

# simulation and analysis

## Business service

- Analysis and documentation

## Specification

- various guidelines and standards

## Project description

Strength analyses and simulations to the applicable standard are permanent works during product development.

## «simplify» solution

- Simultaneous constructing and calculating
- use smart CAD software

**Status:** Simulations are constant work during the product development

### 6.1.4 Antriebswelle

Für die Berechnung werden beide Wellen, welche mit einer Kupplung verbunden sind als ein Teil angesehen. Die Einleitung der Kräfte ist in der Abbildung 1 zu sehen.

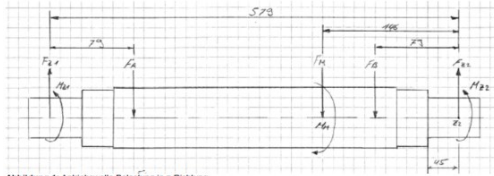


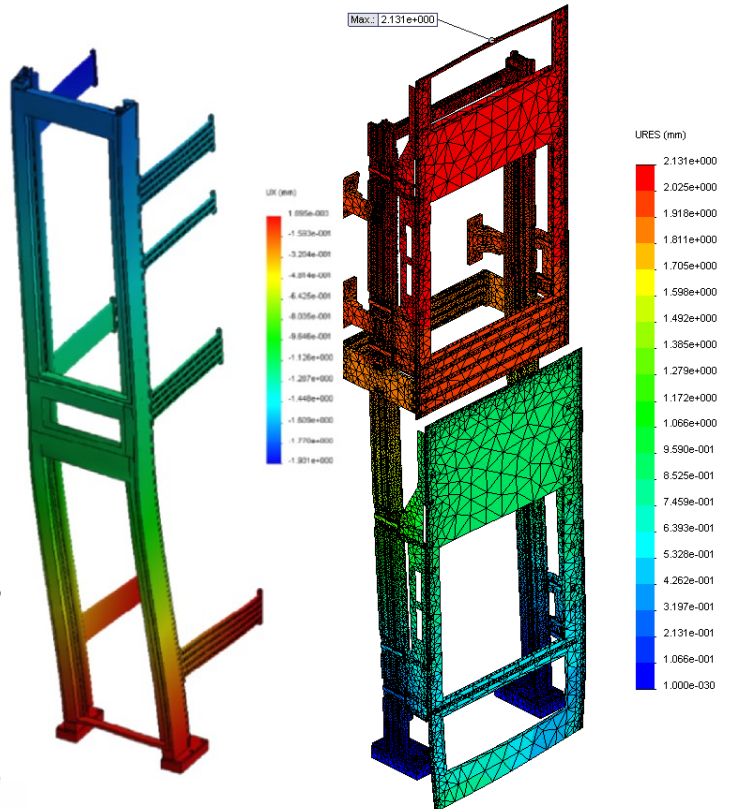
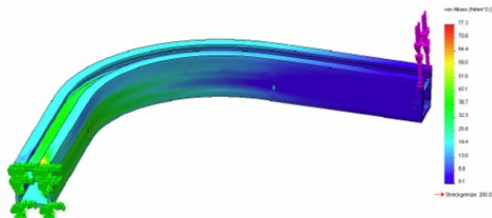
Abbildung 1: Antriebswelle Belastung in z-Richtung

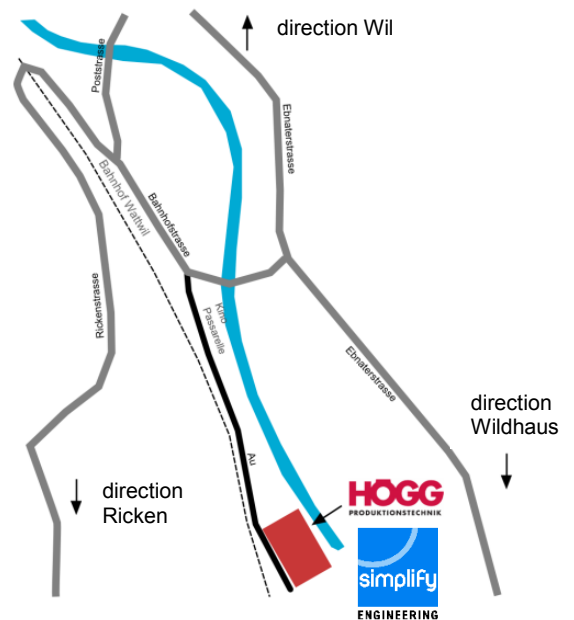
Dynamische Belastung

$F_A$  und  $F_B$  sind die Lagerstellen und bei  $F_M$  der Motor. Bei  $F_{Z1}$  und  $F_{Z2}$  sind die beiden Ritzel.

- (26)  $a_z = 1.15 \cdot g$
- (27) Masse Fahrkorb =  $m_y = 300kg$
- (28) Masse Motor =  $m_m = 22.8kg$
- (29)  $F_G = m_y \cdot a_z = 300kg \cdot 1.15 \cdot 9.81 \frac{m}{s^2} = 3384.5N$
- (30)  $F_A = F_B = \frac{F_G}{2} = \frac{3384.5N}{2} = 1692.2N$
- (31)  $F_M = m_m \cdot a_z = 22.8kg \cdot 1.15 \cdot 9.81 \frac{m}{s^2} = 257.2N$
- (32)  $r_R = 0.04m$

- (33)  $\sum F_z = F_{Z1} - F_A - F_M - F_B + F_{Z2}$
- (34)  $\sum M_{z^2} = -F_{Z1} \cdot 579mm + F_A \cdot 500 + F_M \cdot 146 + F_B \cdot 79$
- (35)  $F_{Z1} = \frac{F_A \cdot 500 + F_B \cdot 146 + F_M \cdot 79}{579} = \frac{1692.2 \cdot 500 + 257.2 \cdot 146 + 1692.2 \cdot 79}{579} = 1757N$
- (36)  $F_{Z2} = F_B - F_{Z1} + F_A + F_M = 1692.2 - 1757N + 1692.2 + 257.2N = 1884.6N$
- (37)  $\sum M = M_{Z1} - M_M + M_{Z2}$
- (38)  $M_{Z1} = M_{Z2} = \frac{F_{Z1} \cdot r_R}{2} = \frac{1757N \cdot 0.04m}{2} = 67.7Nm$
- (39)  $M_M = M_{Z1} + M_{Z2} = 67.7Nm + 67.7Nm = 135.4Nm$





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