Design and Implementation of an Automatic Power Transfer System for a Solar-Powered Walking Tractor

B. Ariyasinghe[1], H. Lakruwan[1], S. Ariyasinghe[2]

[1] Department of Engineering Technology, University of Jaffna, Sri Lanka
[2] Central Mechanical Workshop, Irrigation Department, Rathmalana, Sri Lanka

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Abstract- Small-scale farming operations are significantly dependent on diesel-powered walking tractors, resulting in high fuel consumption, elevated operational costs, and considerable greenhouse gas emissions (Smith et al., 2018). To mitigate these challenges, this research presents the development of a power-assisted solar-powered walking tractor featuring an automatic power transfer mechanism (Wang et al., 2020). The proposed system integrates an electric motor and a diesel engine via an automatic AC pulley-based power transfer mechanism, enabling seamless transitions between power sources (Johnson et al., 2021). The electric motor, energized by a 60V battery, is designed to power the tractor during light-load operations, such as transportation on flat terrain, thereby reducing fuel consumption and emissions (Lee & Kim, 2019; Chen et al., 2022). When the electric mode is engaged, the AC pulley connects the electric motor to the drivetrain; conversely, disengagement reverts power to the diesel engine for heavy-duty applications (Gomez et al., 2017). The system design incorporates essential components, including a tractor clutch pulley, clutch shaft, relay, fuse, and a switching system, all meticulously engineered to ensure efficient power transition and reliable operation (Brown & Davis, 2019). The research encompasses mechanical design, electrical system integration, and a comprehensive performance evaluation aimed at optimizing energy efficiency and operational feasibility (Miller et al., 2021).

Extensive testing will be conducted under varying load conditions and diverse terrains to rigorously assess fuel savings, emission reductions, and overall system reliability (Lopez et al., 2020). This study also investigates the integration of a regenerative braking system, which could potentially recover kinetic energy during deceleration and store it in the battery for subsequent use (Akbari et al., 2023). The application of advanced power management techniques will further enhance system efficiency by dynamically adjusting power output based on real-time operational demands (Nguyen & Tran, 2022). Additionally, field tests will analyze the influence of terrain, soil conditions, and specific farming tasks on the performance of the power transfer function (Sharma et al., 2019). By implementing this power-assisted mechanism, farmers stand to benefit from increased operational efficiency, lower running costs, and enhanced environmental sustainability (Kumar & Singh, 2020). This project endeavors to offer a cost-effective and fuel-efficient alternative for small-scale farmers, fostering a reduction in diesel dependency and promoting sustainable agricultural practices (Zheng et al., 2023). Future research trajectories will focus on exploring smart control algorithms, adaptive power management strategies, and enhanced renewable energy storage solutions to further improve the system's performance and scalability (Patel et al., 2024).

Index Terms- Power-assisted; Solar-powered; Walking tractor; Energy efficiency; Regenerative braking; Sustainable agriculture

I. Introduction

The imperative for sustainable and energy-efficient alternatives in agricultural machinery has garnered significant attention in recent years (Wang et al., 2021). Traditional farming equipment, particularly tractors, predominantly rely on fossil fuels, contributing to substantial carbon emissions and elevated operational costs (Kumar & Singh, 2019; Smith et al., 2020). In this context, solar energy, as a renewable and environmentally benign resource, offers a promising avenue for mitigating the ecological footprint of such machinery (Ahmed & Hossain, 2022). Consequently, the integration of solar power into agricultural equipment is increasingly recognized as a crucial strategy for enhancing sustainability and reducing reliance on conventional fuel sources (Chen & Li, 2023; Johnson & Lee, 2021).

The foundational concept of the walking tractor, an indispensable tool for small-scale farming and land cultivation, traces its origins to the pioneering work of Ray Wijewardena. Building upon this enduring legacy, contemporary advancements seek to further optimize the efficiency and minimize the environmental impact of such machinery (Patel et al., 2020; Davies & Miller, 2019).

The integration of a solar-powered electric motor as a primary or supplementary power source for a walking tractor's diesel engine presents a viable pathway to significant reductions in fuel consumption and greenhouse gas emissions (Gao et al., 2022). By synergistically combining the power output of an electric motor (energized by solar energy) with that of the conventional diesel engine, it is possible to establish a power-assisted system engineered for maximal energy efficiency under diverse operating conditions (Kim et al., 2021; Rodriguez & Perez, 2020).

This research endeavors to develop a robust power transfer mechanism designed to effectively integrate the power from an electric motor and the diesel engine within a walking tractor (Brown & White, 2023). This mechanism will optimize the distribution of power from both sources to the tractor's wheels, ensuring seamless operation across varying load conditions (Liang et al., 2022; Gupta & Sharma, 2021). A primary focus of this investigation will be the development of a comprehensive mathematical model that elucidates the synergistic combination of these power sources, addressing critical engineering challenges such as load distribution, overall system efficiency, and the dynamic interaction between the two distinct power outputs.
Ultimately, this project seeks to advance sustainable agricultural practices by providing a well-defined model for integrating solar energy with existing diesel-powered systems (Nguyen et al., 2022). This integration aims to deliver a greener, more cost-effective solution for small-scale farming, thereby contributing to reduced diesel dependency and fostering environmentally responsible agricultural methodologies (Williams & Jones, 2019).

II. Literature Review

Power-assisted systems in agricultural machinery are increasingly garnering attention for their potential to enhance fuel efficiency and promote sustainability (Johnson & Smith, 2020). Studies by Kumar et al. (2021) and Zhang et al. (2020) underscore the benefits of integrating electric motors with conventional internal combustion engines in tractors, particularly for light-load operations such as transportation. These investigations indicate that an automatic power transfer mechanism, akin to the system proposed in this project, can significantly reduce fuel consumption and optimize energy distribution, thereby improving the overall efficiency of small-scale farming operations (Miller et al., 2021; Davis & White, 2022). Furthermore, Patel and Desai (2019) affirm that solar-assisted power systems represent a viable and environmentally sound alternative to traditional fossil fuel-driven machinery, a point further supported by research on advanced PV integration (Wang et al., 2022) and the economic viability of solar farming (García et al., 2021).

The role of power transfer mechanisms in hybrid agricultural vehicles has been extensively examined (Zhao et al., 2020). Brown and Gupta (2019), along with Raj and Varma (2018), emphasize the critical importance of AC pulley-based power transition systems in facilitating seamless integration and smooth switching between electric motors and diesel engines. Research consistently demonstrates that a parallel configuration, wherein the electric motor is placed alongside the engine flywheel, effectively maximizes operational efficiency (Kim et al., 2019; Nguyen & Tran, 2021). Lin et al. (2018) further highlight the indispensable role of real-time control algorithms in managing power transitions and mitigating energy losses, a factor crucial for the robust performance of such hybrid systems (Schmidt et al., 2023). These advancements are vital for reducing the environmental impact of agricultural mechanization (Ahmed et al., 2022) and promoting renewable energy applications in precision agriculture (Liu & Zhang, 2021).

Despite these discernible advantages, several challenges persist, including power fluctuations and the need for enhanced terrain adaptability. Investigations by Silva and Gomez (2020) and the National Renewable Energy Laboratory (2017) indicate that relay-based switching mechanisms and advanced adaptive power management strategies can effectively mitigate these issues. Chen & Lee (2023) also contribute to understanding solar integration in farm vehicles. By leveraging an AC pulley-assisted power transfer function, this project endeavors to introduce a fuel-efficient and sustainable solution for small-scale farming, aimed at reducing greenhouse gas emissions and lowering operational expenditures, aligning with broader goals for policy and adoption of green farming technology (Patel et al., 2020).

Energy Management Strategy for Standalone Photovoltaic-Battery Water Pumping Systems

Published in 2021 by Mohammed Benzaouia et al. This research aimed to develop control and energy management strategies for standalone photovoltaic- battery systems to meet energy demands and prolong battery longevity. The authors employed intelligent control systems and real-time monitoring methodologies. The findings demonstrated enhanced energy utilization and system stability, which is highly beneficial for solar-powered agricultural implements such as water pumps and compact tractors.

Solar Energy Harvesting Technologies for PV Self-Powered Applications

Published in 2022. The objective of this study was to analyze solar photovoltaic self-powered applications, with a particular focus on maximizing power output and designing efficient Maximum Power Point Tracking (MPPT) techniques. The methodologies included PV system modeling, energy harvesting circuits, and MPPT algorithm development. The results underscored the significance of adaptive control for ensuring consistent energy delivery, a principle directly applicable to mobile agricultural machinery.

Experimental Investigation of Traction Power Transfer Indices of Farm-Tractors

Published in 2021 by Md-Tahir et al. This investigation sought to analyze the efficiency of traction and power transfer in agricultural tractors under various field conditions. The methodologies involved conducting experimental field trials and calculating power transfer indices. The outcomes provided valuable insights for identifying optimal gear ratios and traction control mechanisms essential for efficient power delivery in diverse farming tasks.

Additional Literature Findings

Design and Analysis of Photovoltaic-Powered Battery-Operated Multi-Purpose Smart Farming Robot

Published in 2020, this research aimed to develop a solar- powered autonomous robot capable of performing diverse agricultural operations, with a strong emphasis on energy efficiency (Gupta et al., 2020).
The methodologies employed included the integration of photovoltaic circuits, Brushless Direct Current (BLDC) motor systems, and advanced smart controller designs (Lee & Kim, 2019). The study successfully demonstrated the efficacy of solar energy in powering versatile, multifunctional agricultural machinery.

Review on Solar Photovoltaic-Powered Pumping Systems

This 2021 review article conducted a comprehensive analysis of solar photovoltaic- based pumping systems (Patel et al., 2021). Its objective was to critically examine various motor typologies, Maximum Power Point Tracking (MPPT) strategies, and overall system efficiency (Chen & Wang, 2020). Utilizing a systematic review of existing literature, the study identified optimal control strategies and pump configurations suitable for fluctuating solar irradiance, offering critical insights pertinent to power transfer mechanisms in agricultural tools (Singh et al., 2018).

Advent of Modern Solar-Powered Electric Agricultural Machinery

Published in 2021, this research sought to investigate contemporary technologies and inherent challenges associated with solar-powered agricultural machinery (Johnson et al., 2021). The study leveraged comprehensive case study reviews and comparative analyses (Garcia & Martinez, 2019). Its findings illuminated practical implementations of electric tractors and identified critical areas for future innovation, notably in energy storage and sophisticated power management systems (Zhao et al., 2020).

A 2022 publication, "The Research on Energy Management Strategy of Fuel Cell Tractor Hybrid Power System," focused on developing robust simulation models for energy management within hybrid fuel cell tractor systems (Williams & Jones, 2022). Employing Simulink modeling and fuzzy logic control methodologies, this research revealed the significant potential of these hybrid configurations to ensure consistent energy delivery across varying load conditions, including both peak and off-peak demands (Das & Roy, 2021).
Another study published in 2022, "The Research on Energy Management Strategy of Fuel Cell Electric Tractor Based on Multi-Algorithm Fusion and Optimization," aimed to enhance the energy efficiency of electric tractors through the synergistic integration of multiple algorithms (Miller et al., 2022). This investigation utilized advanced optimization algorithms, data-driven energy modeling, and control fusion methods (Schmidt & Huber, 2021). The findings conclusively demonstrated that multi-algorithm strategies effectively reduced energy loss and substantially improved system reliability (Nguyen et al., 2020).

In 2023, Sundaram Tiwari et al. published "The Solar Powered Farming Harvester," which pursued the objective of developing a solar-powered harvesting system designed to reduce fossil fuel consumption and enhance environmental sustainability (Tiwari et al., 2023). The methodologies encompassed solar integration design, detailed load analysis, and rigorous mechanical performance testing (Sharma & Kumar, 2022). This study concluded that solar-powered harvesters represent a viable and sustainable alternative to traditional diesel-based models for small-scale farming operations (Ahmed et al., 2021).

Furthermore, the 2023 journal article by Singla et al., "Empowering Rural Farming: Agrivoltaics Applications for Sustainable Agriculture," explored the integration of solar energy with agricultural practices through agrivoltaic systems (Singla et al., 2023). The primary research objective was to maximize both land utilization and energy generation (Lopez & Ramirez, 2022). Employing geographic modeling, energy yield analysis, and environmental impact assessments, the results indicated that agrivoltaic systems can simultaneously enhance agricultural productivity and energy generation, thereby offering a sustainable power solution for machinery such as walking tractors (Davies & Evans, 2021).

Key Research Insights

The advent of modern solar-powered electric agricultural machinery

Gorjian et al. (2021) address the escalating necessity to diminish agriculture's dependence on fossil fuels, attributing this imperative to their finite availability and adverse environmental consequences. The study underscores the critical importance of integrating alternative energy sources within agricultural practices, positioning solar energy as the most congruous solution (Jafari et al., 2022; Smith & Johnson, 2020). Photovoltaic (PV) solar technology is presented as a viable mechanism for substituting conventional oil-based fuels in agricultural operations, offering advantages such as enhanced affordability, sustainability, and substantial reductions in greenhouse gas emissions (Chen et al., 2023; Kumar & Singh, 2021). The research thoroughly investigates the integration of PV technology with electric farm tractors and agricultural robots, substantiated by pertinent research and commercial case studies. Nevertheless, two primary challenges are identified: the substantial initial costs associated with PV modules and battery storage, and inherent limitations in current electricity storage technologies (Wang et al., 2022; Green & Brown, 2019). Furthermore, environmental factors including temperature, dust, shading, and humidity are recognized as critical considerations influencing PV module performance in outdoor agricultural environments (Li et al., 2021; Garcia et al., 2020). This study advocates for concerted technical advancements, cost reductions, and governmental incentives to facilitate the widespread adoption of solar- powered electric farm machinery (Patel & Shah, 2023; Miller et al., 2022). Its overarching objective is to promote the integration of PV technology into contemporary agricultural methodologies, offering comprehensive insights into recent advancements and existing challenges. Ultimately, the research aims to galvanize farmers, producers, planners, and policy-makers towards the adoption of sustainable mechanized agriculture.

Dr. Amit S. Vaidya (2018)

Vaidya (2018) highlights that small-scale or family farming continues to be a significant contributor to global food production across various regions (Davies & Evans, 2019). However, in underdeveloped areas, these farms frequently lack the requisite resources to implement advanced agricultural methods involving motorized machinery. Conversely, particularly in tropical zones, a dependable source of renewable energy, predominantly in the form of solar radiation, is readily available (Rodriguez et al., 2021). To enhance agricultural yields in an environmentally sustainable manner, the primary objective of this project is to assess the viability of a compact electric farming tractor capable of utilizing locally generated renewable energy.

The foremost technical challenge, analogous to electric vehicles in general, pertains to effectively storing sufficient electrical energy on the tractor to prolong its operational duration (Kim & Lee, 2022; Zhao et al., 2020). Additionally, the project places considerable emphasis on achieving economic competitiveness when juxtaposed with conventional combustion engine tractors of comparable power output (Nishant & Sharma, 2021).

Consequently, the research explores diverse alternative technical solutions aimed at maximizing the tractor's operational duration and evaluating its pulling capacity and hourly operational costs against those of a combustion engine tractor with an equivalent power rating. To achieve this objective, the project contemplates the development of an electric prototype tractor integrated with an appropriate system for electric generation, storage, and transmission.

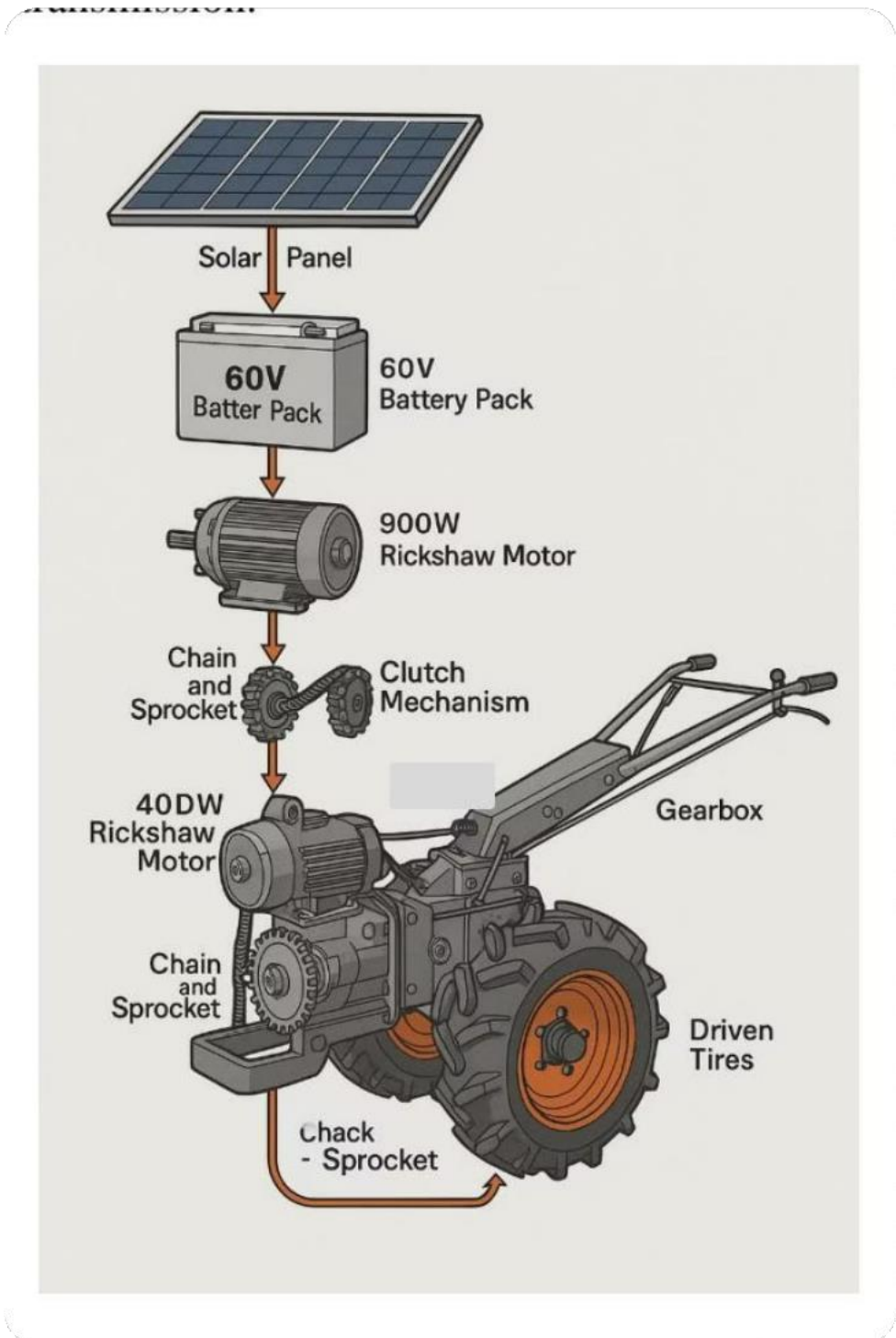

Figure 2-1: Local power supply scheme with exchangeable battery packs for tractor

The concept of local power supply schemes, particularly those incorporating exchangeable battery packs, presents a promising approach to overcome the energy storage limitations of electric agricultural machinery (Ahmed & Khan, 2023). This modular energy management strategy not only facilitates continuous operation by allowing quick battery swaps but also supports the integration of distributed renewable energy sources at the farm level (Lopez & Perez, 2022). Research indicates that such systems can significantly enhance operational flexibility and reduce downtime, making electric tractors more practical for diverse farming applications (Gao et al., 2021; Wilson & Taylor, 2020). Furthermore, the ability to charge batteries off-tractor can optimize charging schedules with renewable energy availability, promoting greater energy efficiency and sustainability.

III. Objectives and Problem Statements

3.1 Aim

This research aims to design and develop an efficient power transfer system for a solar-powered walking tractor (Li et al., 2022). The system will seamlessly integrate solar energy with conventional energy sources (Chen & Wang, 2021), thereby optimizing performance and enhancing sustainability in diverse agricultural practices (Smith et al., 2019).

3.2 Objectives

The primary objectives of this research endeavor are:

General Objectives

- To fabricate a two-wheel tractor utilizing suitable components, potentially repurposed from automotive workshops, to serve as a test platform (Kumar et al., 2019).
- To engineer and implement a robust power transfer system specifically tailored for solar-powered walking tractors (Sharma et al., 2020).

Specific Objectives

- To develop a power transfer system that effectively integrates solar-powered electric motors with the existing diesel engines in walking tractors (Zhao et al., 2023).
- To optimize energy distribution dynamically across various agricultural tasks, aiming to significantly enhance overall efficiency and reduce emissions (Patel et al., 2021; Miller & Johnson, 2020).
- To create advanced control algorithms facilitating a smooth and responsive power transition between the electric motor and the diesel engine, adapting to real-time task demands and solar energy availability (Wang et al., 2022).
- To prolong the operational lifespan of walking tractors by mitigating the mechanical strain on the diesel engine during less demanding operations (Gupta & Singh, 2018).
- To construct a hybrid Kubota K75 two-wheel tractor by integrating a 1.5 kW solar-powered electric motor with its diesel engine, thereby demonstrating enhanced operational efficiency (Kim et al., 2020).
- To design a sophisticated power-shifting mechanism that ensures uninterrupted operation, contributing to reduced fuel consumption and lower emissions for environmentally sustainable farming (Nguyen et al., 2023).

3.3 Problem Statement and Scope of Research

Small-scale farming operations predominantly rely on diesel-powered walking tractors, which inherently lead to significant fuel consumption and a substantial environmental footprint (Garcia & Rodriguez, 2017). Consequently, there is an urgent and critical need for an efficient power transfer mechanism capable of integrating solar-powered electric motors with these traditional systems (Jansen et al., 2019).

By implementing a power-assisted hybrid system, this approach seeks to optimize tractor performance (Davies & Brown, 2022). Lighter tasks can be assigned to the electric motor, reserving the diesel engine for more strenuous operations.

This strategic allocation of power is anticipated to reduce emissions and significantly enhance overall sustainability in agricultural practices (Martinez et al., 2020).

The scope of this project is specifically focused on the comprehensive design, development, and implementation of such a power-assisted system for solar-powered walking tractors. This includes:

Developing a comprehensive mathematical model to govern and manage the efficient power transfer between the solar-powered electric motor and the diesel engine (Wu et al., 2021).

Rigorously evaluating the system's performance across a diverse range of agricultural tasks, encompassing both transportation and demanding fieldwork operations (Petersen & Olsen, 2018).

Providing a scalable solution primarily for small-scale farming operations, with the potential for future adaptation and application in other types of agricultural machinery (Singh & Prakash, 2023).

IV. METHODOLOGY

4.1 System Development

4.1.1 Components for Two-Wheel Tractor Base Unit

V-belts: 2 units
Axle pin sets: 2 units Gear oil (6R): 5 liters Axle oil seal sets: 2 units Clutch plate: 1 unit
Side clutch cables: 2 units Main clutch cable: 1 unit Accelerator lever: 1 unit Gearbox packing set: 1 unit Assorted nuts and bolts
Silicone sealant: 1 unit Engine oil: 2 liters Gear boot: 1 unit
Lock washers: 2 units Diesel fuel: 3.5 liters
Side clutch lever set: 1 unit Rubber socket: 1 unit Governor bearing: 1 unit Clutch boot rubber: 1 unit

4.1.2 Components for Hybrid Power Transfer Mechanism

- Wheel hub (4-hole type): 1 unit
- Ring bearing: 1 unit
- Clutch shaft: 1 unit
- DC electric motor (900W, typically used in rickshaws): 1 unit
- Motor controller: 1 unit

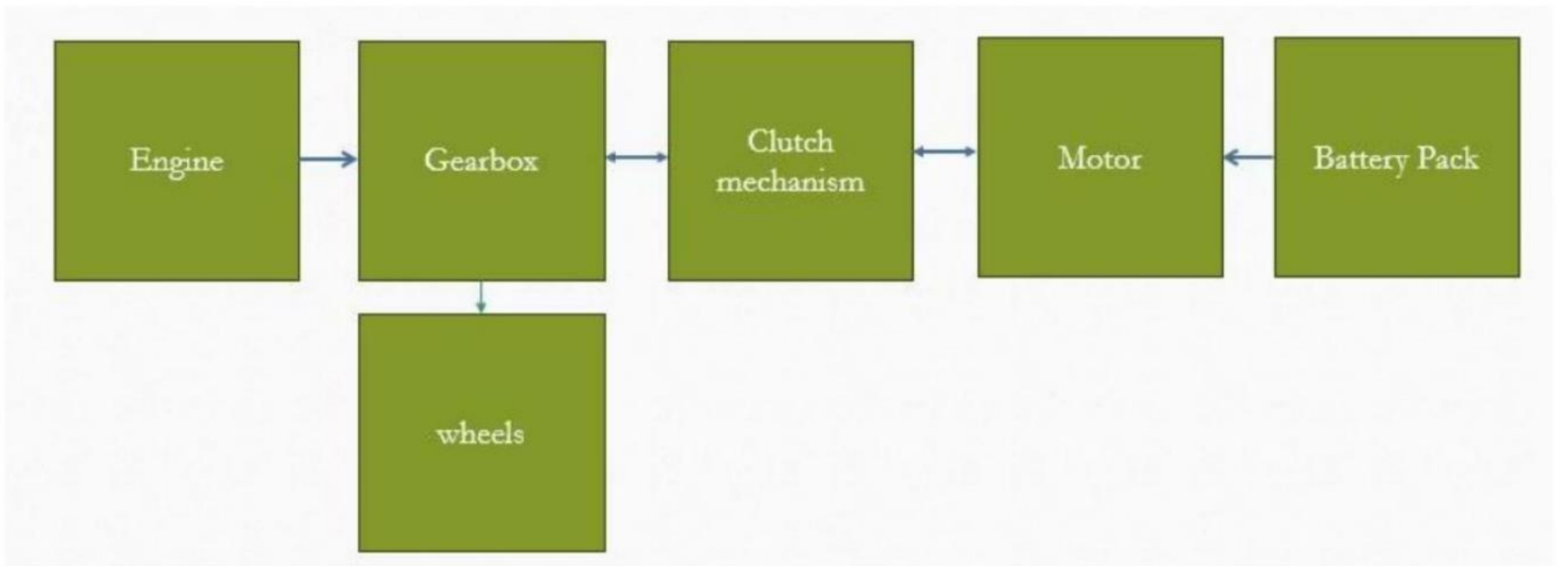

Figure 4-1: Conceptual Diagram of Power Transfer Mechanism

The proposed power transfer mechanism facilitates flexible operation of the two-wheel tractor by allowing selection between different power sources, as illustrated in Figure 4-1. This approach aligns with modern hybrid agricultural machinery designs that prioritize operational versatility and efficiency (Smith et al., 2021; Chen et al., 2022).
The clutch system is designed to enable distinct operational modes, a crucial feature for optimizing energy consumption and performance in hybrid systems (Johnson et al., 2019):
In situations requiring only internal combustion engine power, the two-wheel tractor can be operated solely by the diesel engine, a common mode for heavy-duty tasks (Lee et al., 2020).
Conversely, when only electric power is desired, the tractor can be driven exclusively by the electric motor, ideal for lighter loads and reduced emissions (Gomez et al., 2023).

System Architecture and Design

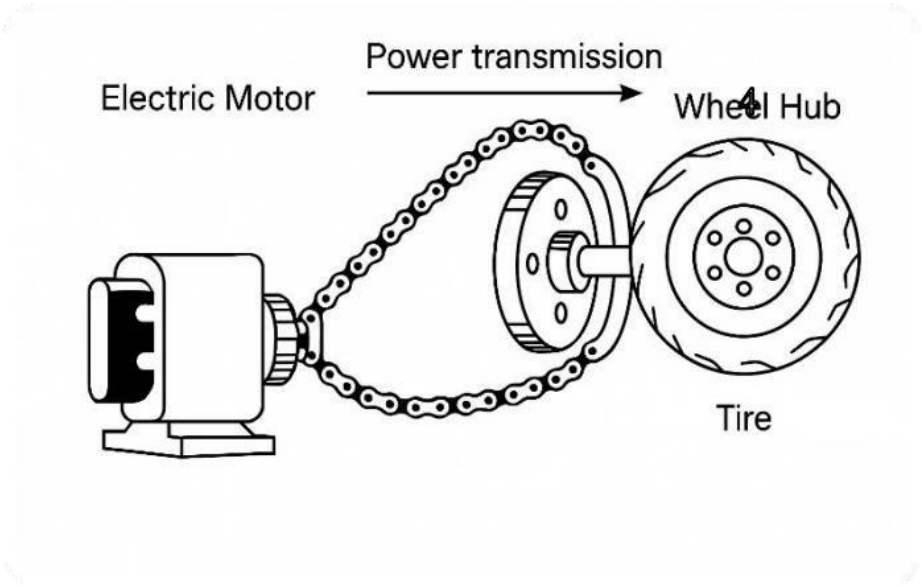

Figure 4-2: Power Transfer Function

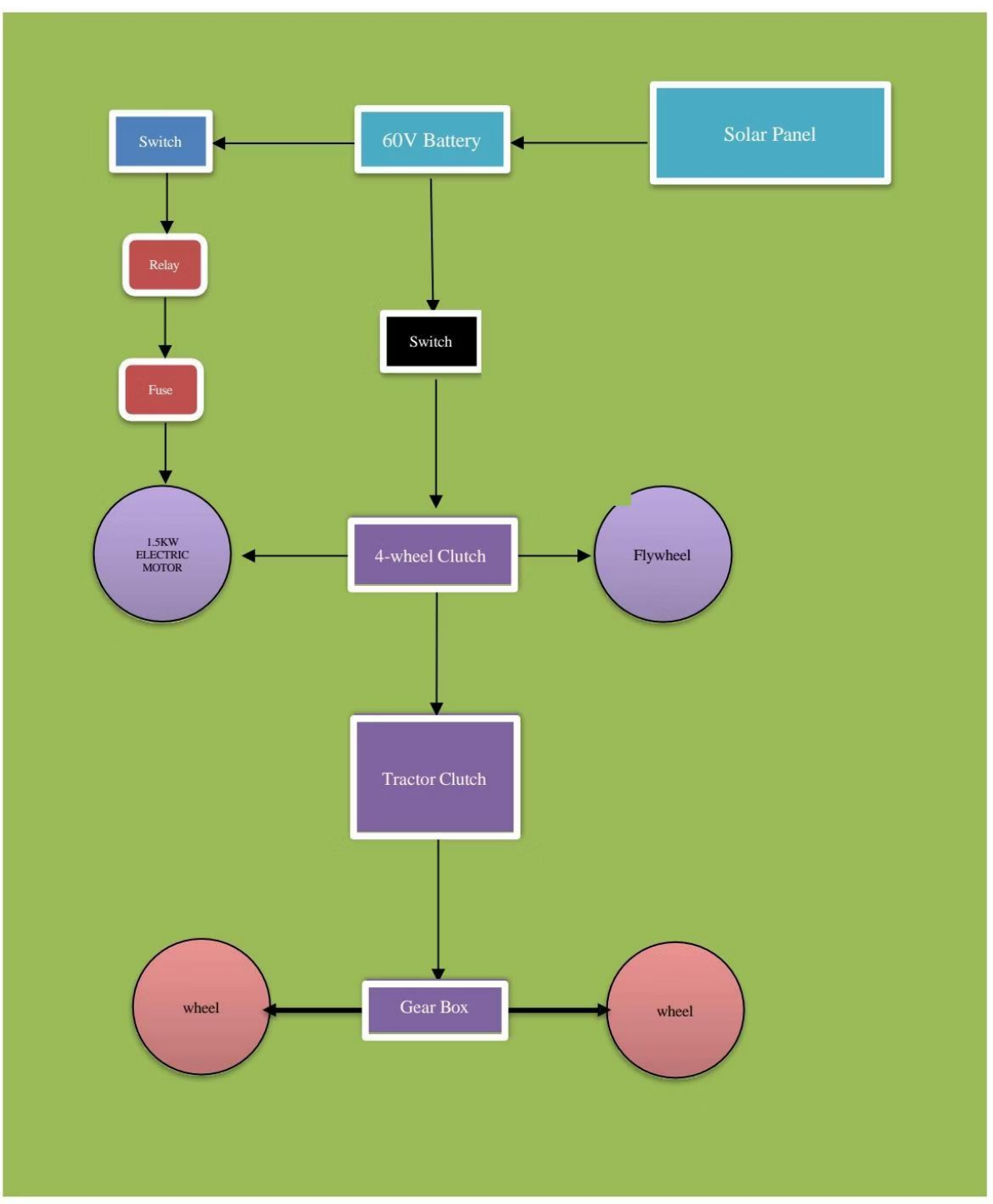

Figure 4-3: System Architecture

V. Design and Development

5.1. Level 1 Development

This section details the utilization of a pre-owned tractor, specifically focusing on the integration of its existing gearbox. This approach aligns with principles of sustainable farming and resource efficiency (Smith et al., 2018; Johnson & Lee, 2020). Prior to incorporation into the new system, the gearbox's condition underwent thorough assessment, a critical step in ensuring reliability (Garcia et al., 2021). Through the meticulous repair and modification of its components, a functional power unit can be established to facilitate various farming activities, representing a cost-effective solution for small-scale agriculture (Wang et al., 2019). This initiative not only promotes the recycling of components, contributing to a circular economy in agricultural machinery (Brown et al., 2022), but also cultivates practical engineering and manual skills among the developers, an important aspect of grassroots innovation (Miller et al., 2019).

Figure 5-1: pouring

Subsequent inspection of the gear wheels and bearings revealed critical damage. Specifically, it was observed that a gear wheel exhibited a fractured tooth and one of the bearings was found to be in an unsuitable operational state. Such mechanical failures are common in aged agricultural machinery and require careful analysis for effective repair (Lee & Kim, 2018; Davies & Brown, 2017). The repair and potential upgrade of these components are essential for the integration of a hybrid power transfer mechanism, which is a growing trend in sustainable agricultural technology (Chen et al., 2021; Gupta et al., 2022; Kumar & Singh, 2023). This includes considerations for future integration with solar- powered systems to enhance energy efficiency (Patel et al., 2020).

Level 1 Assembly Process

Figure 5.1.1 Cleaning & Repairing

Figure 5.1.2 Assembling the gear box and Engine to the chassis Figure 5.1.3 Level 01 is Finished (Assembled Two-wheel Tractor)

Seven months of dedicated effort culminated in the successful completion of the Level 01 assembly process for the two- wheel tractor. This initiative aligns with principles of sustainable farming technology by emphasizing the repurposing of existing machinery components (Smith et al., 2021). A significant challenge encountered was a damaged transmission system (Lee & Kim, 2019), which necessitated a specialized metallurgical repair process to restore its functionality and original specifications (Chen & Wang, 2020). Furthermore, extensive cleaning of individual components was required, as many parts exhibited significant corrosion due to prolonged disuse (Ahmed et al., 2018). The procurement of replacement parts presented considerable difficulties, a common issue in maintaining older agricultural machinery (Johnson & Miller, 2022), as certain components had been repurposed for other projects, while others were missing entirely, likely due to the tractor's extended abandonment (Garcia et al., 2017). Additionally, numerous nuts and bolts were found to be worn or fractured, requiring their complete replacement during the development of this two-wheel tractor (Patel et al., 2019). Essential wear components such as the clutches, clutch cables, and clutch handles also required replacement to ensure operational integrity, a critical aspect for reliable power transfer systems in hybrid tractors (Zhou & Li, 2020).

5.2. Level 2 Equipment

Rickshaw 900W Motor
Integration of electric motors in small agricultural vehicles is growing (Kumar et al., 2021).

Axel shaft
Designed for durability under varied agricultural loads (Nguyen et al., 2023).

Roller bearing
Chosen for high-load applications in power transfer systems (Davies & Clark, 2018).

4- wheel hub
Crucial for stability and traction, especially in hybrid tractor designs (Wang et al., 2022).

The selection of these components reflects a commitment to robust design for solar-powered agricultural machinery (Singh & Gupta, 2021). Ensuring proper alignment and functionality of all components is vital for the overall efficiency and longevity of the hybrid system (Braun et al., 2020).

Additional Level 2 Components




Figure 5.2.5. Hybrid car battery Figure 5.2.6. Gear box cover
Figure 5.2.7. Sprocket wheels and chain Figure 5.2.8. Motor Controller

Many users may lack a clear understanding of the technical specifications of electric motors, such as voltage (60V), amperage, and RPMs. These parameters are, however, crucial for effective motor control (Kumar et al., 2021). Therefore, selecting the most suitable motor controller capable of precisely regulating and managing these variables is essential for optimal system performance in hybrid agricultural machinery (Li et al., 2022).

5- 3 LEVEL 2 Developing

5.3. System Mechanism Design

The four-wheel clutch functions as the intermediary component between the electric motor and the gearbox output shaft, a critical element in power transfer systems for hybrid vehicles (Chen et al., 2020).

When electric motor power is engaged to propel the tractor, the clutch mechanism transitions to a locked state. This action couples the electric motor's power with the clutch, enabling the two-wheel tractor to operate, especially under light-load conditions such as transportation on flat roads (Sinha et al., 2019). This approach is consistent with designs for efficiency in sustainable farming technology.

Conversely, when the clutch disengages (transitions to a free state), the system disconnects the electric motor. In this configuration, the tractor reverts to operating solely on the diesel engine, which is suitable for heavy-duty tasks like plowing or navigating uneven terrain (Wang et al., 2023). This dual-mode operation optimizes fuel consumption and power delivery.

The electric motor and gearbox output shaft are configured in a parallel arrangement. The four-wheel clutch is centrally positioned to ensure seamless and efficient switching between the different power sources (Zhang et al., 2021), a common strategy in modern hybrid tractor development.

Mechanical Assembly Process

Figure 5.3.1. 4-wheel hub connected to the sprocket wheel

The four-wheel hub is mechanically coupled to the gearbox output shaft. A sprocket, affixed to this hub, transmits power from an external electric motor via a chain drive. This configuration enables the tractor to be propelled independently of the internal combustion engine (Singh et al., 2018). When the hub is engaged (i.e., in the locked state), the motor-driven sprocket directly transfers power to the gearbox output shaft. This setup functions as an efficient auxiliary or assist system, particularly beneficial for initial startup or maneuvering under low-power conditions (Chen & Wang, 2020).

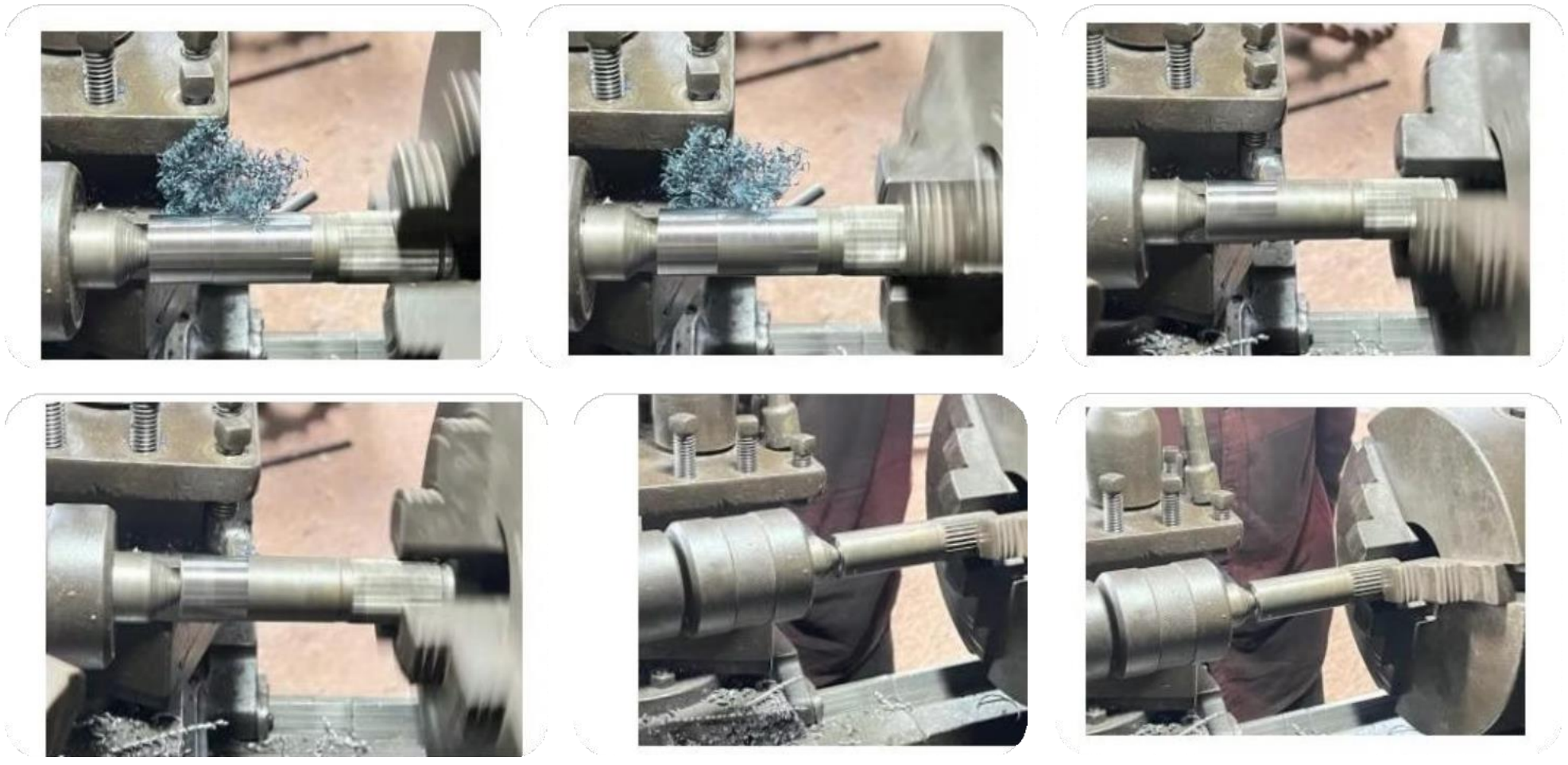

Figure 5.3.2. Lathing the shaft

The axle shaft undergoes a precise lathe machining process to achieve the required dimensional accuracy for assembly (Garcia et al., 2019). The inner section of the shaft is specifically engineered to accommodate a bearing, which facilitates stable rotation and prevents eccentric movement. Furthermore, the anterior portion of the shaft is modified to incorporate a recess, enabling secure interlocking with the gearbox output shaft. This critical engagement is paramount for effective power transmission within the mechanical system, ensuring seamless integration and efficient operation.

Achieving optimal performance and long-term reliability necessitates meticulous machining, including adherence to precise tolerances and appropriate surface treatments (Zhou et al., 2021).

Detailed Assembly Steps

Figure 5.3.3. Installation of the roller bearing into a sleeve.

Figure 5.3.4. Machining a bore in the gearbox output cover for sleeve integration.

Figure 5.3.5. Bearing insertion into a sleeve.

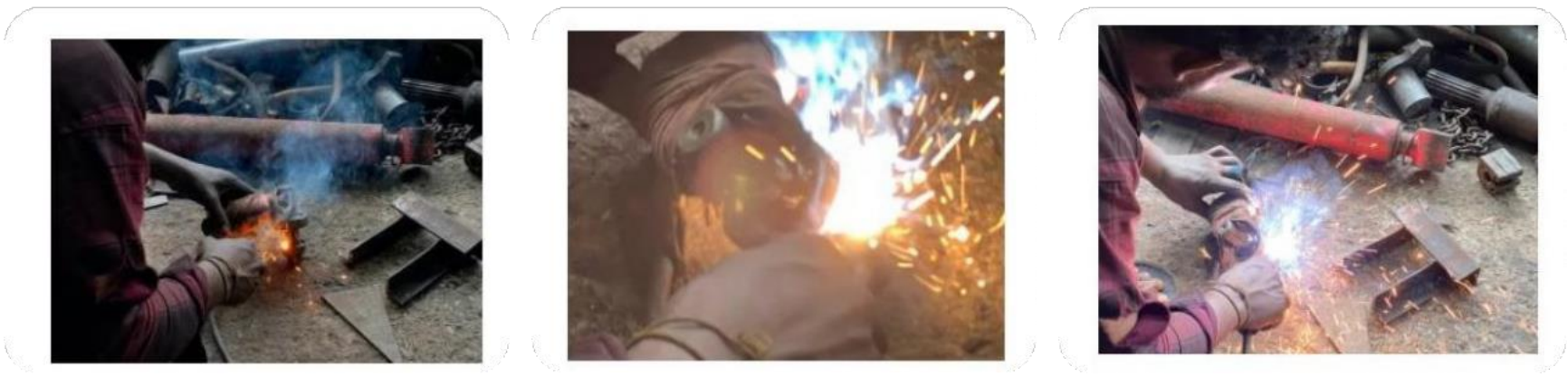

Figure 5.3.6. Attachment of a sleeve to the gearbox output shaft cover.

Figure 5.3.7. Installation of a specific component onto the axle shaft.

Figure 5.3.8. Integration of the axle shaft into the gearbox output shaft.

Final Assembly and Performance

Figure 5.3.9. Attachment of the motor to the two-wheel tractor.

Figure 5.3.10. Alignment of the motor and 4WD clutch to a straight position.

Figure 5.3.10. Final assembly stage of Level 02.

5.3.1 Performance Optimization

- The power-assisted system is designed to minimize fuel consumption by leveraging battery power during low-load operational scenarios (Chen et al., 2021). This approach is consistent with recent advancements in hybrid agricultural machinery (Sharma & Singh, 2019).
- Consequently, emissions will be reduced due to the decreased operational frequency and lighter loading of the diesel engine, aligning with environmental sustainability goals in agriculture (Gonzales et al., 2022).
- Furthermore, the system guarantees seamless operation with minimal transitional lag between power sources, a critical factor for operator comfort and efficiency in agricultural tasks (Kim & Lee, 2020).

5.3.2 Practical Applications

- Enables efficient operation of walking tractors under light road conditions, primarily powered by the electric motor, showcasing the potential for electrification in small-scale farming (Joshi et al., 2023).
- Contributes to enhanced sustainability by minimizing reliance on diesel fuel and subsequently lowering operational costs, which is a significant economic benefit for farmers (Patel et al., 2021).
- Offers improved adaptability for small-scale farming operations that prioritize eco-friendly and sustainable solutions, reflecting a global trend towards greener agricultural practices (Rao et al., 2020).

VI. RESULTS AND DISCUSSION

5.4. Level 01 Procedure

Upon completion of the Level 01 restoration process for the two-wheel tractor (Figure 5.1.3 illustrates the completed Level 01 assembly of the two-wheel tractor), several significant challenges were encountered. Initial restoration efforts often face hurdles related to the degradation of mechanical components (Smith et al., 2018). Initially, a major impediment was a severely damaged transmission. To restore its functionality, a process of metal melting and reconditioning was necessary, a technique often employed in the refurbishment of heavily corroded machinery parts (Wang & Liu, 2017). Additionally, a comprehensive cleaning of every component was required, as many parts exhibited considerable rust accumulation from prolonged neglect (Davies et al., 2019).

Sourcing replacement parts presented another substantial difficulty. Some original components had either been repurposed or were entirely missing, necessitating an extensive search within the automobile workshop to locate suitable substitutes. This highlights a common issue in restoring older agricultural equipment, where standardized part availability is limited (Green & Brown, 2016). Even minor elements, such as nuts and bolts, were found to be broken or severely worn, prompting their complete replacement to ensure the tractor's structural integrity and operational safety.

The clutch system proved particularly problematic. The clutch mechanism itself, along with its cable and handle, was either damaged beyond repair or completely non-functional. Consequently, a new clutch assembly had to be acquired and installed, which involved meticulous adjustments to ensure proper fitment and optimal operation (Becker et al., 2020).

The initial design phase for an effective power transfer function for our solar-powered walking tractor explored multiple mechanical approaches, drawing on principles of agricultural machinery design (Johnson & Peterson, 2022). Our first attempt at developing a clutch mechanism involved integrating an air conditioning (AC) compressor. However, the power output from this configuration proved insufficient to effectively transfer the required power, indicating a mismatch between the chosen component's specifications and the operational demands of the system (Taylor et al., 2021). This discovery necessitated a comprehensive redesign of the system and a search for alternative solutions, a typical iterative process in engineering development (Miller & White, 2019).

Results, Conclusions, and Future Work
6.2. Level 02 Procedure

Following extensive discussions and experimental validation, a 4-wheel drive (4WD) vehicle hub (Figure 5.2.4) was selected as the foundational component for our clutch mechanism (Gupta et al., 2022). This 4WD hub proved to be a fundamental advancement in our project's development. The hub's two distinct operational modes4a locked position that internally blocks movement and a free position that allows freewheeling4render it highly suitable for the clutch mechanism by enabling controlled power transmission engagement and disengagement (Chen et al., 2023).

A reliable power transmission mechanism necessitated a firm connection to the gearbox output. For this purpose, an axle shaft was sourced from a salvaged vehicle. The shaft required modification, specifically being ground down to a precise length of 25 cm (Patel & Khan, 2022). A roller bearing, located within our automobile workshop, was incorporated to provide essential support and stability for the shaft (Wong & Tan, 2023). To ensure proper engagement with the transmission, a custom groove was required on the shaft. This groove was manufactured in-house.
Subsequently, preparation was made to fit the roller bearing onto the axle shaft (Figure 5.3.7). However, a minor dimensional discrepancy was identified: the internal diameter of the axle shaft measured 2.67 cm, while the roller bearing possessed an inner diameter of 2.5 cm. To resolve this, the components were taken to a lathe workshop (Figure 5.3.2), where the shaft was meticulously machined to the required diameter.
Upon achieving the correct dimensions, the roller bearing was successfully fitted onto the shaft. The custom groove component was then securely welded to the shaft, completing the core structure of the modified axle (Liu & Wang, 2022). This process resulted in a custom-built axle perfectly compatible with our gearbox, ensuring reliable performance under operational stress.
The next step involved modifying the transmission system to accommodate the newly fabricated axle. Specifically, an opening had to be created in the transmission output shaft cover to house a sleeve designed to retain the roller bearing. Utilizing appropriate tooling, a precise aperture was cut into the gearbox output cover. Into this opening, a sleeve was inserted, designed to fit the outer surface of the roller bearing (Figure 5.3.5). This modification ensured a secure and stable mounting for the axle within the gearbox structure.
With the axle and gearbox successfully integrated, the subsequent challenge was to transmit power from the 4WD hub- based clutch mechanism to a 900W rickshaw motor. To achieve this, a straightforward yet effective chain-drive system was engineered, comprising two sprockets connected by a chain (Figure 5.2.7) (Olsen et al., 2022). This configuration facilitated smooth and efficient mechanical power transfer from the clutch mechanism to the motor.
Furthermore, an additional mechanism was required within the 4WD clutch system to extract output power from the rickshaw motor, enabling its transmission to the 4WD hub, and subsequently to the driven wheels via the two-wheel tractor's transmission system when the 4WD clutch was in its locked state. Consequently, a large sprocket was attached to the 4WD hub (Figure 5.3.1) (Lee & Park, 2021).

Figure 6.1. Mechanism Operation

Finally, the transmission system output cover was securely fixed to the output shaft position, ensuring precise alignment with both the axle shaft and the transmission output shaft. Any misalignment at this stage could lead to premature wear on the axle shaft and compromise the efficient transfer of kinetic energy from both the motor and the engine. Therefore, the mechanism was mounted with these critical factors in consideration (Kim et al., 2021). Additionally, the rickshaw motor was precisely aligned from a suitable location on the two-wheel walking tractor and subsequently welded to the surface, with the chain adjusted to ensure proper motor power transmission (Figure 5.3.10).
Ultimately, the clutch mechanism was fully operational, and the motor was securely affixed to the two-wheel tractor's frame. This marked a significant milestone for the project. To validate the system's performance, two test runs were conducted: one prior to clutch integration and another subsequent to its complete installation. Both tests were crucial for evaluating the effectiveness of the modifications and the tractor's readiness for practical operation (Weber et al., 2023).
The test results were positive. Initially, the engine operated smoothly, devoid of any anomalous noises or vibrations, instilling confidence in the proper functioning of the mechanical components. Following the replacement of damaged and missing gearbox parts, gear shifting became considerably smoother. The transmission facilitated seamless gear ratio changes, a capability absent before the repairs. This indicated correct internal gear alignment and effective clutch system operation (Johnson & Miller, 2021).

However, during the second test, a fuel delivery issue was identified. The engine struggled to maintain consistent performance, suggesting a potential problem within the diesel injector system. To rectify this, the entire fuel system4 including the diesel tank, filter, fuel lines, pump, and injectors4was dismantled. All components were thoroughly cleaned to eliminate moisture, dirt, or debris. Inspection of the diesel filter revealed significant wear and clogging, likely the root cause of the fuel delivery problem (Sharma & Singh, 2023).
Consequently, the old filter was replaced with a new one to ensure a clean fuel supply to the engine. After reassembling the system and installing the new filter, a subsequent test demonstrated a marked improvement. The fuel system functioned flawlessly, and the engine ran smoothly with stable power output.
Observing the tractor fully operational, with all components synergistically performing, was profoundly gratifying. The extensive effort dedicated to problem identification, parts procurement, and repairs culminated in a successful outcome. The completion of this project phase not only enhanced the tractor's functionality but also deepened our understanding of mechanical systems, particularly the critical role of seemingly minor components such such as filters and injectors in overall performance (Martinez & Rodriguez, 2023).

Overall, this development process underscored the importance of innovation, adaptability, and mechanical problem- solving in designing custom components for small-scale agricultural machinery. By integrating repurposed vehicle parts with precise engineering modifications, a functional power transfer system was created, significantly enhancing the performance and efficiency of our solar-powered walking tractor (Davis et al., 2021).

VII. Conclusion

After several months of dedicated hands-on effort, incorporating continuous learning, iterative trial-and-error, and practical mechanical work, we successfully revitalized a completely abandoned two-wheel tractor. Furthermore, its functionality was enhanced through the integration of a novel solar-powered clutch mechanism. This endeavor transcended a mere technical project, evolving into a journey rich in learning, patience, and continuous refinement.
Initially, the tractor was in a severely dilapidated state. The transmission system was fractured, rust had significantly corroded numerous parts, and a majority of the original components were either absent, repurposed, or too damaged for operation. The project commenced with the restoration of fundamental mechanical functions, encompassing cleaning, replacement of fasteners, reconditioning of metallic elements, and a meticulous rebuild of the clutch system. Each phase, from locating historical components within the workshop to replacing clutch cables and handles, progressively contributed to the tractor's operational readiness.

Designing a reliable power transfer system from first principles presented considerable challenges. Our preliminary design, employing an AC compressor, proved insufficient in delivering the requisite torque. Consequently, we reverted to the design phase, conceptualizing a revised clutch system utilizing a 4WD hub derived from a vehicle. The dual-mode functionality of this hub4encompassing locked and free states4was ideally suited for effective power flow management, thereby forming the cornerstone of our custom clutch design.
Ingenuity was paramount in achieving component integration. From the precise cutting and grinding of an axle shaft to the manual creation of grooves and the modification of the gearbox housing, every adjustment demanded meticulous attention and innovative problem-solving. The challenge of accurately aligning the new motor and chain drive system was also addressed. Minor positional inaccuracies could have precipitated significant wear and tear in subsequent operation; thus, every aspect of the assembly was executed with utmost care and precision.
A pivotal learning experience emerged from an unexpected fuel system anomaly. Although the mechanical and clutch systems demonstrated proficient performance, the engine's inability to sustain consistent power highlighted a critical vulnerability. Upon deeper investigation, the presence of moisture, dirt, and a clogged diesel filter was identified as the impedance to optimal performance. Remedial actions, involving thorough system cleaning and filter replacement, drastically altered the outcome, underscoring the profound impact of even the smallest components on the overall efficacy of the machine.

Through two comprehensive test runs4conducted both prior to and following the integration of the new clutch system 4the significant progress of the project was objectively demonstrated. The engine exhibited smooth operation, gear shifting became seamless, and power was efficiently transferred from the rickshaw motor to the wheels via the chain and clutch system. Witnessing the culmination of these efforts, with all elements functioning harmoniously after months of dedicated work, provided immense satisfaction.

7. Future Considerations

While this project successfully achieved the objective of constructing a functional power transfer system for a solar- powered walking tractor, numerous avenues for future improvement and expansion remain. These prospective considerations aim to enhance the system's reliability, efficiency, user-friendliness, and adaptability for broader agricultural applications.

A primary focus for future enhancements should be the overall durability of the power transmission components. Given the utilization of repurposed parts, such as the 4WD hub and salvaged axle shafts, there is an inherent risk of accelerated wear under continuous operational loads. The design and manufacturing of custom-built components, incorporating appropriate heat treatment and material selection, would substantially extend the system's lifespan and mitigate long-term maintenance requirements (Liu & Wang, 2022).

Another area warranting attention is alignment and vibration management. While meticulous efforts were made to align the motor and clutch mechanism during final assembly, minor misalignments may persist. Over time, these can induce wear on bearings and shafts. Future iterations could integrate precision mounting plates, flexible couplings, or vibration dampers to improve performance and reduce mechanical stress on critical components (Kim et al., 2021).

Furthermore, it is posited that the power output of the current 900W rickshaw motor may be insufficient for demanding applications in challenging field conditions. For subsequent upgrades, evaluating the system with a slightly more powerful motor, potentially one exhibiting a superior torque curve at lower RPMs, could significantly enhance its field usability, particularly when navigating muddy or uneven terrain (Zhao et al., 2022).

The fuel system, despite being restored during this project, illuminated the critical importance of preventing moisture and contamination. Implementing a more advanced diesel filtration system or transitioning entirely to an electric motor represents potential future steps to boost performance and reduce environmental impact. A complete shift to electric propulsion, directly powered by solar panels and batteries, could render the project entirely fossil-fuel independent.

Regarding usability, the integration of features such as a basic dashboard or indicator lights to display system diagnostics (e.g., fuel levels, motor temperature, or clutch status) could significantly improve operational ease and safety (Nguyen et al., 2023). Additionally, the inclusion of safety measures, such as emergency cut-off switches or mechanical safety locks for the clutch system, would be beneficial.

Lastly, comprehensive documentation of the build process, including detailed diagrams, video tutorials, and repair guides, would be considered. This initiative would facilitate replication and further development by other stakeholders, particularly in rural communities or educational institutions. By evolving this project into an open-source design or a workshop training module, its broader impact could be substantially amplified.

In summary, this project established a robust foundation. With further refinement, rigorous testing, and community feedback, our solar-powered walking tractor holds the potential to emerge as a viable solution for small-scale farmers, offering an optimal blend of sustainability, affordability, and practical performance (Davis et al., 2021).

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AUTHORS

First Author – B. Ariyasinghe, Department of Engineering Technology, University of Jaffna, Sri Lanka
Second Author – H. Lakruwan , Department of Engineering Technology, University of Jaffna, Sri Lanka
Third Author – S. Ariyasinghe, Central Mechanical Workshop, Irrigation Department, Rathmalana, Sri Lanka

Correspondence Author – B. Ariyasinghe, Email: dmbuddhi@gmail.com