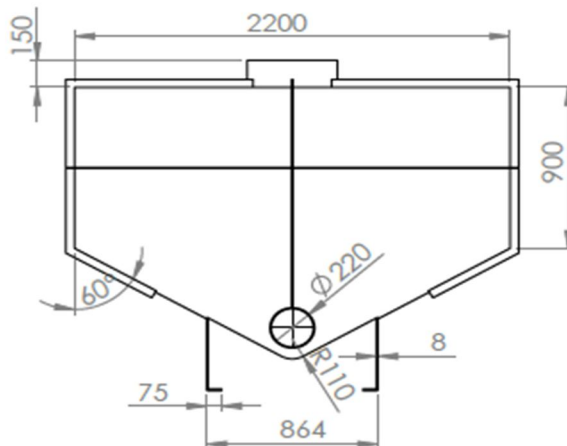


Fig. 4 2D sketch of front view

Height = 450 mm

$$\begin{aligned} \text{Hydrostatic Pressure} &= \rho \times g \times h \\ &= 1300 \times 9.81 \times 0.450 \\ &= 5738.85 \text{ Pa} \end{aligned}$$

Height = 900 mm

$$\begin{aligned} \text{Hydrostatic Pressure} &= \rho \times g \times h \\ &= 1300 \times 9.81 \times 0.900 \\ &= 11,477.70 \text{ Pa} \end{aligned}$$

Height = 1535 mm

$$\begin{aligned} \text{Hydrostatic Pressure} &= \rho \times g \times h \\ &= 1300 \times 9.81 \times 1.535 \\ &= 19,575.85 \text{ Pa} \end{aligned}$$

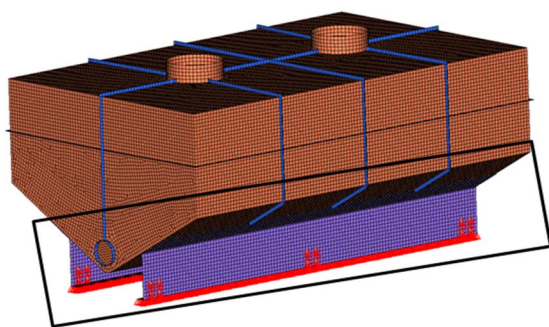


Fig. 5 Boundary Conditions

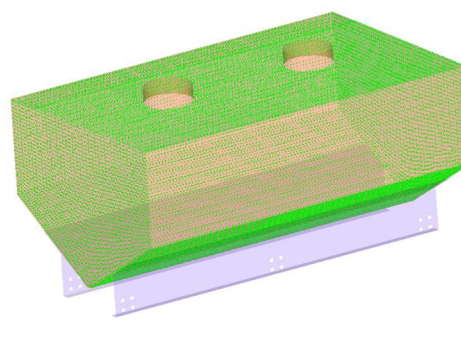


Fig. 6 Hydrostatic Pressure Applied On Elements

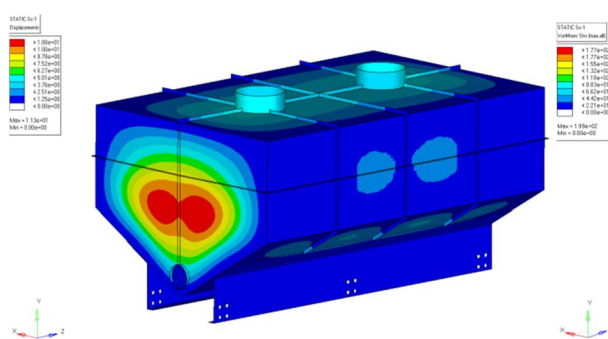


Fig. 7 Displacement- 11.3 mm

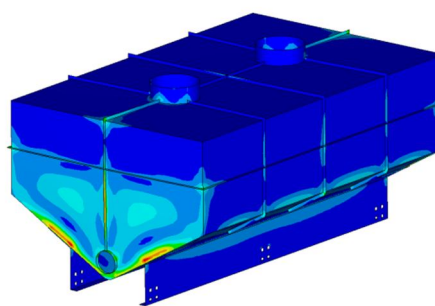


Fig. 8 Stresses- 199 MPa

VIII. CONCLUSION

Static structural analysis of existing emulsion tanker was performed. The project involves the design improvement of mobile emulsion tanker. The detailed study of emulsion tankers, various types of tanker, effect of sloshing inside tanker, fluid capacity of tanker, material used to make emulsion tanker available from the sources has assisted us to gain deeper knowledge. By performing shape optimization of an emulsion tanker the design of tanker will improve and reduce total weight of tanker and also cost and material.

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