Qudracycle

Design project II

Project guided by - Prof. Nishant Sharma

By - Unni Mohan M
126390006
Mobility & Vehicle Design
IDC, IIT Bombay
Introduction

To design and develop a human powered Qudracycle capable of carrying four people.

Idea behind the project is to bring out a sustainable mobility solution, which brings people together (sociable)

Qudracycle
Four-wheeled human-powered land vehicle

Sustainable transport
Human powered mobility comes as an ideal sustainable transport solution and probably the most challenging.

Sociable
The vehicle can act as a platform to bring people together, providing an opportunity to make ride interesting and interactive.
Overview of design process

Stage -1

• The design process starts with the study of history and then moving on to examples relevant in today's world.
• Indian cycle industry is studied to understand the market and current trend.
• Various scenarios having relevance to the concept of pedaling together has been identified from the Indian context and discussed.
• Technical study into frame suspension and steering has been done with latest innovation in materials and technology.
• Scenarios of interest has been identified and analyzed for design directions with insights from user study.
• With the help of design directions, a design brief is concluded.

Stage-2

Ideation
concept development.

Stage-3

Detailed design
Cad model
1:3 scale model
History

First Pedal-powered quadracycle was exhibited in 1853 at the Exhibition of the Industry of All Nations World's Fair held in New York.

Andrews Quadracycle

1869

built by Andrews of Dublin, Ireland.

Made from one inch-square iron and was propelled with foot levers that moved in a long horizontal ellipse.

The Sawyer Quadracycle

1855

Like the Andrews Quadracycle it was moved by foot levers driving the rear axle.
History

1885 Coventry Rotary Quadracycle
The Coventry Rotary Quadracycle was introduced in 1885

Rudge
The Rudge Quadracycle of 1888 is described as the first modern practical four-wheeler.

Velocar
Velocar - velomobiles made in the 1930s and 40s by Mochet et Cie of Puteaux, France.
Tubular-steel chassis with bicycle-sized wheels, variable gears and aerodynamic body.
Demand for velocar rapidly increased when petrol became unobtainable during WW-2, 1939-1945.
Seating

Tandem (In line seating)

• In tandem seating the length of Quadra cycle is observed to be large.
• Lacks face to face interaction while on the move.
• Larger length demands larger turning radius.

Sociable (side-by-side)

• As name suggests this configuration offers better interaction between passengers on the move.
• Shorter in length but wider.
• Very popular as surreys in tourist destinations abroad.
Tourist destination rental

Surreys
Open seating for two or more riders in a sociable configuration. Designed to look like early 20th century automobiles with a bench seat, rack-and-pinion steering, and canopy top.

Mountain quadracycles

Some quadracycles are designed to be the four-wheel counterparts of mountain bicycles and are optimized for strength and the ability to deal with steep and rough terrain. All are single seat designs.
Existing models

Touring

Constructed for the personal ownership Seats one person or two people in side-by-side seating and feature independent pedalling and gear selection.
They can have up to 192 gears, giving them remarkable hill-climbing capabilities.

Features

• Comfortable to ride.
• Can navigate steeper hills.
• Deals with crosswinds.
• Can carry much heavier load than a bicycle.
Racing

Pedal Car Racing can be found in many parts of the world. UK, France and Italy have pedal car races. Hong Kong has a 24-hour race every year. Racing pedal cars are lightweight machines built for the sole purpose of racing and are therefore unsuitable for road use.

Industrial use

Designed for local delivery of goods, such as spare parts in a factory environment or laundry at spread-out complexes. Have two seats and a pickup box or flat bed.

Military applications, such as light logistics transport.
Existing models

Toyota RLV concept

The Renewable Lifestyle Vehicle is only a concept vehicle. Has a hybrid, split power train solution of pedal power for stuck in traffic speeds and an electric mode for faster travel. Bio plastic, bamboo and aluminium create the panelling and cockpit.

Pedal taxi

These tend to be four or even six seater and are used as taxis, pedalled by professional drivers. Tourist attractions and in the downtown areas of tourist destination cities.
India is the 2nd largest manufacturer of bicycles in the world producing about 15 million bicycles annually. Out of this, 3 million are exported annually, which indicates a huge demand in the domestic market. The premium/high-end bicycles segment is growing at 24-28%. Indian middle class / upper middle class are getting more and more selective, quality conscious and fitness conscious.

The annual domestic demand of bicycles in India is approximately 15 million units out of which around 2.5 million units is government demand for the various welfare schemes.
Pedaling together

Study of various possible scenarios for human powered mobility

- Access to schools for girls
- Fitness and leisure for family
- Campus mobility
- Spread out complexes
- Fitness enthusiasts
- Women cyclists
Pedaling together
Scenario- 1

Access to schools for girls

According to the Saraswati Cycle Yojna launched in 2004-05, free cycles are distributed to Scheduled Caste, Scheduled Tribe girls when they reach Class IX. In 2007-08, OBC and BPL general category girls were included in the scheme.

In Rural Bihar the trip to school is long, expensive and dangerous for many.

Mukhyamantri Balika Cycle Yojna - project launched in 2009 gives schoolgirls 2,000 rupees to purchase a bicycle. 871,000 schoolgirls have taken to the saddle as a result of the scheme. The number of girls dropping out of school has fallen and the number of girls enrolling has risen from 160,000 in 2006-2007 to 490,000 by 2011.

Bicycle riding skill has been introduced by national literacy mission in 1990 in Pudukottai, Tamilnadu.
Pedaling together
Scenario- 2

For Fitness enthusiasts

A silent revolution is pedalling its way into city dwellers' lives. As more Indians living in cities take to cycling for reasons ranging from keeping fit, to general purpose, office commuting and leisure, cycling clubs have come up all across the country. With an annual production of 15 million bicycles, India is the largest bicycle manufacturer in the world after China. The Indian bicycle industry is pedalling ahead at full stream, thanks to the high-end fancy segment that has grown by almost 50% over the past years.

Urban adults are also taking to cycling as a mode of recreation and fitness. The concept of cycling as an exercise is fast catching up in urban India and the reason most companies are looking at urban markets to drive sales. The demand is in metros and Tier I and II cities.

in.news.yahoo.com/video/Indian-bicycle-market-pedalling-towards
articles.economictimes.indiatimes.com/2002-10-21/news/27350315_1_bicycle-industry-hero-cycles-cycle-manufacturers-association
Campus Mobility

Educational institutes like IITB, IITM, IITG etc discourage students staying inside the campus for any mode of personal motorized transport. In fact they are treated as green campus and are provided with electric or CNG powered vehicles. Student uses cycle as a source of regular commute to classes and back. Some takes cycle out side the campus for shopping or other reasons.

• Cyclists clubs are very active at many campus including IITB.
• These clubs have regular weekend rides.
• Students can be attracted to concept of Quadracycle with the experience of travelling together from hostel to class and back.
• Many faculty members and staffs also uses cycles.
Cyclist Groups in Mumbai

Palm Beach Riders 90 members.
Borivalli Cyclists Association 35 members.
Mumbai Randonneurs 80 members.
Bandra Cycle Club 40 members.
Carter Road Cyclist 200 members.
Mumbikers 450 members
Malad West Bikers 19 as of now
Malad link road group 6 members
Night Bike Riders 250 members
Cycling for foodies 79 members
Goregaon Bikers 40 members.
Andheri, lokhandwala and Vile parle - 200 members.
Lakecity Pedalers 138 Members.
Mulund and Bhandup Riders 45 Members.

Cycling clubs

Cyclist.in has listed around 254 cycle groups in India.
The club member hits streets in early hours or during weekends as a source of fitness and leisure.
Women cyclists

Mobility for equity

Sexual harassment in streets and on public transport is a common occurrence. Transport requirements and schedules of women are often more complex than those of men. Women often make shorter journeys, with multiple stops, so timing is crucial. Given their short trips requiring multiple stops, a bicycle could have been an ideal mode of travel for many women in the city. The bicycle can provide affordable mobility to the poor women.

Self-reliance and independence

An affordable common platform to travel will encourage women to come together and to take up small business initiatives or jobs. Bringing them together for government recognised Self Employment Scheme in poorly developed parts of country, an affordable mobility can play an important role.
Professor Luc Baeyons, a gynaecologist with the Centre Hospitalier Universitaire Brugmen in Brussels, specializes in sports medicine, found that **numbness, skin infections, chronic swelling and lymphatic damage are common among female cyclists**.

Body makes contact with the saddle at three points:

Points one and two near sit bones.
The third point is the soft-tissue between the legs. **Whereas sit bones are designed to withstand body weight and pressure**, the soft-tissue of genitalia is not so. During long rides, **the pressure exerted on soft-tissue can cause painful skin irritation and constrict blood flow**.

**Common Problems**
Vaginitis (crotchitis), bacterial infections and yeast infections are the most common vaginal problems that women cyclists encounters.
Fitness and leisure for family

Cycling has been treated as an active life style abroad. The pictures shows family pedaling together. Cycling together can be a good source for leisure and fun with quality family bonding time.
Pedaling together
Scenario - 8

Spread out complexes

People movement in large power plants and industrial complexes with infrastructure and good roads seems to be an interesting scenario for Qudracycle.

Attractions
- Good infrastructure.
- Well defined routes and roads.
- Mass movement of people after shifts.
- Official movements – internal movements.

Rourkela Steel Plant

Has won following awards and recognition for their initiative towards green drive.
- Greentech Environment Gold Award
- Srishti Good Green Governance Award for 2010
- National Energy Conservation Award (2nd Prize)

Human powered mobility can be an attractive move towards green drive by reducing motorized movement within the campus.

Infosys mysore campus
More than 5000 cycles in the campus

Rourkela Steel Plant

en.wikipedia.org/wiki/File:Rourkela_Steel_Plant.jpg

online.wsj.com/news/articles/SB100014240527023034590045773613713447111312
Pedaling together in India

• Indians have been familiar to the idea of pedaling together but only at tourist destinations.
• The images are from tourist destination called OOTY. Boats which are pedaled by four or more are available for a duration of thirty minutes.
• Tourists are sure to carry back this experience of pedaling together.
The scenarios are self evaluated from the perspective of Quadrcycle for limitations and benefits with understanding from studies on the same, to shortlist the appealing scenarios.

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Limitations</th>
<th>Benefits</th>
</tr>
</thead>
</table>
| Access to schools for girls       | • Poor infrastructure in rural areas  
• Narrow and poor roads  
• Cycles have uses other than school rides, local movement.                                                                                                                                       | • Safety of travelling together for girls  
• Vehicle itself checks that students are going to school regularly, idea of pedaling together                                                                                                     |
| Fitness and leisure for Family    | • Only for weekend leisure/fitness rides  
• Limitations of clear and predictable routes in urban environment  
• Not practical in traffic                                                                                                      | • Residential complexes with good infrastructure makes sense.  
• Quality family time.                                                                                                                                                                               |
| For fitness enthusiasts           | • Makes sense only for a small group rather than an individual.                                                                                                                                           | • Workouts becomes involving  
• Feeling of being together                                                                                                                                                                           |
| Campus mobility                   | • Parking problem both in length and width.  
• Time of day when Quadrcycle is really useful                                                                                                                                                           | • Health of students  
• Drive towards true green campus                                                                                                                                                                     |
| Cycling clubs                     | • Space for storage                                                                                                                                                                                           | • Dedicated cyclists are available  
• Can be owned by clubs                                                                                                                                                                                |
| Women cyclists                    | • Less practical in urban scenario                                                                                                                                                                             | • Seating position can be relaxed  
• Cloths no barrier  
• No cycle balance required  
• Feeling of safety and togetherness                                                                                                                                                                 |
| Spread out complexes              | • Status issues                                                                                                                                                                                              | • People movement after shifts makes sense  
• Internal official transport  
• Sustainable transport initiatives are encouraged.                                                                                                                                                   |
Pedaling In IITB

View from campus

Prof. Sanjeev Chaudhari
CESE

Why cycle?
Like to do so, health benefits
By the act of doing I am setting an example.

Prof. Om Dhamani
CSE department

Why cycle?
Campus small enough for cycle, good for environment.
Encourages kids and students to use cycle.

Prof. Sadhu
IDC

Why cycle?
Convenient, no fuel needed, rarely travels out of campus.
Encourages his daughters to use.

Views on Qudracycle -

• We don’t have such a culture.
• My family old enough to pedal together.
• Though prefer a cycle for two pedaling together-tandem or side by side.
• Issues about parking as it is always compared with cycle.

Views on Qudracycle -

• Seems good idea, but roads needs to be flat.
• IIT has very steep terrain especially towards hill side.
• Looks like a vehicle for fun and leisure.
• I would like to take a ride with my family and kids.

Views on Qudracycle -

• Vehicle should not roll back on hills.
• Two people travelling together-look for young couples.
• Why a device for two an have an attachment for four.
• How will four people pedaling together be matched?
• Limit of human power nowadays, look out for weight.
BARC is India's premier nuclear research facility based in Trombay, Mumbai.

Office Buildings are 3km away from the gate for security reasons. Employees reach the gate by their vehicle or by walk. Beyond the gate only cycles are allowed. Employees without cycle wait for the bus or walk. Buses are crowded during morning and evening shifts. Around 7000-8000 staffs and about 2000 contract workers travel in and out every day. Huge line of cars before the gate during office hours.

Pedaling in BARC

These pictures are from residential area of BARC. Good infrastructure, well maintained roads are the prime attractions of the campus from mobility point.
Anil Kumar

**Why cycle?**
Cheap, less maintenance and good for health

**Views on Qudracycle -**
• Status issues on travelling with family as it seems to picture cycle rickshaws in Indian roads.
• Space occupied on road and for parking.
• For tall rise building every family has a two wheeler and four wheeler.
• Interested in foldable cycle his neighbor has.
• Can afford to buy thing but unable to buy space.

Kailash Gharat

**Why cycle?**
• Health conscious, all amenities are making you weaker, I cannot buy health.
• Encourage wife and kids to pedal and jog.
• First purchased car, then scooter and finally three cycles.

**Views on Qudracycle**
• Has seen examples before, interesting concept.
• People walking parallel won’t take much space as compared to two cycle or a Qudracycle.
• Safety should be given high priority—lights, reflectors.
• Where will parents and kids sit and who will steer it?
• To look at pedaled baby stroller.
Pedaling together

How is it like pedaling together

Aryan
Mridul
Mehul
Darsh
Vatsal

• Meets every Saturday at Marine drive near Chaupati beach.
• Long stretch of 8 km along marine drive
• Also cycles to crosswords near Marine drive
• For fun and leisure.
Deepak Malani
Member of
IITB cycle club
Bandra cycling club
Lake city pedalers
Powai cycling

- Group travel  At lest 50Km round trip
- Group size  3-30 members
- Early morning rides
- 15-20 km travel speed
- Every 30min sip water
- Tandem safe
- Sociable - risky in traffic.

Why group ride
- Company
- feeling of being together and sharing together.

Deepak shared a club member opinion on sociable seating. Both the occupants are able to see and share the same. When riding, he gets motivated by other cyclists, and also non riders who are sits in vehicle with unhealthy figures.

Take on Qudracycle
Clear and familiar routes make sense.
Cannot match with the pace, a serious cyclist look for.
Details of the ride

• IITB, Powai to Marine drive
• Round trip 60 Km
• Forward journey - 3 hrs
• Return journey - 3.5 hrs
• Cycles - Firefox cyclone, Firefox roadrunner.

Going there
The LBS road.
Ride through the traffic
Poor civic sense
Pedestrians cause more worries than vehicles
But there is fun negotiating space through vehicles, though risky.

Coming back
The Easter express way ride
Enough space to travel in parallel
Boring long tracks.
No issue with traffic

Observation by the group-

• Cycle ride the best for negotiating traffic and people.
• Qudracycle can be fun for early morning city rides, when traffic is minimum. Shorter and safe routes preferable.
• Qudracycle can offer fun of chatting and being together while pedaling.
• Each cyclist is a source constant motivation for others.
After evaluating scenarios and other studies-

1. Qudracycle brings in the image of a medium speed vehicle which can offer a comfortable ride, leisure, fun and fitness.

2. The health issues with bicycle saddle can be addressed in Qudracycle, which offers opportunity to try out comfortable seating positions and also freedom of dress.

3. Space consumed on road and space required for parking a big concern.

4. Why always four seat, make for two and convert it to four when needed.

5. How it can tackle slop with the weight of four.

6. Power of four people has to be efficiently utilized.

7. Safety should be given high priority as the vehicle has four people on board.

8. How a family is accommodated in the vehicle, addressing all needs?
Technical study

Innovations in cycle frame

Sandwichbike bicycle

BKR concept bicycle
Izhar Gafni has built the first bicycle made almost entirely of cardboard. When Gafni begins mass production, his bikes should cost no more than $20. They can last as long as ten years. It took him four years to figure out how to cancel out the corrugated cardboard's weak structural points. Now he requires no metal parts at all to make his cardboard cycles strong and durable.
Active safety

The Hövding
Swedish industrial designers Terese Alstin and Anna Haupt developed the Hövding, a bike helmet that stays nearly invisible until activation. The device is disguised as a collar and is equipped with sensors that detect when an accident is imminent, upon which it inflates into an airbag that surrounds the head within 0.1 seconds.

Reelight
Patented battery-free light from Reelight. Cyclists always have lights on their bicycles day and night. Based on the electrodynamic induction principle and operates via two magnets mounted on the spokes with the light itself on the wheel hub.
Seating

Bicycle saddle
It performs a similar role as a horse's saddle, not bearing all the weight of the rider as the other contact points also take some of the load. Bicycle saddle has been associated with health problems especially in women riders.

Bicycle seat
The semi-reclined position of the recumbent bicycle seat provides a much broader distribution of the body weight across the more anatomically correct padded areas of the buttocks and across the back. The hands, arms and shoulders are in relaxed position without bearing the weight of torso. With the back in a reclined position, the abdomen is flat and straight allowing full and easy expansion of the lungs. The head in a neutral position, looking forward and the neck is relaxed. Better Eye contact in recumbent riding position.
Suspension

Qudracycle with double wishbone suspension

DW suspension uses two wishbone-shaped arms to locate the wheel. Each wishbone or arm has two mounting points to the chassis and one joint at the knuckle. The shock absorber and coil spring mount to the wishbones to control vertical movement and camber angle.

CARV X ALL-TERRAIN RECUMBENT QUADRICYCLE

Can tilt all 4 wheels by a special steering/tilting technique. This technique will provide a totally new way of riding a bicycle. The frame is completely build from aluminium, and has 4 independent double wishbone suspensions. Also has 4 hydraulic disc brakes, and the 14 speed hub.
Study of frame
Design brief

Intent

• To design and develop a compact and practical four seater Qudracycle.
• As a source of people movement and fitness in areas like spread out complexes.

Technical

• Two seater to four seater. Exploring transformation of seating.
• Relaxed seating instead of saddle.
• Light weight construction.
• Minimal parking space.

Emotional

• Togetherness and joy as the strong emotion.
• Family
Initial ideations

Seat layout

Tandem-sociable seating

Chassis with variable width, for allowing various seat layouts. In seating as shown in sketch, last row passenger can make use of space between middle row seats for pedaling, bringing down total vehicle length.

Interactive displays

A common display showing Calories burnt and energy input per rider. It can be digital or analog showing input per rider. This can enhances sporty spirits and motivate to keep up with other riders.
Choice of saddles for women cyclists are limited.
Figure-1 shows the three pressure points in a regular bicycle saddle.
• Health problems are sensitive enough to discourage women from pedaling as discussed in scenarios.

Quadracycle provides opportunity to try out comfortable seating positions other than saddle type.
Figure-2 shows an idea of bicycle seat which could offer better support and less irritation to sensitive parts, but this position calls for a different posture for pedaling.
These seating positions could allow enough degree of freedom of movement with a wide range of dress.
Sketches

These sketches are mostly based on existing layouts with a different silhouette.

Hub center steering for front wheel

Rear wheel steer
Sketches

Two seater sporty layouts
Three row seating with steer action in both front and rear wheels. Second row has two seats.

Hub center steer for front wheel and has lower frame elements.
1. Fixing dimensions
   • Anthropometric dimensions
   • Studies with standard cycles and different orientations.
   • Dimensional comparison among existing examples.
   • Fixing dimensional targets.

2. Different packaging ideas

3. Steering, braking and Controls

4. Keywords

5. Concept development and iterations
Maximum body breadth in relaxed state for 95th percentile Indian male is 619 mm. The minimum width of Qudracycle with sociable seating should be 619mm*2= 1238mm.

For minimum seat height gluteal furrow for 5th percentile Indian male is considered. The value is 640 mm. If the seat is enable with height adjustability the maximum height to be addressed is 841mm, gluteal furrow for 95th percentile Indian male.
Studies with cycles

1. 1.28 m
2. 1.7 m
3. 2.6 m
4. 3.4 m

Concept development
Inputs for packaging

1. Joining 2 compact two seater cycles to make a complete Qudracycle.

2. A compact Qudracycle designed for two, and can accommodate four when needed.

3. A Qudracycle transforming from two seater to four seater configuration with a proportional increase in width.
Dimensional comparison

Cycle

4 Seater Qudracycle

Length  2.6m
Width   1.06m
Weight  104kg
Dimensional targets

4 Seater Qudracycle

Two seater joined

2 seat- 4 seat transformation

Two seater bicycle

Qudracycle-2 seater

Dimensions:
- 4 Seater Qudracycle: 1.06m x 0.64m
- Two seater joined: 0.64m x 0.75m
- 2 seat-4 seat transformation: 2m x 0.75m
- Qudracycle-2 seater: 2m x 1m
Steering, braking and controls

Steering
Single person controlling.
Good visibility
If two cycles are joined, steering in one can be defeated.

Braking
Braking in all wheels
In case of joining, brakes are to be joined and controlled together.
Powerful enough to take weight of four with vehicle.

Drive
Pedaling power of all four to be effectively delivered to driving wheels.
Gears for each rider.
Differential drive for better traction on driving axle.

Controls
Easy control for attaching, adjusting etc.
Concept-1
Iteration-1
Concept-1

Iteration-2
Concept-1

Iteration-3
Concept-1
Iteration-4
The Ackerman concept is to have all four wheels rolling around a common point during a turn. The intention of Ackermann geometry is to avoid the need for wheels to slip sideways when following the path around a curve.
Concept-2
Iteration-1
Concept-2
Iteration-2
Concept-2
Iteration-3
Concept-3

Iteration-1
Concept-3
Iteration-2
Concept-4
Concept-4
Iteration-1
The concepts are self evaluated considering factors such as safety, practicality, ingress, egress and also with drive and steer systems.

<table>
<thead>
<tr>
<th>Concepts</th>
<th>Strength</th>
<th>Weakness</th>
</tr>
</thead>
</table>
| C-1      | 1. Two seats cycle more practical anytime.  
          2. Can be joined and disconnected anytime. | 1. Connecting links has to be carried.  
          2. Sync two cycle drive is manual, poor alignment leads to power loss.  
          3. Larger turning radius. |
| C-2      | 1. Compact Qudracycle.  
          2. Front wheel turning -not increase width.  
          3. Low turning radius.  
          4. Differential can be provided to driving wheels. | 1. Riding behavior is not familiar.  
          2. Rider in front is exposed, no frame member for protection.  
          3. Stability issues with narrow track. |
| C-3      | 1. Transformability-narrow for two seats and wide for four.  
          2. Wider track make it more stable with weight of four. | 1. Complex suspension and steering system.  
          2. Larger turning radius. |
| C-4      | 1. Tyre layout similar to existing Qudracycle.  
          2. Differential can be provided to driving wheels  
          3. Ease of ingress and egress  
          4. Safety for all four occupants by wheels and frame members. | 1. Larger turning radius. |
Final concept

Concept-4
Final concept
Iteration-2
layout

Basic layout

Manikins from IDC Library
layout

Basic layout
### Seat Design

#### 113- Upper Lumbar

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>254</td>
<td>300</td>
<td>354</td>
</tr>
<tr>
<td>Female</td>
<td>226</td>
<td>277</td>
<td>346</td>
</tr>
</tbody>
</table>

#### 114- Lower Lumbar Lumbar

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>72</td>
<td>101</td>
<td>156</td>
</tr>
<tr>
<td>Female</td>
<td>66</td>
<td>95</td>
<td>189</td>
</tr>
</tbody>
</table>

#### 136-Waist

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>216</td>
<td>259</td>
<td>317</td>
</tr>
<tr>
<td>Female</td>
<td>197</td>
<td>231</td>
<td>289</td>
</tr>
</tbody>
</table>

#### 137-Hip Breadth

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>272</td>
<td>331</td>
<td>405</td>
</tr>
<tr>
<td>Female</td>
<td>259</td>
<td>314</td>
<td>429</td>
</tr>
</tbody>
</table>

- Height of seat rest from base = 156 mm
- Back rest length = 226 - 156 = 70 mm
- Back rest width = 320 mm

- Width of seat = 420 mm
### Indian anthropometric dimensions for ergonomic design practice - Debkumar Chakrabarti, NID

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Male</strong></td>
<td>158</td>
<td>213</td>
<td>270</td>
</tr>
<tr>
<td><strong>Female</strong></td>
<td>124</td>
<td><strong>194</strong></td>
<td>265</td>
</tr>
</tbody>
</table>

**Seat**

**Other Inputs**

- Seat angle

**116- Elbow rest**

- 194 mm

**Seat angle**

- 194 mm
Pedal

Ergonomic inputs

Hercules Xtreme BMX

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>227</td>
<td>248</td>
<td>274</td>
</tr>
<tr>
<td>Female</td>
<td>207</td>
<td>227</td>
<td>249</td>
</tr>
</tbody>
</table>

Pedal outer circle radius = 175mm + 274/2

<table>
<thead>
<tr>
<th></th>
<th>5th</th>
<th>50th</th>
<th>95th</th>
</tr>
</thead>
<tbody>
<tr>
<td>Male</td>
<td>50</td>
<td>61</td>
<td>71</td>
</tr>
<tr>
<td>Female</td>
<td>34</td>
<td>47</td>
<td>61</td>
</tr>
</tbody>
</table>

Pedal inner circle radius = 175mm + 71mm

Indian anthropometric dimensions for ergonomic design practice - Debkumar Chakrabarti, NID
Test Rig

Features

- Seat height and seat base angle adjustments
- Seat rest angle adjustment
- Seat sliding
Test Rig Measurement
Test Rig Measurement

User-1: Unni Mohan M
- Height: 170mm
- Alpha: 10°
- Beta: 106°
- X: 570mm
- Y: 700mm

User-2: Amar
- Height: 175mm (95th, 175mm)
- Alpha: 10°
- Beta: 106°
- X: 610mm
- Y: 760mm

User-3: Kiran
- Height: 169mm
- Alpha: 10°
- Beta: 106°
- X: 590mm
- Y: 650mm

User-4: Gayathri
- Height: 158mm (5th, 153mm)
- Alpha: 10°
- Beta: 106°
- X: 530mm
- Y: 690mm

Concluding seatpedal points
- X: 570mm
- Y: 690-790mm
- Alpha: 10°
- Beta: 106°
layout
Modified
Ideation

Inputs for design

Design 1

Design 2
Sketches
Folding seats

Seat sliding for height adjustability

Frame elements used for structural strength with multiple connections.

More ideations on adjustability
Sketches
Design-1
Design-2
Specifications

<table>
<thead>
<tr>
<th>Description</th>
<th>Dimensions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length with front pedals vertically placed</td>
<td>2200mm</td>
</tr>
<tr>
<td>Length with foot at extreme position</td>
<td>2350mm</td>
</tr>
<tr>
<td>Total width including seats</td>
<td>1040mm</td>
</tr>
<tr>
<td>Total width (with 95\textsuperscript{th} percentile)</td>
<td>1240mm</td>
</tr>
<tr>
<td>Width with middle seats folded</td>
<td>750mm</td>
</tr>
<tr>
<td>Track</td>
<td>750mm</td>
</tr>
<tr>
<td>Wheel base</td>
<td>1600mm</td>
</tr>
</tbody>
</table>
Keywords for Aesthetics

Light weight
Inviting
Agile
Safe
Sleek
agile
agility in dance
Sketches
Sketches
Sketches
Selected sketches

Sketch-1

Sketch-2

Sketch-3
Development

After finalizing side profile, a 3-D model is made in Pro-E with simple fillets to get final volumes and proportions.

Sketch-3 is selected for development
Lines seems to be fast an confused

The sketch was modified to reduce fast lines and to bring agility.
To make it more agile, line to bring hopping character is tried out.
Features

- Height adjustable seat with integrated handle and secondary brake lever.
- 20 inch front wheels
- 24 inch rear wheels with differential
- Each drive sprockets are independently connected to rear common axle
- First row has steering and brake controls
Final design

Cad models are generated to demonstrate the final styling and layout of the design. The images shown here are various renders of the cad model generated to explain the same.

Wheels are from loopwheels. Loopwheels are bicycle wheels with integral suspension.

www.loopwheels.com
Details

Foldable seat and sheet metal support.
Details

Images show steering assembly.
Final render

Wheels are from loopwheels
Scaled model development

Wheels are from loopwheels
Scaled model

Wheels are from loopwheels
References

[IR-12] http://www.coolage.in/2012/08/06/hike-on-the-bike
[IR-13] http://www.coolage.in/2012/08/06/hike-on-the-bike
[IR-16] http://alpenatweed.blogspot.in/2012/05/wear-hinny-meets-saddle.html
[IR-22] online.wsj.com/news/articles/SB1000142405270230345900457736137134711312
[IR-23]
References

[IR-27] http://bicycledesign.net/wp-content/uploads/2012/08/6085286664_5e4a90b0f0_b-498x297.jpg
[IR-29] http://www.surreycompany.com/images/IMG_4066_000.JPG
[IR-37] http://weldtite.co.uk/uploads/generic/Seat_Height_Adjustment.jpg
[IR-40] http://www.lifespanfitness.com/media/wysiwyg/LifeSpan-C3i-Seat-Adjustability.png
References

[IR-52] http://31.media.tumblr.com/c92b74251c8d05534eab842fbebdf5c27/tumblr_mu1m0cx1UG1qa1k2ao1_500.jpg
[IR-60] http://img91.imageshack.us/img91/4114/bimota20tesi202dvd0.jpg
[IR-65] http://jackimad.files.wordpress.com/2013/05/article-2239510-163e27bc000005dc-102_964x530.jpg
[IR-67] http://1.bp.blogspot.com/-Zz4fc5tAD4c/T9HpGvYYuGI/AAAAAAAABS8/8Qm1fm-n864/s1600/flight+puffin+01.jpg
[IR-68] http://4.bp.blogspot.com/-bB0KJuzSego/UHb0esZFS-I/AAAAAAAABzl/y0GZ-dcsnFA/s1600/dance.jpg
Thank you