Patryk Różyło

Lublin University of Technology, Poland

A STUDY OF CRITICAL STATE OF COMPRESSED THIN-WALLED COMPOSITE PROFILES

1. Introduction

The problem of modern engineering materials is important for mechanics, strength testing and machine design. Carbon-epoxy structures having higher strength properties compared to traditional materials are more and more widely used in many branches of industry. The current trend in engineering is to use materials which are thin-walled, lightweight and have high mechanical properties at the same time. In contrast to structures made of traditional materials, the strength of modern carbon-epoxy composite materials subjected to a long-term operation decreases to a much lower extent. CFRP profiles are much lightweight than steel or aluminium and have much higher strength properties. As a result of many years of research into composite materials, it was possible to clearly define their material properties via the properties of matrix and reinforcement which make up composite laminates. Epoxy resin profiles are widely used in the aircraft industry. Due to technological progress, it is now required to implement lightweight structures which have a higher strength than those used at the beginning of development and production of aircraft subassemblies. The load-carrying capacity of composite structures described in this paper is determined by a phenomenon which is commonly referred to as "loss of stability." There are numerous works devoted to the investigation of composite profiles with different sections depending on their application in industry. A vast majority of the works on the problem of composite structures examine profiles with different types of open cross sections and geometric shapes. The authors of the works [3, 4, 9, 10] introduced the fundamentals of design in the Abaqus system**.** Dealing with typically static problems, they demonstrated how to use the programme properly in order to describe a computational process correctly. The publications [1, 2, 5-8] report the results of investigations into composite structures. Their authors investigated the problems directly connected with buckling of thin-walled composite profiles having both open and closed sections. In addition to this, they also analyzed post-buckling states. They determined critical loads that given profiles can carry at the moment of stability loss. The results reported in these publications enabled the author of this paper to conduct further numerical analyses. There is a growing interest in the problem of thin-walled composite structures due to mechanical properties of these materials. The design of composite structures is time-consuming and requires vast knowledge about properties of these structures in order to define and solve investigated problems correctly. Problems connected with instability of composite profiles are one of the trends in both research studies and industrial development. Numerical environments such as Abaqus enable us to solve problems for suitably defined material properties and boundary conditions in real processes, and, as a result, we can perform a pre-production analysis of thin-walled composite structures. If a numerical problem of profile buckling is defined correctly, the behaviour of real thin-walled structures will be modelled correctly, too.

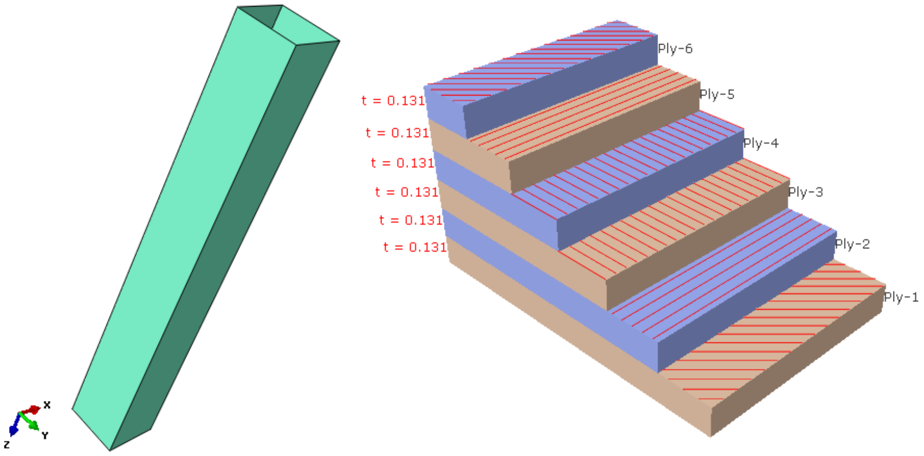
2. Materials

The study involved designing a numerical model of a profile made of carbon-fibre reinforced plastic (CFRP). The numerical model was designed using the Abaqus software. The material was ascribed linear-elastic properties in two-dimensional state of stress and had six independent material properties. The test specimen was modelled as an orthotropic laminate, so its mechanical properties were typical of this kind of composite material, i.e. Young's modulus in fibre direction was equal to E_1=130.71 GPa, while that perpendicular to fibres_was E_2=6.36 GPa; Poisson's ratio was v=0.32; Kirchhoff's modulus describing non-dilatational strain was the same for all three directions, i.e. $G_{12}=G_{13}=G_{23}$=4.18 GPa. Finally, the total height of the tested thin-walled composite column with a square closed section (40x40 mm) was exactly 300 mm. The structure of the laminate was modelled by standard shell elements consisting of 6 plies. The thickness of a single ply was 0.131 mm. The paper investigates four different configurations of composite ply orientations. Every investigated configuration of ply orientation was strictly symmetric. The below table lists all tested ply orientations of thin-walled composite columns.

Tab. 1. Comparison of composite ply orientations

Ply orientation	
K1	0/45/90/90/45/0
K2	0/90/45/45/90/0
K3	45/0/90/90/0/45
K4	45/90/0/0/90/45

Ply orientation has a significant effect on strength properties of every structure. Structures with suitably selected ply orientations can carry much heavier loads than structures with random ply orientations. The essence of thin-walled composite structure design is to make them capable of operation under heavy load. The solved problem was a typically static problem which did not took account of the object's weight or time of analysis. This work strictly refers to generally considered issues related to the strength test of thin-walled structures. Described issue is a typical problem to be solved in the analysis of stability. A figure given below shows the Abaqus generated numerical model of the tested composite and a ply orientation denoted as K4.

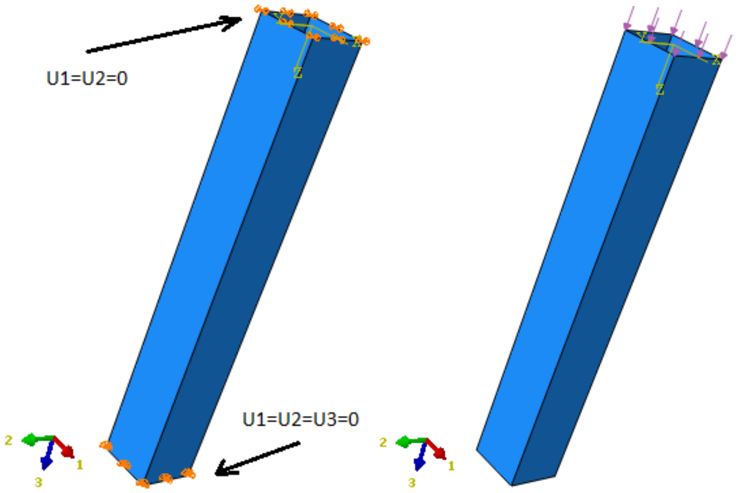


a) b)

Fig. 1. Test specimen: a) numerical model, b) ply orientation K4

3. Numerical calculation

The numerical model was analyzed only with respect to the state of instability. The objective of the analysis was to determine only the first mode of buckling and critical force for thin-walled profiles with all tested ply orientations. The numerical model was defined by boundary conditions which enabled obtaining a correct mode of stability loss. The upper and lower edges of the profile were described by the relationships which made it possible to continue the analysis. The lower edges of the profile were fully blocked and prevented from displacement, hence $U_1=U_2=U_3=0$. The translational degrees of freedom in the profile's upper edges were blocked only in the direction of axes X and Y, hence $U_1=U_2=0$; however, the thin-walled structure could move towards axis Z. The unit force applied to the profile's edges acted on each of the four edges in a uniform manner, there by simulating compression of a thin-walled composite structure. The unit force describing the upper edges of the structure was the ratio of the unit load to the sum of lengths of all four upper edges of the profile – hence, the load was equal to 1 (as a unit force) /160 (i.e. the sum of edge lengths). Buckling is generated by the compressive unit force acting on the thin-walled profile. The instability of the numerical model led to generating a specific number and shape of corrugations (half waves) within the entire composite structure. The boundary conditions describing the numerical model and the direction of load from the unit force are shown in a figure given below.



a) b)

Fig. 2. Boundary conditions of the numerical model

The discretization of the numerical model was performed based on correctly defined mesh of finite elements. The shape of a thin-walled profile was a basic geometric solid, that is – a square stretched to an adequate length to create a composite column. The mesh was made of S4R elements, i.e. four-node, doubly curved elements with reduced integration. The model consisted of 5200 finite elements and 5252 nodes. The mesh of the numerical model is shown below.

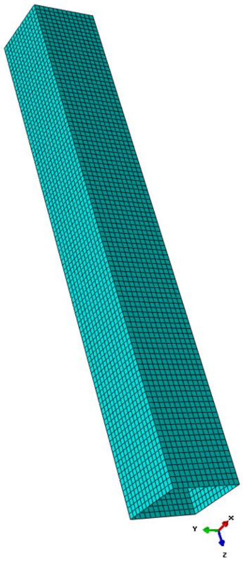
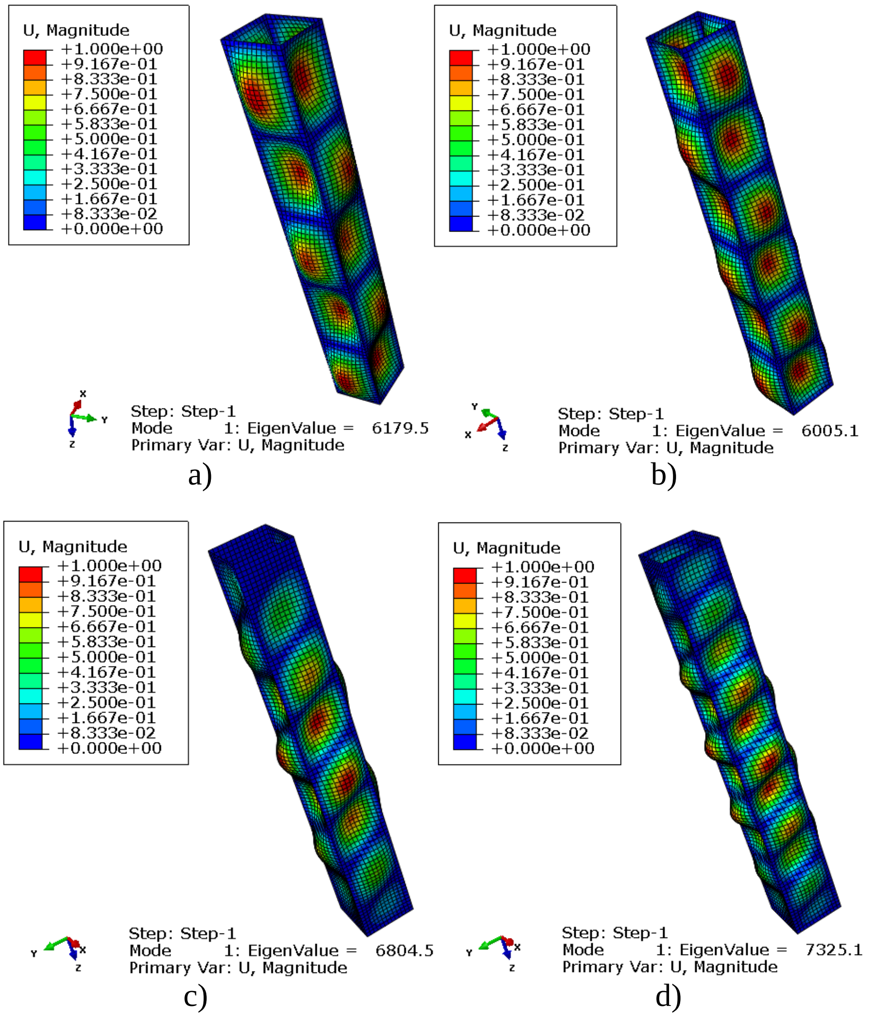


Fig. 3. FEM mesh of the numerical model

4. Results

The numerical analysis involved determination of the first mode of buckling in composite columns for every tested ply orientation. In addition to this, critical forces were calculated for every ply orientation based on the pre-defined unit force. The figures given below illustrate the first buckling mode for each of the analyzed ply orientation and the magnitudes of the critical force which causes buckling of the profile.



a) b) c) d)

Fig. 4. Modes of instability and critical forces (eigen value) for the following ply orientations: a) K1-0/45/90/90/45/0, b) K2-0/90/45/45/90/0, c) K3-45/0/90/90/45/0, d) K4-45/90/0/0/90/45.

Based on the results of instability and critical forces (eigen values), it is possible to establish a hierarchy of thin-walled profiles in terms of their rigidity, from higher rigidity profiles to profiles having lower rigidity. The differences in operation of the analyzed profiles mainly consisted in a different number of generated half-waves. Other profiles reveal a significant discrepancy both in terms of critical forces and the number of half-waves produced in the compression process. Profiles described by the ply orientations 45/0/90/90/0/45 (K3) and 45/90/0/0/90/45 (K4) were characterized by the highest rigidity, as both of them could carry the highest loads. A thin-walled column with the ply orientation 45/90/0/0/90/45 (K4) was characterized by a critical force of 7325.1 N; this load was by 22% higher than that of the profile described as K2. Profiles with lower critical forces such as K1, K2, are more energy-consuming than others. The higher rigidity and energy absorption of thin-walled composite structures results from their adequate laminate ply orientation. The analysis enabled thorough investigation of the behaviour of closed section composite profiles.

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Д. О. Лозінський, к.т.н., доцент,
А. О. Наконечна, студент,
П. І. Мазур, студент,
А. М. Білінський, студент,
Є. О. Солтик, студент

Вінницький національний технічний університет

ДОСЛІДЖЕННЯ ВПЛИВУ ТРАЄКТОРІЇ ОБРОБКИ ДЕТАЛЕЙ НА ФРЕЗЕРНИХ ВЕРСТАТАХ З ЧПК НА ПРОДУКТИВНІСТЬ

Верстати з ЧПК є невід'ємною ланкою будь-якого сучасного виробництва. Їх точність, надійність та можливість швидко переналагоджуватись на випуск іншої продукції забезпечують високу продуктивність, а отже і рентабельність їх застосування.

Якість роботи верстата визначається не тільки його технічними характеристиками але й якість розроблених клерувальних програм, раціональністю способів обробки тощо [1, 2].

Метою роботи є дослідження продуктивності обробки поверхонь типу «карман» на вертикально-фрезерному верстаті.

В якості характеристики продуктивності обробки обрано час, що витрачається на виконання обробки деталі.

При виконанні фрезерної обробки кінцевими фрезами траєкторія обробки є визначальною, як для забезпечення мінімізації основного часу так я для якості обробки.

Для проведення досліджень проаналізовано час обробки двох варіантів поверхонь типу «карман» кінцевою фрезою за один прохід (рис. 1).