

UNIVERSITI PUTRA MALAYSIA

CRUSHING BEHAVIOUR OF WOVEN ROVING LAMINATED CONICAL SHELLS USING SLIPPING SOLID CONES

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By

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This project examines experimentally the energy management during the slipping of solid steel cone into composite conical shell. Quasi-static crushing test was carried out with different low speed rate. The cone vertex angles used were 8, 16, 24, 32 and 40 degrees. The cone height and bottom diameter were kept constant for all cases as 100 mm and 76.2 mm, respectively. Force-stroke curves and deformation histories of typical specimens are presented and discussed.

Experimental results show that the cone vertex angle and loading condition affects the load carrying capacity and the energy absorption capability of the conical shell. The axially loaded conical shells between two platens have better load carrying capacity and energy absorption capability compared to the conical shells subjected to slipping. The tearing failure mode is longitudinal fibres and occurs near the contact area between the solid steel cone and the conical shell wall (out-of-plane tearing mode). Furthermore, the

structure subjected to plated test crushed at the small end in splaying failure-crushing mode.

Based on experimental results obtained from this investigation, it could be concluded that at first-crush stage the energy is dissipated in the form of friction and the conical shell responded to slipping force in an elastic manner, while the post crush stage is dominated by the tensile tearing failure followed by longitudinal and transverse shear cracking failure.

The developed FORTRAN computer program approximately predicts the initial failure load. The discrepancy between the analytical solution prediction and the experimental results is due to the assumption made in FORTRAN computer program.



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KELAKUAN PENGHANCURAN BAGI KELOMPANG KON BERLAPIS ROVING TENUN MENGGUNAKAN KEGELINCIRAN KON-KON PADU

Oleh

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Projek ini secara eksperiman berkaitan penggunaan tenaga semasa gelinciran besi pejal kepada bentur komposit konical kiub. Ujian renghancanran Quasi-static dilakukan pada kadar kelajuan reudah yang berbeza. Sudut vertex kon yung digunakan adalah 8,16,24,32 dan 40 darajah. Keliuggian kon dan diameter bawah kon adalah konstan pada semua kas pada 100mm dan 76.2mm. Lengkung stroke-daya dan kecacatan spesimen di bincangkan.

Keputusan eksperimen menunjukkan sudut kon vertex dan beban mempengaruhi kapasiti bebanan dan kebolehan penyerapan tenaga kiub konikal. Kiub konical yang di letakkan beban secara tegak diantara dua gandar mesin mempunyei kapasiti bebanan dan penyerapan tenaga yang lebih baik berbanding kiub konical yang gelincir. Mad kegagatan koyakan adalah fiber yang membujar dan berlaku berdekatan kawsan sentuh diantaru kon besi pejar dan dindiue kiub konical (mod koyakan luar satah). Tambahan lagi, struktur



pada platugian hancur pada hujung yang kecil pada mod kegagalan-peghaueuran melebar.

Berdasarkan pada keputusan eksperimen yang di dapati, boleh di rumuskan pada peringkat penghancuran pertama tenaga hilanc dalam betuk geseran dan konical kiub bertindak balas tarhadap daya gelinciran secara elastik, manakalaperingkat pengnangcuran di dominasi oleh kegagalan koyakan tensil diikuti oleh kegagalan retakan ricihan melitang dan menegak.

Program komputer FORTRAN meramalkan tegaglan beban yang awal. Perpezaan diantararamalah penyelesaian analitikal dan keputusan eksperimen adalah disebabkan oleh andaian yang dibuat didalam program komputer FORTRAN.



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TABLE OF CONTENTS

ABSTRACT

ACKNOWLEGMENTS

APPROVALSHEET DECLARATION

LIST OF FIGURES

LIST OF TABLES

NOMENCLATURE

ABSTRAK

CHAPTER		
1	INTRODUCTION	1
	1.1 Objectives of project	3
	1.2 Thesis Layout	4
	1.3 Significance of the study	4
2	LITERATURE REVIEW	6
	2.1 Introduction	6
	2.2 Fibrous composite	8
	2.2.1 E-Glass Fibre	9
	2.2.2 Matrices	9
	2.3 Composite Materials	10
	2.3.1 Woven Roving	10
	2.4 Crushing Process of Composite Shells	
	2.4.1 Energy Absorber Devices	11
	2.4.2 Fundamental Crushing Process	12
	2.4.3 Crushing Modes and Mechanism	13
	2.5 Failure of fibre-reinforced 20	
	2.6 Effect of Ply Orientation on Energy Absorption Capability	22
	2.8 Effect of crushing speed on crushing behaviour	24
	2.9 Crushing of composite conical shells	29
	2.11 Discussion	32
3	METHODOLOGY	33
	3.1 Introduction	33
	3.2 Mandrel Design	33
	3.3 Fabrication of Composite Conical Shells	35
	3.4 Experiments Test Procedure	39
	3.5 Macroscopic Investigation	41
	3.6 Microscopic Investigation	41
	X	



ii

iv vi

vii

ix

xii

xiv

xv



	3.7 Discussion	41
4	ANALYTICAL SOLUTION	42
	4.1 Introduction	42
	4.2 Assumptions	43
	4.3 Orthotropic Material	44
	4.4 Plane Stress	44
	4.5 Reduced Stiffness Matrix	44
	4.6 Laminate Stiffness Matrix (ABD Matrix)	45
	4.7 Stress-strain Relation	50
	4.8 Failure Criteria	51
	4.8.1 Maximum Stress Criterion	52
	4.8.2 Tsai-Wu Failure Criterion	54
	4.9 Numericai Example	55
	4.9.1 Axially Crushed Composite Conical Shells	55
	4.9.2 Results	58
	4.9.3 Discussion	59
5	RESULTS AND DISCUSSION	62
	5.1 Force-stroke Relationship	62
	5.1.1 Slipping test	62
	5.1.2 Axial Crushing Between Two Platens	93
	5.2 Failure Modes	101
	5.2.1 Out-of-plane Tearing Mode	101
	5.2.2 Progressive Splay Failure-crushing Mode	102
	5.3 Specific Energy	102
	5.3.1 Slipping Solid Steel Cone into The WRL Conical Shells	102
	5.3.2 Axial Crushing Between Two Platens	103
	5.4 Effect of Crush Rate	106
	5.5 Effect of cone vertex angle	106
	5.6 Effect of Loading Conditions	108
	5.7 Conclusion	116
6	DISCUSSION AND CONCLUSION	117
	6.1 Experimental Work	117
	6.2 Analytical Solution Work	119
REFERENCE		121



LIST OF FIGURES

Figure	page
2.1 Composite materials	7
2.2 Crushing characteristics of transverse shearing crushing mode	15
2.3 Crushing characteristics of lamina bundle crushing mode	
2.4 Crushing characteristics of brittle fracturing crushing mode	
2.5 Crushing characteristics of local buckling crushing mode	
2.6 Energy-absorption capability of $[0/\pm\theta]$ tubes	
2.8 Load-displacement curve for the FWL glass/epoxy circular conical shells	
2.9Load-displacement curve for the FWL carbon/epoxy circular conical shells	
2.10 Typical load-stroke curve showing stroke length	29
3.1 Flow chart of methodology procedures	36
3.2 Solid steel mandrels	
3.3 View of conical shell specimen	38
3.4 Flow chart describes the fabrication process of the specimens	39
3.5 Schematic diameter for woven roving wound process	41
3.6 Final products of conical shells	42
3.7 Experiment set-up	43
4.1 Symmetric laminate	45
4.2 Circular conical shell model for axial compression	49
4.3 Woven roving laminates	51
4.4 Tensile force-stroke curve for woven roving fibre glass/epoxy	56
4.5 Flow chart describes steps for stress analysis for composite laminate	57
5.1 Force-stroke curve of SWRL β8° V1	64
5.2 Force-stroke curve of SWRL β8° V2	65
5.3 Force-stroke curve of SWRL β8° V3	67
5.4 Force-stroke curve of SWRL β8° V4	68
5.5 Force-stroke curve of SWRL β16° V1	70
5.6 Force-stroke curve of SWRL β16° V2	71
5.7 Force-stroke curve of SWRL β16° V3	73
5.8 Force-stroke curve of SWRL β16° V4	74
5.9 Force-stroke curve of SWRL β24° V1	76
5.10 Force-stroke curve of SWRL β 24° V2	77
5.11 Force-stroke curve of SWRL β24° V3	79
5.12 Force-stroke curve of SWRL β24° V4	80
5.13 Force-stroke curve of SWRL β32° V1	82
5.14 Force-stroke curve of SWRL β32° V2	83
5.15 Force-stroke curve of SWRL $\beta 32^{\circ}$ V3	85
5.16 Force-stroke curve of SWRL β32° V4	86
5.17 Force-stroke curve of SWRL β40° V1	88
5.18 Force-stroke curve of SWRL $\beta 40^{\circ}$ V2	89
5.19 Force-stroke curve of SWRL $\beta 40^{\circ}$ V3	91
5.20 Force-stroke curve of SWRL $\beta 40^{\circ}$ V4	92

Force-stroke curve of PWRLβ8°	94
Force-stroke curve of PWRL $\beta 16^{\circ}$	
Force-stroke curve of PWRL β24°	97
Force-stroke curve of PWRL $\beta 32^{\circ}$	99
Force-stroke curve of PWRL $\beta 40^{\circ}$	100
Final crushed shape of specimens subjected to axial	104
Final crushed shape of specimens subjected to axial crush load	104
Effect of crush rate on load-carrying capacity of composite cones	107
Effect of cone vertex angle on load-carrying capacity of composite cones	
subjected to slipping crush test	107
Effect of loading condition in terms of crush force efficiency	109
Shown that specific energy-stroke curve for slipping test	109
Shown that specific energy-stroke curve for plated test	110
Optical micrographic of WRL conical shell β8° slipping and plated tests	111
Optical micrographic of WRL conical shell β16° slipping and plated tests	112
Optical micrographic of WRL conical shell $\beta 24^{\circ}$ slipping and plated tests	113
Optical micrographic of WRL conical shell $\beta 32^{\circ}$ slipping and plated tests	114
Optical micrographic of WRL conical shell $\beta 40^{\circ}$ slipping and plated tests	115
	Force-stroke curve of PWRL $\beta 8^{\circ}$ Force-stroke curve of PWRL $\beta 16^{\circ}$ Force-stroke curve of PWRL $\beta 24^{\circ}$ Force-stroke curve of PWRL $\beta 32^{\circ}$ Force-stroke curve of PWRL $\beta 40^{\circ}$ Final crushed shape of specimens subjected to axial Final crushed shape of specimens subjected to axial crush load Effect of crush rate on load-carrying capacity of composite cones Effect of cone vertex angle on load-carrying capacity of composite cones subjected to slipping crush test Effect of loading condition in terms of crush force efficiency Shown that specific energy-stroke curve for slipping test Shown that specific energy-stroke curve for plated test Optical micrographic of WRL conical shell $\beta 8^{\circ}$ slipping and plated tests Optical micrographic of WRL conical shell $\beta 16^{\circ}$ slipping and plated tests Optical micrographic of WRL conical shell $\beta 32^{\circ}$ slipping and plated tests Optical micrographic of WRL conical shell $\beta 32^{\circ}$ slipping and plated tests Optical micrographic of WRL conical shell $\beta 40^{\circ}$ slipping and plated tests



LIST OF TABLES

Table	
3.1 Dimension of solid steel cones	33
4.1 Typical elastic moduli of constituent materials	56
4.2 Failure stresses for the material	
4.3 Comparison between the experimental and theoretical results for initial failure	
for woven roving glass/epoxy conical shells subjected to plated test	60
5.1 Measured crashworthiness parameters for the slipping and plated tests	



NOMENCLATURE

Es	Crushing energy absorbed per unit mass
E _v	Crushing energy absorbed per unit volume
P _m	Average crushing force
Pi	Initial crushing force
P_{P1}	Stands for the first peak force
Ррн	Stands for the highest peak force
IFI	Abbreviated the initial failure indicator
L	Maximum stroke
S	Slipping crush test
Р	Plated test between two platens
А	Cross-section area
М	Weight of the structure
Н	Height of the structure
β	Cone Vertex angle
CFE	Crush force efficiency
SE	Stroke efficiency
D, d	Maximum and minimum diameters of the cone, respectively
WRL	Woven Roving Laminated
Vi,	Crushing speeds (i=1-4)

CHAPTER 1

INTRODUCTION

One of interesting aspects of composite material is the freedom to select the precise from the material to suit the application. Moreover, composite materials offer the stiffness of conventional metal at a lower weight. However, with the increasing demand of advanced composite material in wide range of engineering application, it requires test data, which the designers could rely upon in the designing process. Crashworthiness ensures vehicle structural integrity and its ability to absorb crash energy with minimal attention of survivable space. Accordingly one of these applications in the energy absorbing devices, which optimise the crashworthiness design factors of vehicles, the occupant safety should be the crucial design factor in favour of other factors, although it is well known that crashworthiness design factors are often in conflict. Moreover the material used for these applications should have the required rigidity, strength, and survivability. Furthermore There is need understood that the amount of energy that a vehicle absorbs during collision is a matter of concern to ensure passengers and pedestrians safety.

Motor vehicle accidents are inevitable due to human and environmental factors. Automobiles manufacturers, by employing proper safety design and manufacturing techniques, can prevent the death and serious injuries that result from motor vehicle accidents. Accordingly, one of these techniques is the energy absorber



device, which design to prevent vehicle's occupants from the effects of sudden impact [1].

However, maximum energy is believed that to be absorbed by progressive crush that involves extensive deformation and fibre micro fracture in a small zone that moves progressively through the structure. Most of the studies to examine the energy absorption capabilities of composite material have been directed towards the axial or lateral crushing analysis.

The importance of improved safety and crashworthiness in automotive vehicles is evident through increased design requirements. The reason behind using thin walled shells is that they could withstand their axial loading in a membrane manner rather than through bending [2]. Increased demand of laminated composite shell has created real need for further investigation on the crushing behaviour of composite shell. Composite conical shells are common structural components that can be used for wide variety of applications. Some of these applications include closures in tanks and pressure vessels, hoppers in cylindrical structures, together with cylinders and spheres; they may be regarded as elementary shells geometries and submarine and submersible pressure hulls.

Several studies have shown that composite structure like tubes, cones and domes have considerable energy absorption potential that is comparable to and in some cases better than metal structures [3]. In addition to the reduction in weight, composites have the advantage of good manufacturing quality, styling



enhancements and improved corrosion and dent resistance. However, studies involving their analysis are rather limited. This is primarily due to large number of variables involved. Axial crushing of metallic tubes has long been the subject of extensive research. In the time being many authors have considered the axial compression of the composite tubes [3-5]. The present project has been performed with the objective of the developing an understanding of mechanisms responsible for energy absorption in slipping solid steel cone into woven roving glass/epoxy conical shells and axial crashing between two flat platens.

In this project, experimental investigation into the crushing behaviour of the woven roving laminated conical shells has been conducted. The axial crushing between two platens and slipping solid cone into the woven roving laminated conical shells were performed.

The developed FORTRAN computer program approximately predicts the initial failure load for woven roving laminated conical shells subjected to quasi-static axial crushing load between two platens.

1.1 Objectives of Project

The main objectives of present study can be summarised as following:

1. To study the performance of the woven roving glass/epoxy circular conical composite shells specimens with different vertex angle.



- 2. To investigate the effects of crushing speed changing on crashworthiness performance of woven roving glass/epoxy composite circular conical shells.
- 3. To examine the effect of loading condition slipping and plated tests on the crushing behaviour of the conical shells.

1.2 Thesis Layout

This thesis is divided into six chapters. The next chapter, Chapter 2 presents a review of literature that related to the composite materials, reinforcement, composite forms, mechanism of composites, crushing process, effect of crushing speed and energy absorption characteristics of composite structures will be discussed. Chapter 3 explains with systematic description of the methodology to carryout the work. The results from experiments are discussed in details and analysed in Chapter 4. In Chapter 5 analytical solution by FORTRAN program will be presented and discussed. General conclusions and discussion are presented in Chapter 6.

1.3 Significance of the study

This study is important because of the following:

• The generated data from this study can be useful in the design of energy absorber elements made from composite materials.



- Conical shells made of metal are frequently used as energy absorber elements; the use of composite conical shells instead of metal conical shells can result in much technical and economical advantage.
- The efficient use of composite conical shells as energy absorber depends on the understanding of their crushing behaviour.



CHAPTER 2

LITERATURE REVIEW

In this chapter, the review of literature on composite material and crushing process is done. Attention is directed toward, the mechanics of composite material, crushing modes, and the energy absorption in composite materials. In addition the effect of geometry and crushing speed, which influence the crushing behaviour of composite conical shells are also discussed

2.1 Introduction

Robert M. Jones 1975 defined that the word "composite" in composite material signifies that two or more materials are combined on a macroscopic scale to form a useful material. Different materials can be combined on a microscopic scale, such as in alloying, but the resulting material is macroscopically homogeneous. The advantage of composites is that they usually exhibit the best qualities of their constituents and often some qualities that neither constituent possesses [6]. Composite is a material that is composed of two or more distinct materials as shown in Figure 2.1 thus a composite is heterogeneous. To a certain extent this definition depends upon the level of analysis, as all materials are considered heterogeneous if the scale of interest is sufficiently small. Fibrous composite are material in which one stage acts as a reinforcement of a second stage. The second material is called matrix [7].



The most general definition of a composite material is very closely related to dictionary definition of the word composite, meaning made up of different parts or materials. Composite material are constructed of two or more materials, commonly referred to as constituents, and have characteristics derived from the individual constituents. Depending on the manner in which the constituents are put together, the resulting composite materials may have the combined characteristics of the constituents [8].



Figure 2.1 Composite materials

Modern composite material typically utilizes a reinforcement phase and a binder phase, in many cases with more rigid and higher-strength fibres in more compliant matrix, although this is not universally the case. Modern applications started with glass fibre, followed by more recent high-performance fibres such as carbon, aramid, boron, silicon carbide and others.



2.2 Fibrous Composites

It is well recorded that are becoming the material for the future. This is because they have very high specific stiffness compared with conventional and bulk composites. This is because of preferential orientation of molecules along the fibre direction and because of the reduced number of defects present in a fibre as apposed to the bulk material [9]. Serope et al summarized the common synthetic polymeric fibres used in engineering application are generally glass, carbon, aramid, or boron.

There are several principal types of glass fibres.

- E-glass is a borosilicate glass developed for better resistance to water and mild chemical concentrations.
- S-glass type, is most common for structural application, offering higher strength and stiffness but at great cost;
- 3. E-CR type, a more recently developed, high-performance glass fibre, offering higher resistance to elevated temperatures and acid corrosion than does the E glass [11].

It is also interesting to mention that the E-glass fibre, which has been used as reinforcement material to fabricate the specimens in this project, will be highlighted in the following section.



2.2.1 E- Glass Fibre

Glass fibres are the most common of all reinforcing fibres for polymeric (plastic) matrix composite (PMC). The principal advantages of glass fibres are low cost, high tensile, strength, high chemical resistance and excellent insulating properties. The disadvantages are relatively high specific gravity (among the commercial fibre), sensitivity to abrasion with handling (which frequently decreases its tensile strength), relatively low fatigue resistance and high hardness (which causes excessive wear on moulding dies and cutting tools) [11].

Serope et al also indicated that glass fibres are the most widely used and the least expensive of all fibres. The composite materials are called glass-fibre reinforced plastic (GFRP) and many contain between 30% and 60% glass fibres by volume. Glass fibres are made by drawing molten glass through small openings in a platinum die [11].

2.2.2 Matrices

The matrix resin generally accounts for 30 to 40 percent, by volume, of a composite material. Polymers used as matrix materials are commonly referred to as resin. In addition to maintaining the shape of the structure of composite, aligning the reinforcements, and acting as a stress transfer medium, the matrix protects the fibre from abrasion and corrosion [12]. The two basic classes of resins are thermosets and thermoplastics. The two resins systems have different thermal

