



**GOKARAJU RANGARAJU INSTITUTE OF ENGINEERING
AND TECHNOLOGY
MECHANICAL ENGINEERING DEPARTMENT**

Student Chapter / SAE

About Us: The student body of Gokaraju Rangaraju Institute of Engineering and Technology is encouraged to associate themselves with this world-renowned organization through the SAE local chapter.

Aim: To advance mobility knowledge and solutions for the benefit of humanity. SAEINDIA GRIET COLLEGIATE CLUB is the leader in connecting and educating mobility engineers to enable safe, clean, and accessible mobility solutions.

Objectives:

- To make the students involve in the practical experience of the projects.
- To showcase their talent in static and dynamic events of various competitions and to have a great exposure all over the nation.
- To inculcate a sense of teamwork and responsibility by encouraging them to organize events.
- To make them acquainted with various useful technologies by conducting workshops.
- To enhance the importance of communication skills and thereby encouraging the members in it by conducting events and participating in the competitions.

GOKARAJU RANGARAJU INSTITUTE OF ENGINEERING AND TECHNOLOGY

MECHANICAL ENGINEERING DEPARTMENT 2018



Mr K. Sunil Kumar Reddy
SAE Faculty Coordinator

CORE COMMITTEE MEMBERS 2018-19



M. Naga Sai Durga Dinesh
Chair Person & Treasury



A. Sravika
Documentation



Lakshmi Deepak
Deputy Documentation



Kesari Neeraja
Deputy Treasury



Nikhil Chand Gupta
Manufacturing

List Of SAE Members

S.No	First Name	Last Name	Sae Membership Id
1	Raghu veer	Samsani	
2	Bharat Kumar	G	
3	Vaijayanth	Sheri	7180425265
4	Vamsi Krishna	Popuri	7180425240
5	Nafiuddin	S.K	7180425242
6	Sravika	A	
7	Sivani	Kanakam	
8	Naga SaiDurga Dinesh	Mikkilineni	
9	Akhil	A.O.S.S	
10	HariTeja	Appari	7180425239
11	Sachin sunder	Gowdiperu	
12	Sri sai	Koppisetty	
13	Wasifullahshareef	Mohammed	7180425283
14	ShehzadQaiser	Mohammed	7180425285
15	Akshaykumar	Ainavolu	7180425243
16	VenkataSai	Yenugula	
17	Naveen chandra	Kavuri	
18	Jaipal	Jadhav	
19	Mohammed	Salman Khan	7180425293
20	Ramayampet	Sachin Kumar	7180425294
21	Cherla	JagadeeshYadav	7180425279
22	Duddu	Deepak Chandra	7180425253
23	Gulli	Pranay Kumar	
24	Jaipal	Jadhav	7180425231
25	Madhu	Gottemukkala	7180425254
26	SaiKiran	Manne	
27	Daniel	Yarva	7180425244
28	VishwaTeja	Pogu	7180425245
29	Sainath	Panpatte	7180425257
30	Akhila	Gudise	7180425270
31	Shivani	Koppula	7180425247
32	Shruthi	Kammari	7180425277
33	Lakshmi Deepak	Tadepalli	7180425238
34	AnandaMithra	Gosala	7180425280
35	C Venkat	Lalith	7180425284
36	Venkata	SaiLokesh	7180425292
37	Thamatam	SaiTejaswini	7180425286
38	Dimple	Choudhary	7180425287
39	Bellamkonda	LikhitaSai	7180425281
40	Samaikhya	Medipally	7180425288
41	Sai	Varun	7180425290
42	Surya	Mikkilineni	7180425289
43	Sai Krishna	Turangi	7180425272
44	Harshit	Singh	7180425259
45	MD Mustabeen	Khan	7180425255
46	Sai Ganesh	Sriram	7180425258
47	Swetha	Madugula	7180425260
48	Rithesh Kumar	B	7180425252
49	Anirudh	Chowdary	
50	Niranjana	Martha	7180425295
51	Gitanjali	Veernapati	7180425262
52	Mohd	Wasim	
53	RohithDatta	Yerramshetty	7180425256
54	SomeswarRao	Salana	7180425251
55	Deepika	Balla	7180425232
56	Nutan Kumar	Uppala	7180425248
57	SaiKiranChowdary	Kuchipudi	7180425296
58	Nikhil Chand Gupta	Madamshetty	7180425263

REPORT ON ENDURO STUDENT INDIA 2018

Enduro Student India

Enduro Student India (ESI) began with the vision of setting a new benchmark for student design competitions held in India. GokarajuRangaraju Institute of Engineering and Technology has competed in this competition in the past under the name “Bruiser Heads”. The main aim of this event is to design, manufacture and make an All-Terrain Vehicle (ATV) move within the restrictions set by ESI. Team Bruiser Heads works hard to build the best performing, economic vehicle and to be the number one team.

Event Details

The event took place from 3rd January, 2018 to 7th January, 2018 at Gedee Racing, Coimbatore. The event was divided into two parts, i.e., static event and dynamic event. The following report is a complete description of the event, in a day-to day wise manner.



At The Event

➤ DAY 1- (03.01.2018) Team Registrations-

The team's registration was done and the team members were provided with a band which was to be worn throughout the event. Drivers were given separate bands for identification. Also dynamic access coats were provided which were to be worn by team members in the hot pit, as it was the major rule that only people with dynamic access are to be allowed into hot pit and technical inspection.

Also, a pit was allotted for keeping the vehicle, tools and spares. The vehicle was arrived on the same day.



➤ **DAY 2- (04.01.2018) TECHNICAL INSPECTION-**The team was set for the technical inspection. Technical inspection is done to check if the vehicle met all the rules in the rule book without any violations. We were not able to qualify technical inspection in 1st attempt due to some minor errors. So the vehicle was taken to hot pit for fixing the errors.

➤ **DAY 3- (05.01.2018) STATIC EVENT-**Slots were given for static events. The static events consisted of business presentation, cost presentation and design presentation along with technical inspection. All the three events were allotted on the same day to our team. Business presentation was held around 10:30am followed by cost presentation at 4pm and design presentation at 5pm. Simultaneously, vehicle was taken to technical inspection after fixing the errors and we successfully passed the technical inspection.



Then the weight of the vehicle along with weight distribution was checked. Vehicle weighed 164.35kg, with a good weight distribution. We were able to decrease weight from 185kgs to 165kg i.e., from previous year vehicle to this year vehicle.

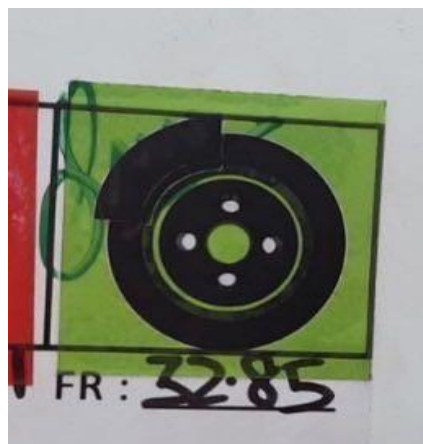
After technical inspection, the vehicle is taken to engine test. One of the main rules of this event is to use the engine specified in the rule book without making any changes in it. We qualified in the first attempt.



Then the next event was brake test. This test aimed at locking of all the wheels together without lag immediately after applying brakes. The first attempt was a failure as the front wheels did not lock immediately after applying brakes.

➤ **DAY 4- (06.01.2018) TECHNICAL INSPECTION-**

The second attempt was made for brake test and this time all the wheels got locked at the same time we qualified the brake test.



After static events, it was the time for dynamic events. The dynamic events consisted of acceleration test, maneuverability test, dirtx test. Only two attempts were given for each of dynamic events.

We initially attempted the dirtx test. Dirtx is a test where the track was made full of bends and sharp curves. In the first attempt, we could not do it as the vehicle was out of track.

The second and final attempt was also a failure as there was failure in rod end of front right wheel.



Then we attempted the acceleration test. We successfully completed the acceleration test. Then the maneuverability test was also unsuccessful. Due to many turns, vehicle came off-track.

➤ **DAY 5- (07.01.2018) Endurance Race-**

The last day was allotted only to endurance race. No other events were conducted on this day. The teams who successfully completed technical inspection and brake test were allowed for the endurance race. Our team successfully could withstand in the endurance race.



Conclusion

We achieved 34th position in the event out of 79 teams, where as we achieved 42nd position the previous year. We will be striving hard to gain better positions in the upcoming years.



REPORT ON VIRTUAL BAJA SAEINDIA 2018

List Of Members

s.no	Name	Roll number	Role
1	P. Vamsi Krishna	15241A03A5	Captian
2	S. Raghu Veer	15241A03B0	Vice Captian
3	A.Akshay Kumar	15241A0363	Chasis Lead
4	G.Bharath Kumar	15241A0316	Suspension Lead
5	S.Vaijayath	15241A03B3	Transmission Lead
6	M. Nihkil Chand Gupta	17241A0328	Marketing



Virtual BAJA

Virtual BAJA is a national level presentation event, in which the teams are to present their design of the vehicle to a panel of well experienced judges from eminent companies. It took place in the month of July, in Chitkara university Chandigarh around 350 teams all over India registered for the event. Of which, 120 teams will be selected for the next level of the competition.

Event details

VIRTUAL BAJA SAEINDIA 2018

12th to 14th of July 2018.

Chitkara University, Rajput campus, Chandigarh

At The Event

A team of 6 people visited the event.

- We registered for the event on 12th July.
- We presented out ppt as scheduled on 13th July.

At The Presentation

Our presentation was started at 3:30PM, first 15 min we gave power point presentation which was followed by queries for 5 minutes .The main queries were about CAE, braking, DFMEA .

The presentation ended up with VIVA which has 5 questions from rule book followed with extempore on two random topics from automobile engineering and production technology. The extempore topics

S.No	Name	Id Number	Phone Number	Designation
1	S. NITHIN	14241A0343	9866753818	Captain
2	A. SRAVIKA	15241A0362	9553617914	Vice-Captain
3	K. NAVEEN CHANDRA	15241A0393	9133401969	Tail
4	G. ARUN VARMA	16245A04P9	9100334455	Tail
5	B. SARALA	17245A0323	9000506741	Wing
6	PRITHVI RAJ	16241A0350	9391021248	Wing

we got are DRUM BRAKES and SURFACE FINISHING.

Transport And Accommodation Details

- We started on 10th July, 6:50AM from Hyderabad
- We reached Chandigarh on 11th July 4:00PM
- We stayed in ODCF guest house from 11th July to 14th July
- We returned on 15th July and reached Hyderabad on 16th July 8:00PM



REPORT ON SAE AERO DESIGN CHALLENGE 2018

REGULAR CLASS TEAM NUMBER: ADC20180123

List Of Members

Sae Aero Design Challenge Event Report 2018

Event Details

Anna University, Guindy Campus, Chennai

Purpose: Sae Aero Design Challenge Final Event

Dates: 10th To 13th July, 2018.

AT THE EVENT

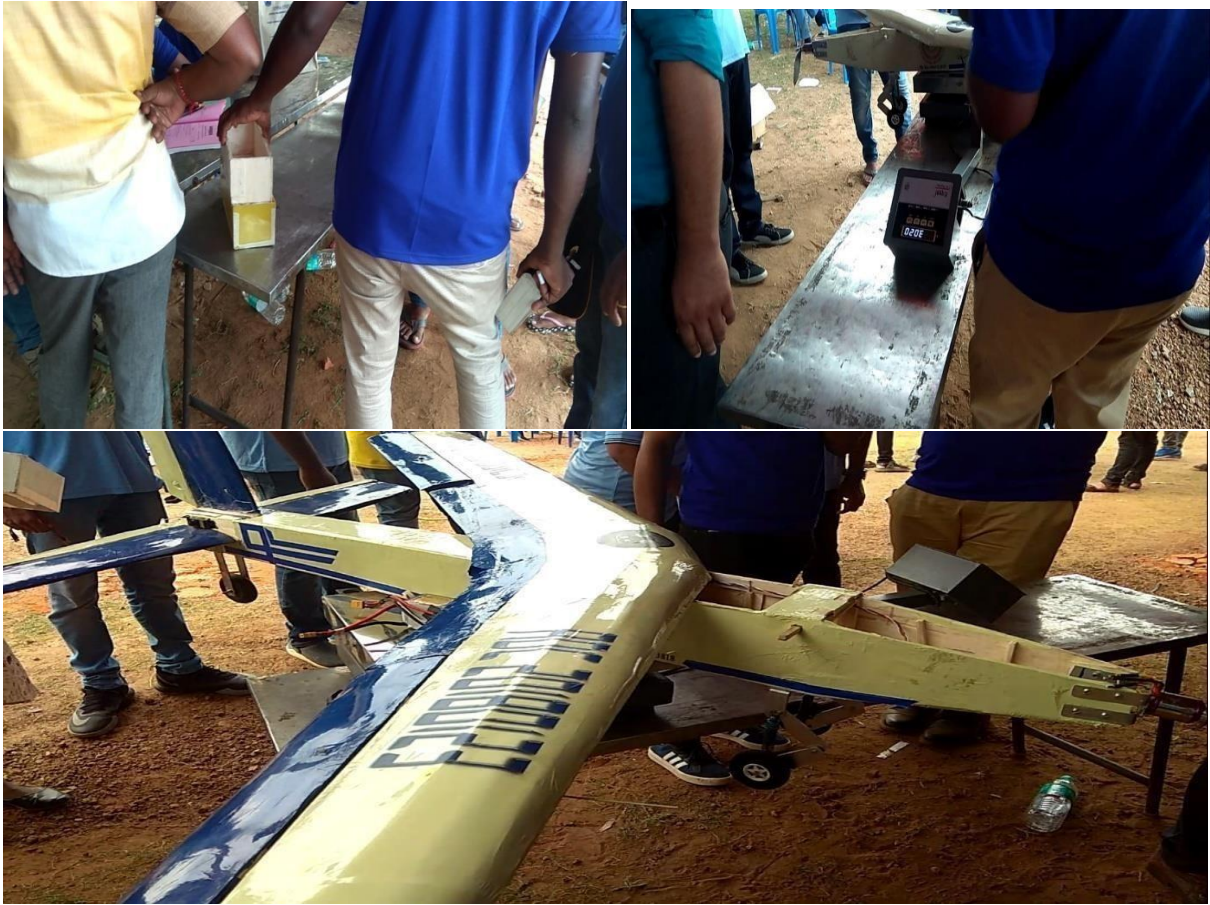
- DAY-1(10-07-2018)

We have reached the given venue at around 10 a.m. in the morning. The first thing we did was to register ourselves for both event and for the accommodation for four days whole. We got the schedule of the event and different slots for Technical Presentation, Technical Inspection and for the final flight rounds. Our slots were scheduled for the next day i.e., on 11th July. We started to check the aircraft if it is damaged while transport or not and adjusting the plane assembly and getting ready for our first hurdle – Technical Inspection, while the member who were supposed to give the Technical Presentation are preparing.

➤ **DAY-2 (11-07-2018)**

The Technical Presentation of our slot started at around 11 a.m. and our presentation was completed 12 noon. The Technical Inspection of the aircraft of our slot was scheduled to the evening of the same day. So, we were getting ready for the Inspection as we are short on time. We reached the Inspection place by 4.30 p.m. as per the schedule. All the proceedings were completed by 5.30 p.m. We faced no problem during the Inspection as we had cleared the round in a single attempt. The final flight round of our aircraft was scheduled for the next day morning in the first slot. So, we headed to our rooms and started to check the aircraft for the last time.





➤ **DAY-3 (12-07-2018)**

The regular class aircraft flying round was scheduled to the evening and our slot timing was from 3.30 p.m. to 4.30 p.m. We reached the flying area and waited for our chance. When our chance arrived, they checked the CG and made sure it was all normal. It successfully took off and there was no problem there. It reached to the greater heights than we have expected it to be, and there was no problem during the flying also. But at the end of the flying, the wing shanks in the middle region of the wing, and due to that breakage, the aircraft was crashed from a high altitude. So, our aircraft couldn't land safely. The aircraft got partially damaged and the battery was affected but the remaining components were unaffected. The overall performance of the aircraft was given as very stable flight.



➤ **DAY-4 (13-07-2018)**

On the final day, the morning session was allotted for the teams whose flight test was not completed, that took place till 1 p.m. Then 1 p.m.-2 p.m. lunch was provided. Then at 4 p.m., the final ceremony started. Slowly the Chief guests started giving speeches, and the awards were announced. Unfortunately, we could not win any awards. We will try better any give our best in the coming year.



REPORT ON SAE INDIA AERO DESIGN CHALLENGE 2018
MICRO CLASS TEAM NUMBER: ADC20180121



Dr. Jandhyala N. Murthy (Director), Dr. K.S.N. Raju (Sr. A.O), Dr. J. Praveen (Principal)
with Aero Design team



List Of Members

S.No	Name	Id Number	Phone Number	Designation
1	K. Sri Sai	15241A0326	9030033232	Captain
2	M. Naga Sai Durga Dinesh	15241A0330	9063974963	Vice-Captain
3	A. Hari Teja	15241A0305	9494852288	Tail
4	Y. Venkata Sai	16245A0324	9701262081	Wing
5	K. Sivani	15241A0389	9441515279	Wing
6	T. Lakshmi Deepak	16241A0397	9490904106	Tail
7	K. Neeraja	16241A0333	8639821552	Fuselage

Sae Aero Design Challenge Event Report 2018

Event Details

Anna University, Guindy Campus, Chennai

Purpose: Sae Aero Design Challenge Final Event

Dates: 10th To 13th July, 2018

At The Event

➤ DAY-1 (10-07-2018)

We have reached the given venue at around 10 a.m. in the morning. The first thing we did was to register ourselves for both event and for the accommodation for four days whole. We got the schedule of the event and different slots for Technical Presentation, Technical Inspection and for the final flight rounds. Our slots were scheduled for the next day i.e., on 11th July. We started to check the aircraft if it is damaged while transport or not and adjusting the plane assembly and getting ready for our first hurdle – Technical Inspection, while the member who were supposed to give the Technical Presentation are preparing.

➤ DAY-2 (11-07-2018)

The Technical Presentation of our slot started at around 11 a.m. and our presentation was completed 12 noon. The Technical Inspection of the aircraft of our slot was scheduled to the evening of the same day. So, we were getting ready for the Inspection as we are short on time. We reached the Inspection place by 4.30 p.m. as per the schedule. All the proceedings were completed by 5.30 p.m. We faced no problem during the Inspection as we had cleared the round in a single attempt. The final flight round of our aircraft was scheduled for the next day morning in the first slot. So, we headed to our rooms and started to check the aircraft for the last time.



➤ **DAY-3 (12-07-2018)**

As our flying round was scheduled in the morning of 12th July, we headed to the flying area. As our aircraft is of Micro category, we need to participate in a bonus round i.e., assembly of the whole aircraft round and need to be completed within 90 seconds. As our team number was announced to participate, we went to the competition area. We read the instructions very carefully and we were ready for the round. As we started, we were able to complete the whole assembly of our aircraft within 40 seconds and became 2nd team as far as we know to complete within 40 seconds. Next, we were asked to gather near the flying area. We handed our aircraft and our transmitter to the members who will fly our aircraft. They have checked all the control surfaces by using the transmitter and completed the whole checking process within 23 seconds, which is a very good time. Then, they were ready to hand launch our aircraft. In the first attempt, the launch was good, but the aircraft did not get much lift and it was crash landed in the ground, leaving the nose was broken. We took the aircraft and headed back to the pit. The fuselage was destroyed, so we replaced it with the spare fuselage which we have. It took some time for us to go for the 2nd attempt, as we changed the fuselage, electronics placement and testing of them. Finally, we went for our 2nd attempt at around 3 p.m., but the result was what we didn't expect. The same thing happened this time as the previous time. The aircraft did not fly much but landed safely this time. We went back to the pit, did some modifications and headed to the 3rd attempt. This time it did not even fly and crashed into the ground as soon as it was launched from the hand. We have got no more chances to participate, so we headed back to the pit and watched other team's aircrafts.



➤ **DAY-4 (13-07-2018)**

On the final day, the morning session was allotted for the teams whose flight test was not completed, that took place till 1 p.m. Then 1 p.m.-2 p.m. lunch was provided. Then at 4 p.m., the final ceremony started. Slowly the Chief guests started giving speeches, and the awards were announced. Unfortunately, we could not win any awards. We will try better any give our best in the coming year.



Aero design team with faculty in GRIET

REPORT ON INDIAN KARTING CHAMPIONSHIP WORKSHOP 2018

List Of Members

S.No	Name	Id Number	Phone Number	Designation
1	A.O.S.S Akhil	15241A0301	9000400213	Design,Manufacturing (Head)
2	Lakshmi Deepak Tadepalli	16241A0397	9490904106	Steering (Head)
3	Samaikhya. M	16241A0342	7799373954	Design
4	Dimple Choudary	16241A0319	8374237515	Braking
5	Sai Tejaswini. T	16241A0353	8712296958	Steering

IKC GO-KART Work Shop

Event Details

Smt. KashibaiNavale College of Engineering, Pune.

Purpose: Indian Karting Championship Workshop.

Number of days: 2 days.

Dates: 9th and 10th JUNE, 2018.

AT THE EVENT

➤ **Day-1(09-06-2018):**

By 8:30 a.m. we reached the venue i.e., Smt. KashibaiNavale College of Engineering, Pune. The registrations started at 9.00 a.m. Payed ₹500 per head i.e., ₹2,500 in total.

The first session started at 11.30 a.m.

At the beginning, they gave the schedule of the 2 days workshop, and what they are going to teach us in these 2 days and all.

Initially they started by explaining about each and every subsystem. They gave the list of all the parts in each and every subsystem separately. Then, they started explaining the rule book from the beginning, all the rules they have given and elaborating the key points, do's and don'ts etc... Gave some tips while manufacturing, things to avoid, things to take care of.

1:00 p.m. to 2:00 p.m. – lunch break.

The second session of the day started at 2:00 p.m.

In the beginning of the second session, they showed an old GO-KART and explained in detail about all the parts and clarified some doubts.

Later the taught us how to design a chassis using the floor plan technique. They drew an actual sized chassis by sitting on a long paper and showed us how it is done.

Then, they started explaining in detail about each subsystem, starting with TRANSMISSION.

They told us about the power transmission, drew few diagrams to explain it and then they told us about the types of power transmission that can be used, differences between them, pro and cons of each of them, and which is more suitable and where. Derived some formulae and showed us. They even did some sample calculations about the sprocket ratios, rpm calculations and power calculations.

Then they started explaining about BRAKING system.

Here, they showed us how the braking system works by using a line diagram. They told about the different types of braking systems that can be used in either go-kart or in general automobiles. Derived some formulae, showed some sample calculations, told about the things where some innovation can be done, where we need to take care of and things to avoid.

The session ended at 5:30 p.m.



Day-2(10-06-2018):

The first session of the second day started at 11:00 a.m.

This whole session is about CAE and its using methods only. They taught us the ways to start, proceed and end our CADD modeling. They told us about different types of modeling, analysis and simulation software, the best of them, and why. They taught us about how to do the perfect kind of analysis in ANSYS software, points to take care of and how to save time while doing analysis. Explained about the components to be analyzed, the worst-case scenario and the requirements of CAE. Told about different kinds of analysis to be done on the vehicle to get the perfect results. Showed us some of the parts that are analysed before and explained about how to read the results of the analysis. At the ending of the session, they even explained us how to make the CAE report for the virtual and for the final event.

1:00 p.m. to 2:00 p.m. – lunch break.

In the second session, the main concentration was on the steering and the calculations.

At the beginning, they started by explaining about all the terms used in the steering systems and elaborated them by using some pictures.

They told us about the different kinds of mechanisms and geometries in steering system. Explained about the effects caused in some cases, told the ideal conditions and showed the movement of the mechanisms. Drew some line diagrams and derived some formulae, told about the suitable conditions.

Later, they told that the further details regarding the virtual in the month of July will be uploaded in the INDKC website.

Then, they have distributed the certificates.

The session ended at 5:00 p.m.





REPORT ON FMAE BAJA INDIA 2018

List Of Members

S.NO	Name	Sub System
1	A.Pavankumar	Transmission
2	Suresh Krishna . E	Transmission
3	Harish challa	Roll cage & CAE
4	Harish goud .	Braking
5	VamsiKrishna . P	Braking
6	Raghu veer.S	Marketing
7	Bharathkumar .G	Steering & suspension
8	Akshaykumar .A	Roll cage & CAE
9	Vaijyanth .S	Transmission
10	Nafiuddin .SK	Transmission
12	Shivani .K	Braking
13	Shruthi .K	Marketing
14	Mustabeen khan	Roll cage & CAE
15	Harshitsingh	Roll cage & CAE
16	Sai Krishna .T	Roll cage & CAE
17	Swetha .M	Steering & suspension
18	Geethanjali .V	Steering & suspension
19	Saiganesh	Steering & suspension
20	Ritheshkumar	Steering & suspension
21	Anirudh .T	Steering & suspension
22	Niranjan	Steering & suspension
23	Nutankumar .U	Braking
24	k. Saikiran Chowdary	Braking
25	Someshwarrao	Transmission
26	Mohd. Wasim	Transmission
27	Deepika .B	Transmission
28	Rohitdatta .Y	Transmission
29	Nikhil chandgupta	Marketing

FMAE BAJA INDIA

FMAE BAJA (An initiation by [Fraternity of Mechanical and Automotive Engineers.](#)) began with the vision of setting a new benchmark for student design competitions held in India. GokarajuRangaraju Institute of Engineering and Technology has competed in this competition in the past under the name “Bruiser Heads”. The main aim of this event is to design, manufacture and make an All-Terrain Vehicle (ATV) move within the restrictions set by FMAE BAJA. Team Bruiser Heads works hard to build the best performing, economic vehicle and to be the number one team



EVENT DETAILS

The event took place from 1st August to 5th August 2018 at Divya Retreat Keesara, Hyderabad. The event was divided into two parts, i.e., static event and dynamic event. The following report is a complete description of the event, in a day-to-day manner.

AT THE EVENT

➤ DAY 0- (01.08.2018) TEAM REGISTRATIONS-

The first day, “day zero”, there were registrations. We got our pit and arranged our vehicle and tools in the allotted pit.

➤ **DAY 1- (02.08.2018) TECHNICAL INSPECTION-**

The second day, there were static events. As per the schedule, our team had “sales presentation” in which we present our vehicle as a product for the investors and they help us set up a plant. After the sales presentation, there was “technical inspection” in which they check our vehicle and confirm that we have made it according to the rules of FMAE BAJA.



➤ **DAY 2- (03.08.2018) STATIC EVENTS-**

Static events like cost and design presentation continued. First there was cost presentation in which we explain how we spent money to produce the vehicle, fabrication and manufacturing. Then there was design presentation in which we explain our complete design of each subsystem and part to the panel. Along with the presentations, we had maneuverability testing.



➤ **DAY 3- (04.08.2018) DYNAMIC EVENTS-**

There were dynamic events such as hill climb, suspension track and rock climb. We cleared the hill climb in about seconds and geared up for the suspension testing. There was a direct impact of a rock on the knuckle and there was a knuckle breakdown. Due to this we couldn't complete

the lap of suspension and couldn't attend the rock climb event. We repaired the knuckle and got ready for the endurance test the next day



➤ **DAY 4- (05.08.2018) ENDURANCE EVENT-**

The last day of the event, we had endurance test of 3 phases in it. The first phase had maneuverability track of 1.8kms in which we completed 17 laps in 1.5 hrs. The second phase had maneuverability and suspension track together of 2 kms. In the trail lap, our axle had a breakdown. We fixed it in 10 minutes and completed another 17 laps in 1.5 hrs.

The third phase had maneuverability, suspension, hill climb and rock climb tracks together of 2.5 kms which was for 30 minutes. We had an engine breakdown in the second lap but we finally completed the lap.



Conclusion

We achieved 2nd (runner up) position in the event out of 48 teams. We will be striving hard to gain better positions in the upcoming years.

Then there was prize distribution.

We received following awards:

- First place in cost presentation
- Fastest TI

- Second place in design
- Second place in endurance and fuel economy
- Overall runner up.



In the middle Mr. K. Sunil Kumar Reddy(Faculty Adviser), Dr. J.N. Murthy (Director), Dr. L. Jayahari(HOD), Mr.L. Gopinath, Mr.P.Gopala Krishna(Dean Publicity) with FMAE BAJA team



Won overall All India 2nd Prize(11akh Cash Prize), 1st in Technical Inspection, 2nd in Endurance, 1st in Cost Report and 2nd in Design Report in FMAE BAJA which was held at Hyderabad

REPORT ON MECHANO 2K18



GOKARAJU RANGARAJU INSTITUTE OF ENGINEERING AND TECHNOLOGY
DEPARTMENT OF MECHANICAL ENGINEERING
PRESENTS

MECHANO 2K18

GRIET MECH BLOCK

23rd & 24th Feb 2018
9:00 AM to 4:30 PM

Technical Events :
CREO Parametric Designing
Guided Missiles Seminar
Paper and Poster Presentations

Non Technical Events :
Quiz
Words Worth
Movie Mania
Treasure Hunt
Ice Cream Stick Modelling

Organized By :
SAE Collegative Club

Anil: 9553171728 Dinesh: 9063974963

BRUSER HEADS

MECHANO 2K18 EVENT REPORT

EVENT DETAILS

23rd and 24th of February 2018

➤ Day-1

At the start of the event, there was an opening ceremony where our Principal Dr.J.Praveen, HOD-Mech Dr.L.Jayahari and our SAE coordinator have influenced the young enthusiasts. Then there was devotional song and lighting a lamp. It is been segregated a day in 2 half sessions i.e. from 9.30am-12.00pm & 1.00pm to 4.00pm. In the morning session we have planned to have a guest lecture on Missile Technology by Dr.MasoorAhmeda DRDO Scientist. In the second session there will be a workshop on Creo software by Mr.B.Krishnamohan Assistant Professor, Mechanical Department GRIET. Parallely it was conducted paper presentation and poster presentation along with non-technical events.



Mr.B. Krishna Mohan Creo resource person with students

➤ **Day-2**

On the second day, workshop on Creosoftwares is continued for the Whole day along with the presentations and non-technical events. The main concept of mechano-2k18 is hands of experience for the students on the software. The feedback given by the students was pretty encouraging.



SAE faculty adviser Mr. K. Sunil Kumar Reddy with MECHANO18 organizing team

REPORT ON MECHATRON 2018

MECHATRON Event 2018

➤ Day 1 of our event

At the start of the event, there was an opening ceremony where our SAE coordinator Sunil Kumar Reddy Sir has influenced the young automobile enthusiasts. Then there was devotional song and lighting a lamp. Total number of students participated in our event is 61. We have got 2 Pulsar bikes and 4 technicians, 2 technicians for each bike and 30 per team. The students have got opportunity to disassemble all the components of the bikes apart from transmission and engine. The main concept of this event is to have hands on experience to all the students involved. So, all the components disassembled from the bike are from students themselves.



➤ Day 2 of our event

Previously, we have done the disassemble of the all components apart from transmission and engine. Today we have 1 existing Pulsar and 1 TVS Apache. We have an extra Apache engine for disassemble purpose. So, the entire day was just about the transmission and engine. The main concept of MECHATRON is hands on experience for the students. First years of Mechanical Engineering have shown a lot of enthusiasm for this event. The feedback given by the students was pretty positive.



