


*Integrative crash simulation of
composite structures*


—

*the importance of process induced
material data*

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Engineering Plastics Europe - KTE

Content

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- **Integrative Simulation?**
 - Motivation
 - Fiber orientation in filling process
 - Material modelling
 - Influence of fiber orientation tensor
- **Simulation applications**
 - Simulation of material tests
 - Static loading
 - Crash loading

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Short-fiber-reinforced plastic parts under crash loads

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- Nonlinear material behaviour
- High strain and strain rate
- Failure

Conventional approach for designing mould and part is inadequate

Reason: local anisotropy is not taken into account

→ **Integrative Simulation**

Flow aligned fibers

Micrograph

Perpendicular Aligned fibers

Flow direction

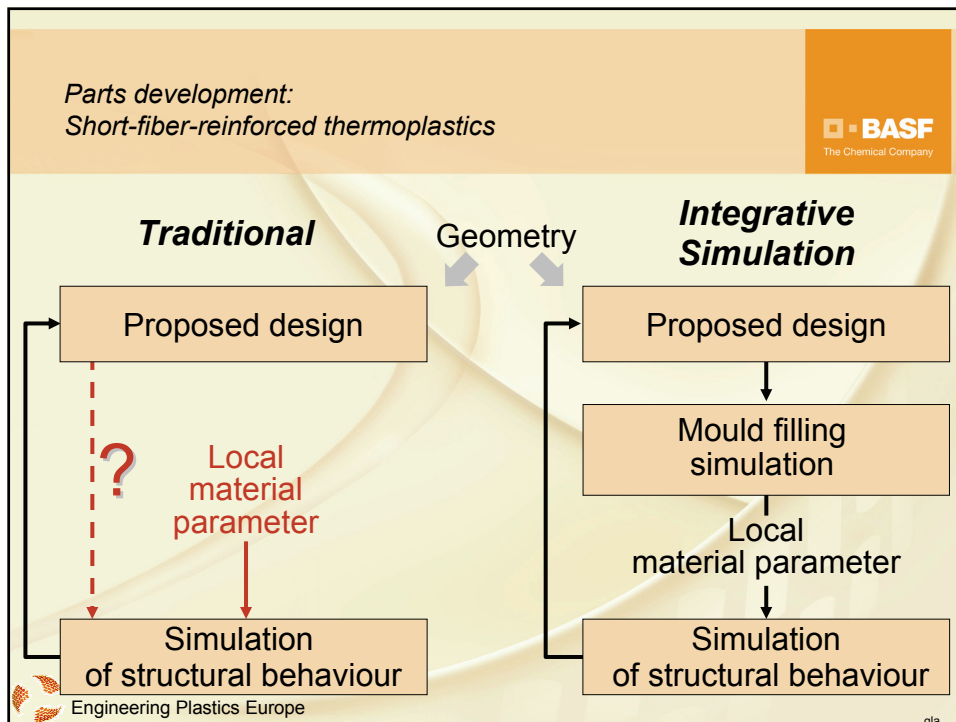
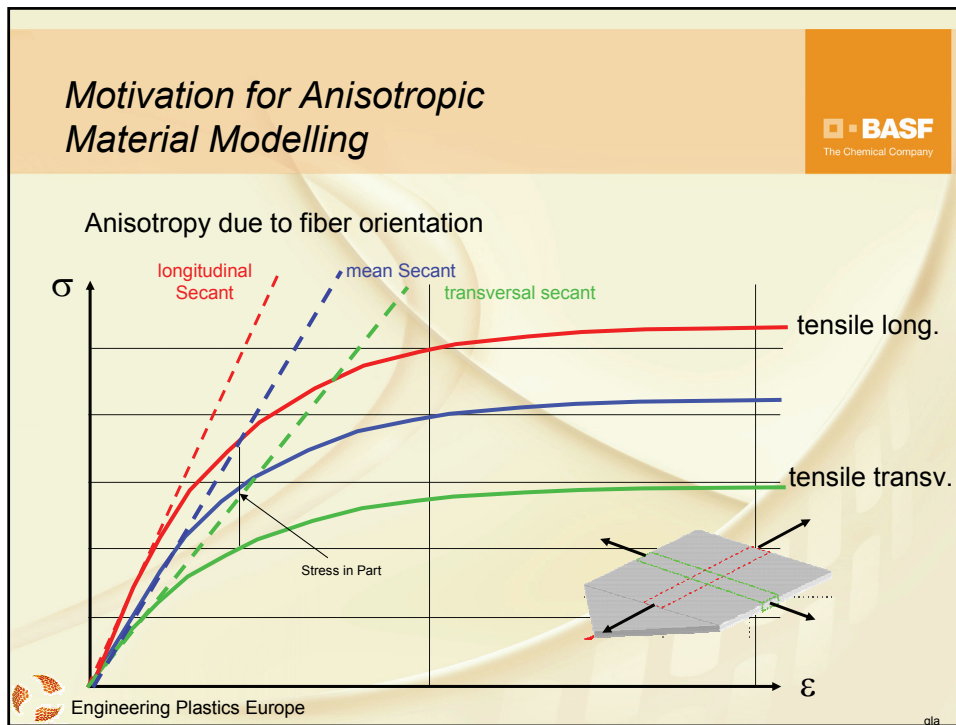
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Integrative Simulation for fiber reinforced thermoplastic materials

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Process → Material → Part

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Evolution of Fiber Orientation in Mould Filling Process

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Cross sectional view

Flow direction

Shearing zone

Due to shearing in the boundary layers the fibers are oriented in flow direction

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Evolution of Fiber Orientation in Mould Filling Process

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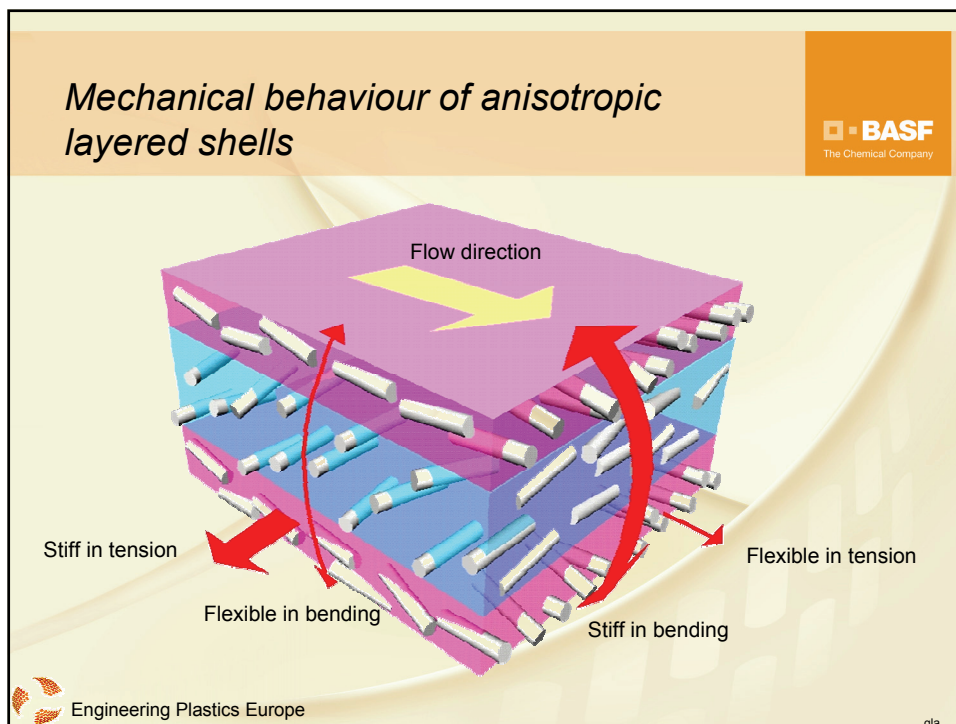
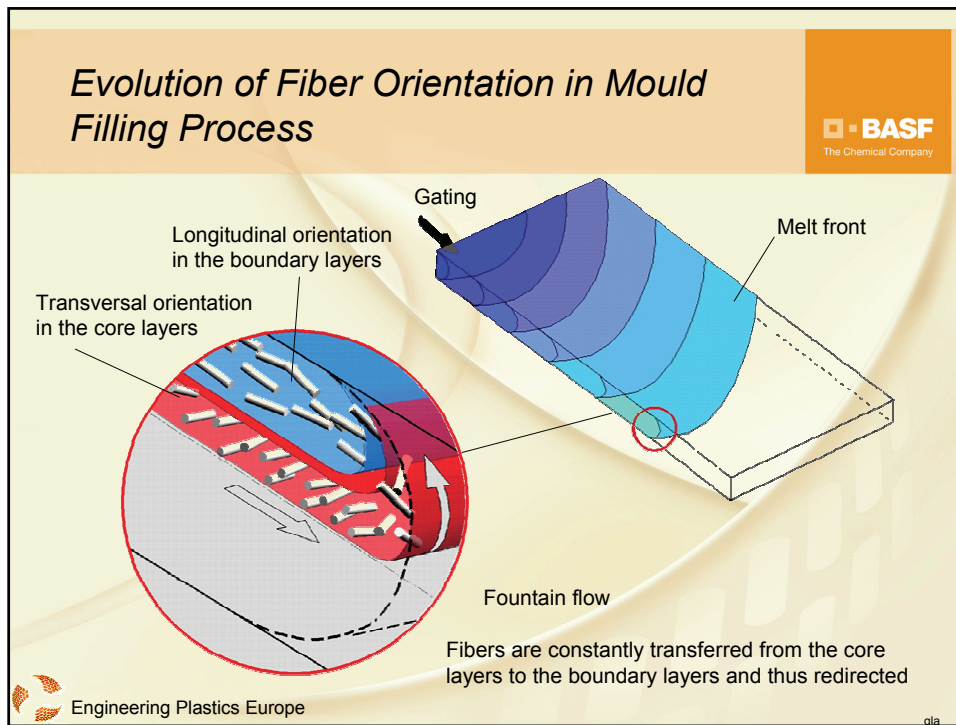
Upper view

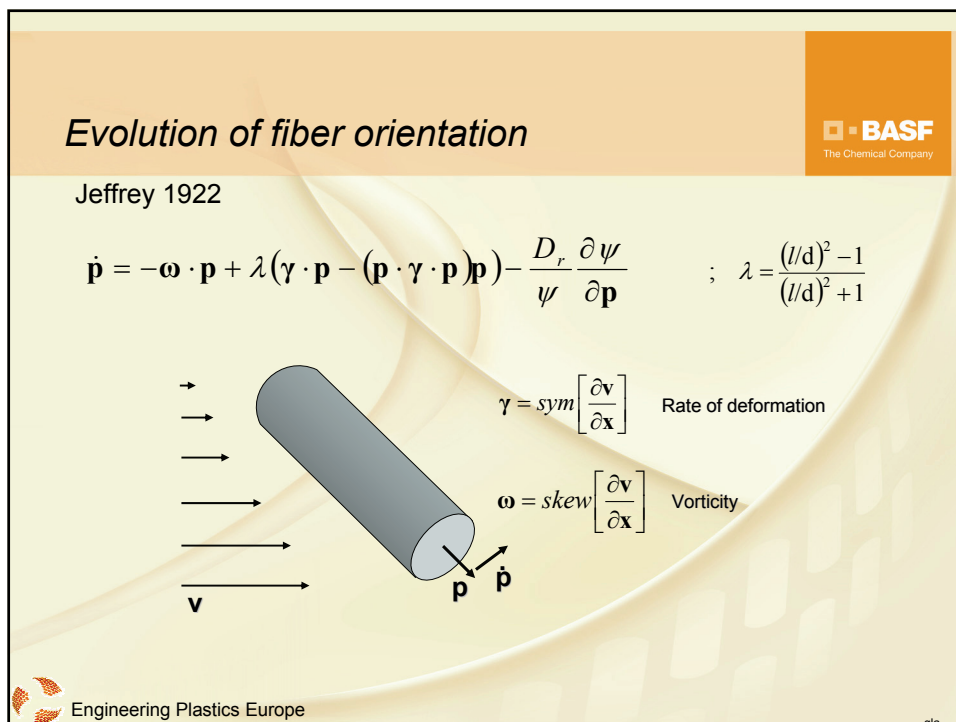
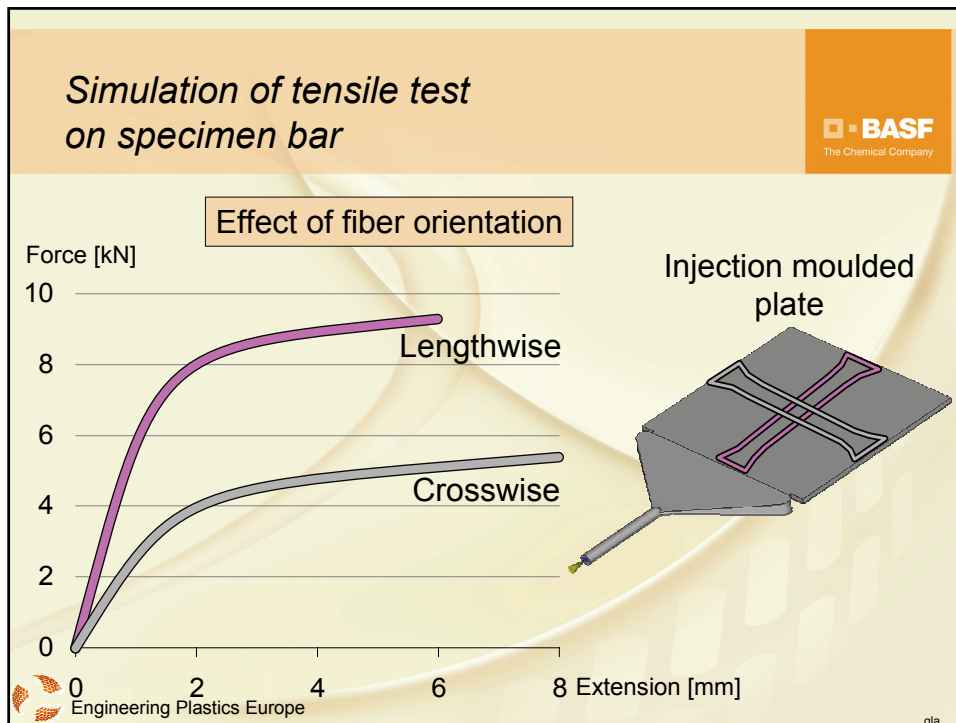
Stretch flow

Fibers are being oriented in stretching direction


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Orientation distribution function



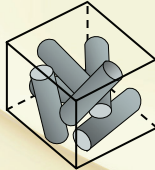
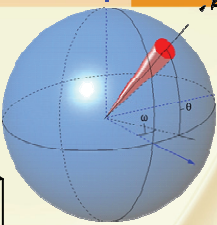
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Orientation tensors

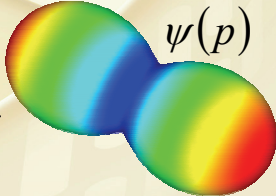
$$\mathbf{a} = \int_{\omega} \mathbf{p} \otimes \mathbf{p} \psi(\mathbf{p}) d\omega$$


$$\mathbf{a}^4 = \int_{\omega} \mathbf{p} \otimes \mathbf{p} \otimes \mathbf{p} \otimes \mathbf{p} \psi(\mathbf{p}) d\omega$$

(Tucker 1987)





Taylor expansion of ODF


$$\psi(\mathbf{p}) = \frac{1}{4\pi} + \frac{15}{8\pi} dev(\mathbf{a}) : dev(\mathbf{p} \otimes \mathbf{p}) + \frac{315}{32\pi} dev(\mathbf{a}^4) :: dev(\mathbf{p} \otimes \mathbf{p} \otimes \mathbf{p} \otimes \mathbf{p}) + \dots$$




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Homogenization of fibers and polymer

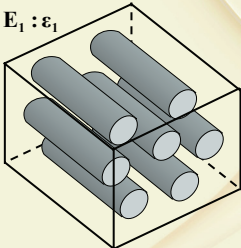


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Mean Field Theory (Mori and Tanaka, Tandon and Weng)

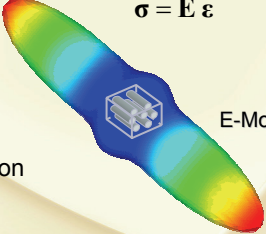
$$\sigma_0 = \mathbf{E}_0 : \varepsilon_0$$

$$\sigma_1 = \mathbf{E}_1 : \varepsilon_1$$



Homogenization






$$\bar{\sigma} = \bar{\mathbf{E}} \bar{\varepsilon}$$


E-Modul

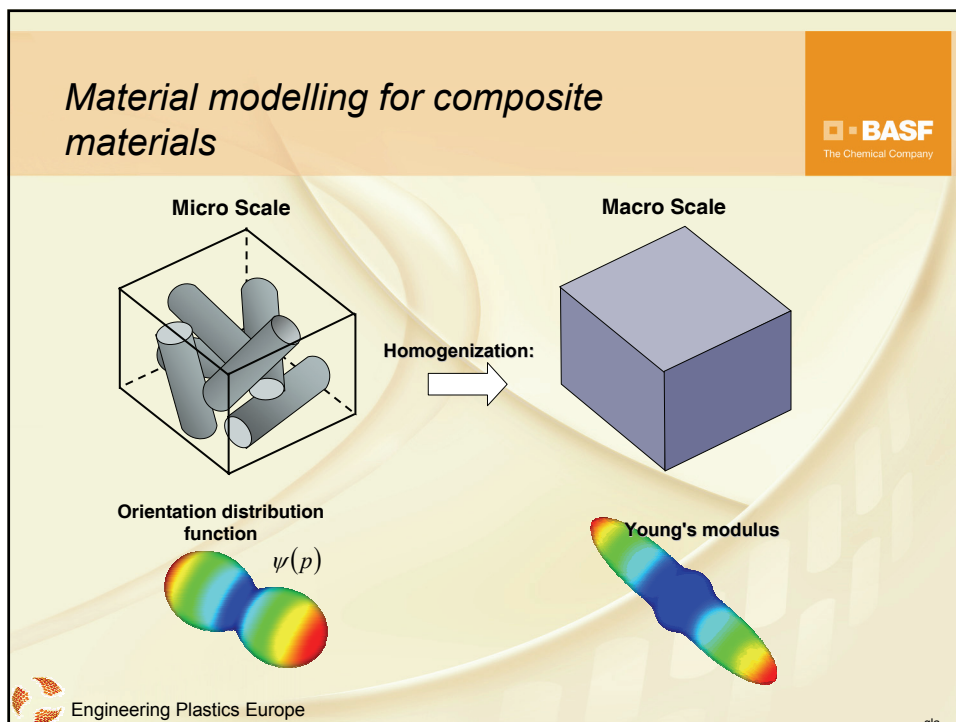
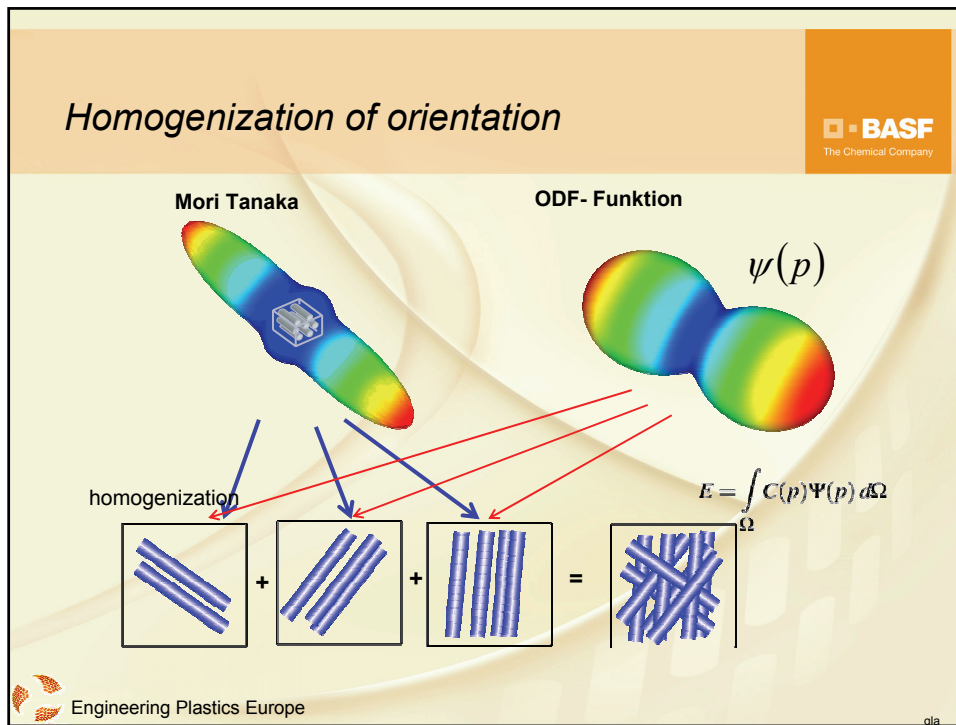
$$\bar{\mathbf{E}} = [c_1 \mathbf{E}_1 : \mathbf{B}^\varepsilon + (1 - c_1) \mathbf{E}_0] : [c_1 \mathbf{B}^\varepsilon + (1 - c_1) \mathbf{I}]^{-1}$$

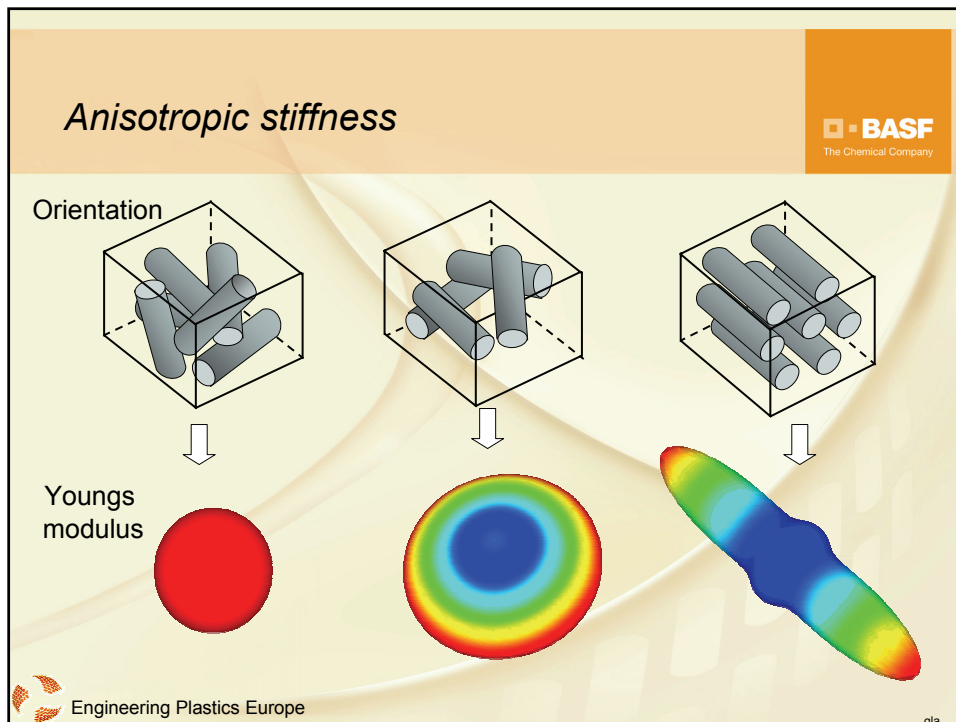
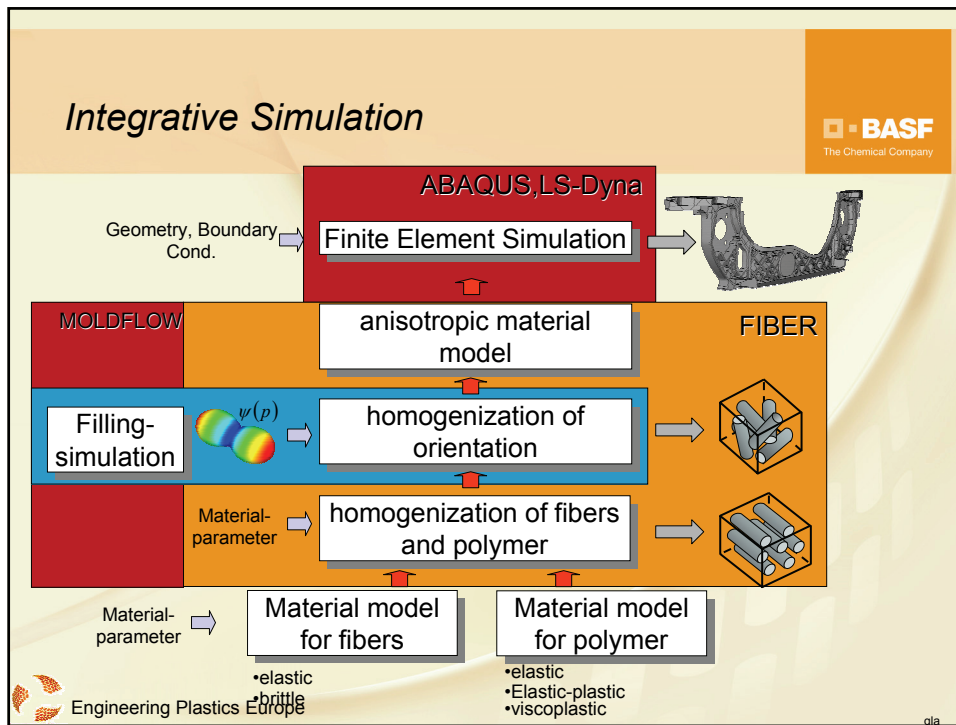
$$\mathbf{B}^\varepsilon = (\mathbf{I} + \mathcal{E}_{(1,\omega)} : [\mathbf{E}_0^{-1} : \mathbf{E}_1 - \mathbf{I}])^{-1} \quad \mathcal{E}_{(1,\omega)} : \text{Eshelby Tensor}$$

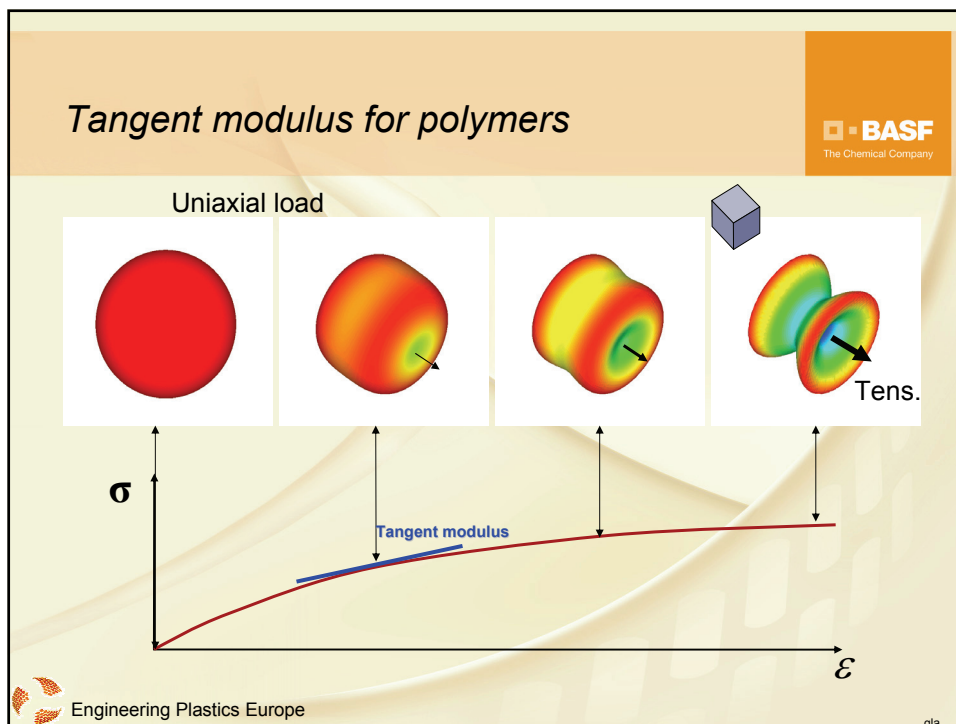
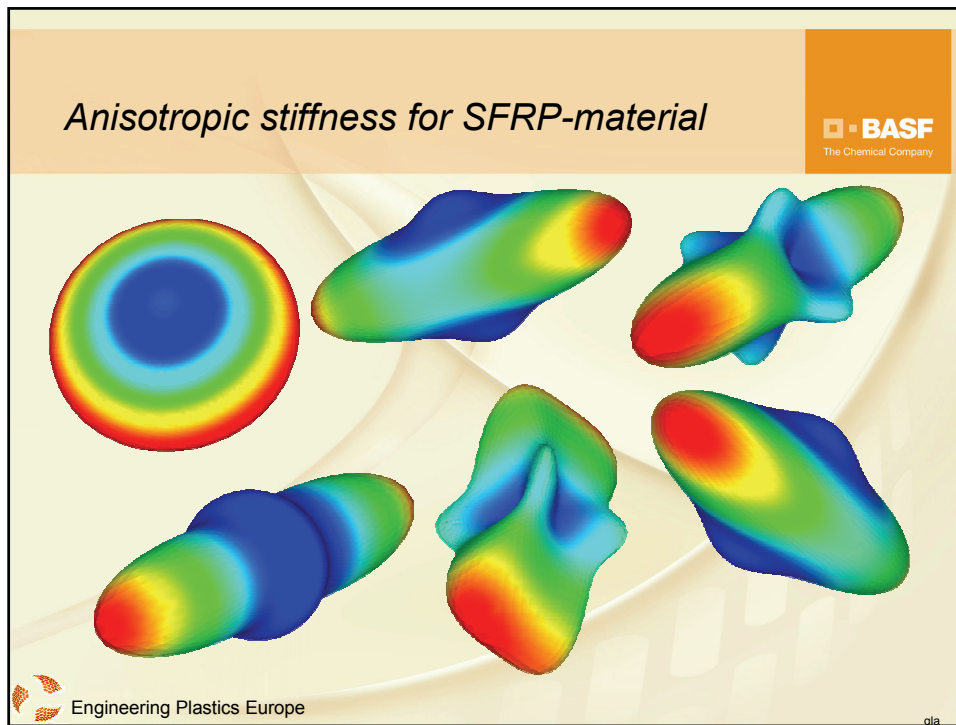


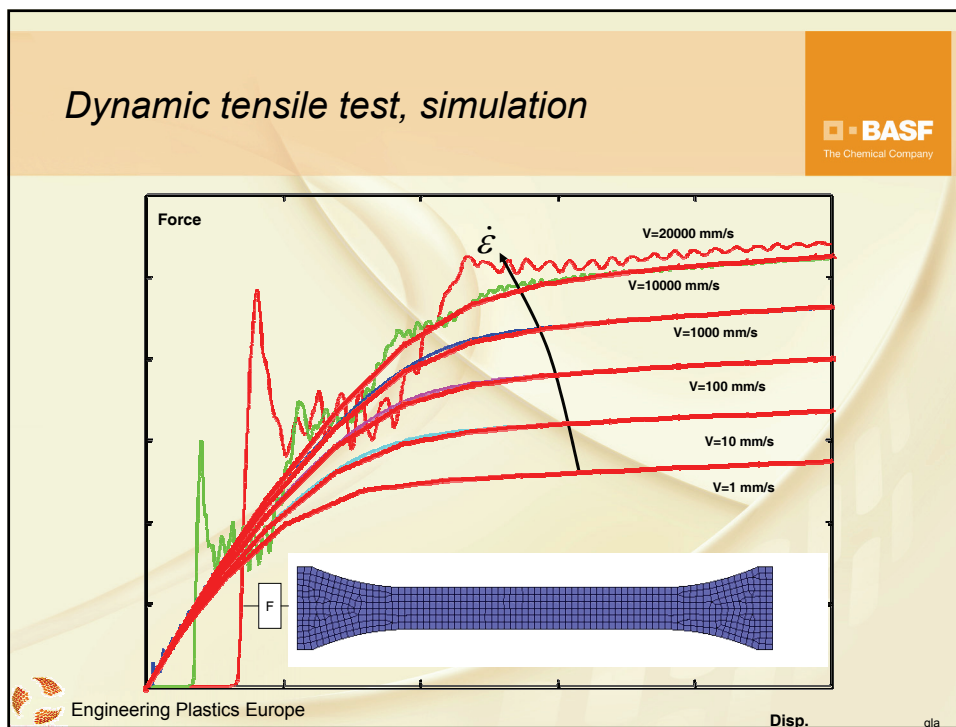
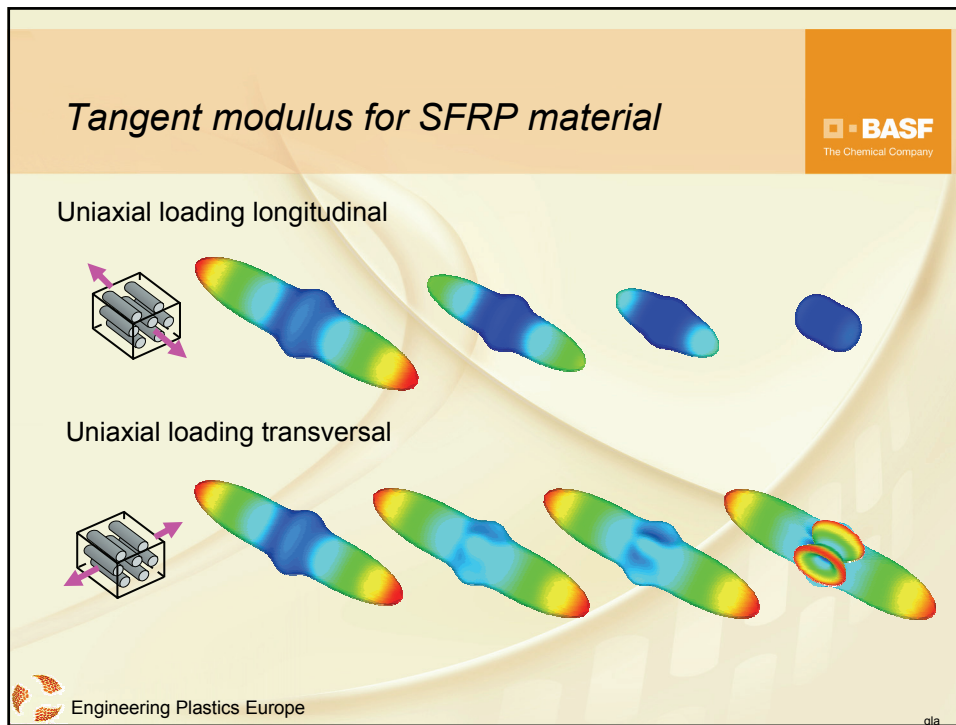
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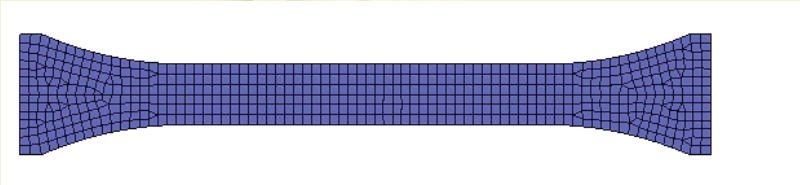





Tensile test at 10 m/s velocity Wave propagation

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Simulation



Experiment

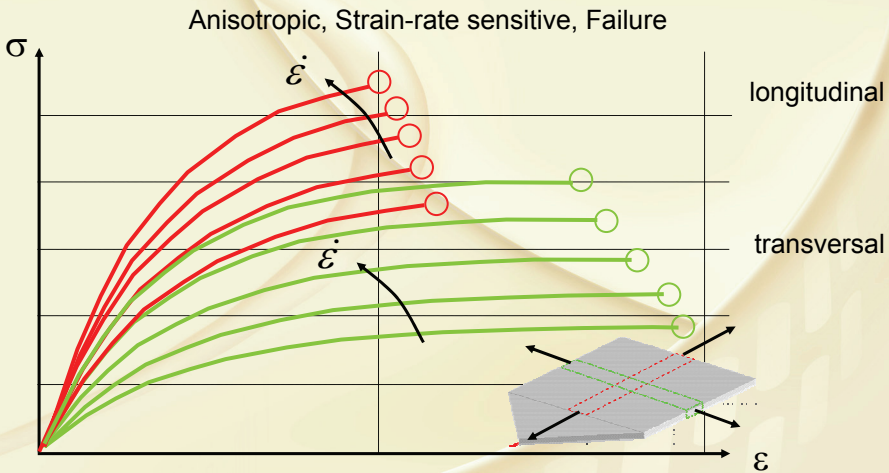


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Material behaviour at crash loading

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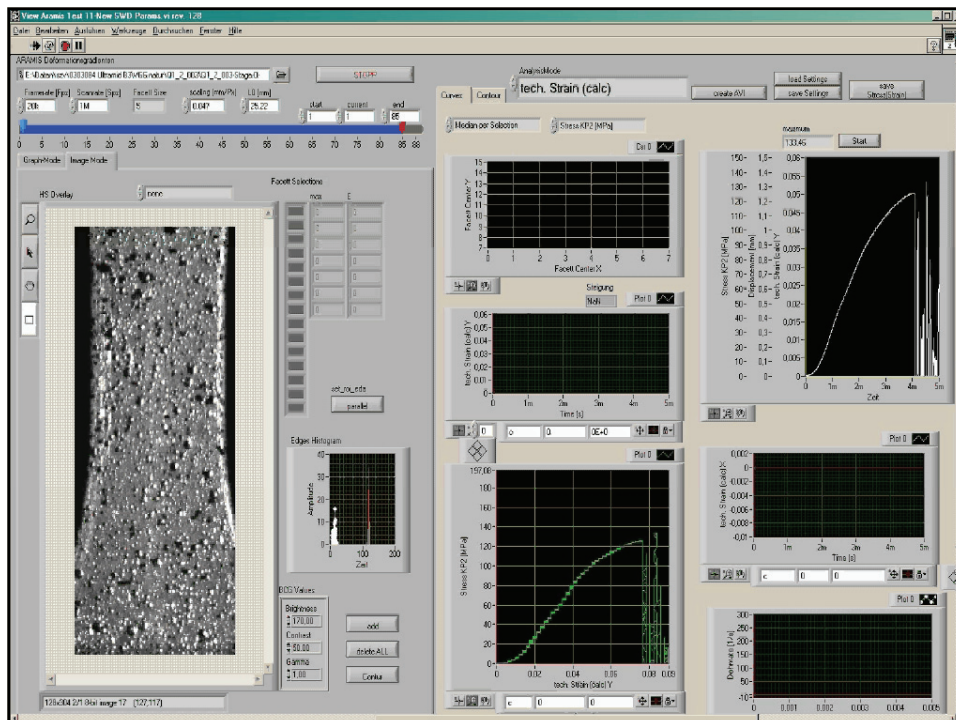
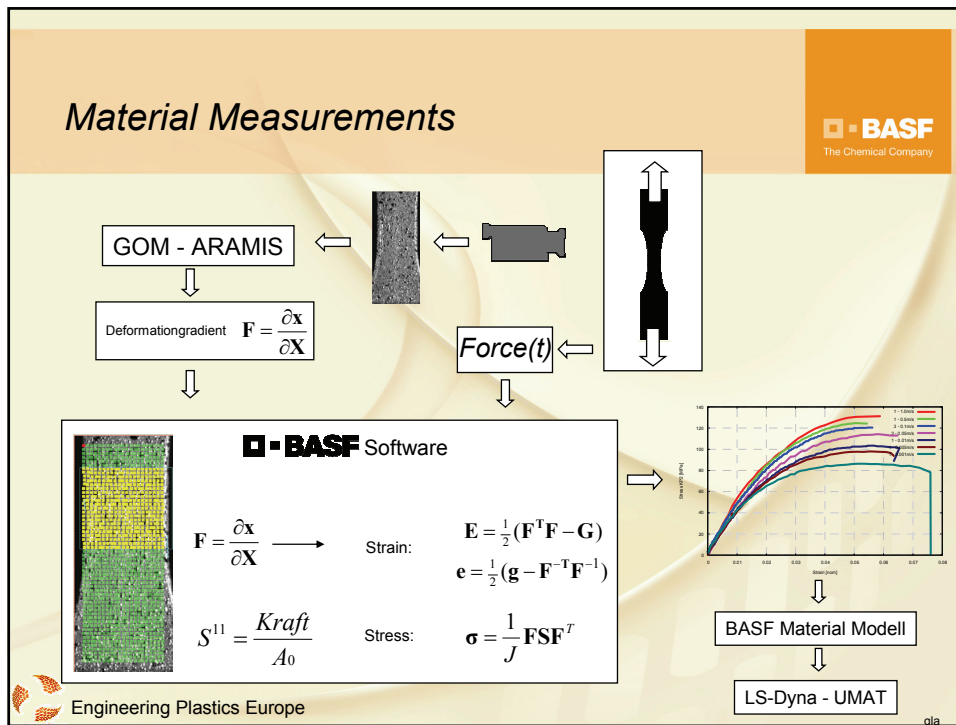
Anisotropic, Strain-rate sensitive, Failure

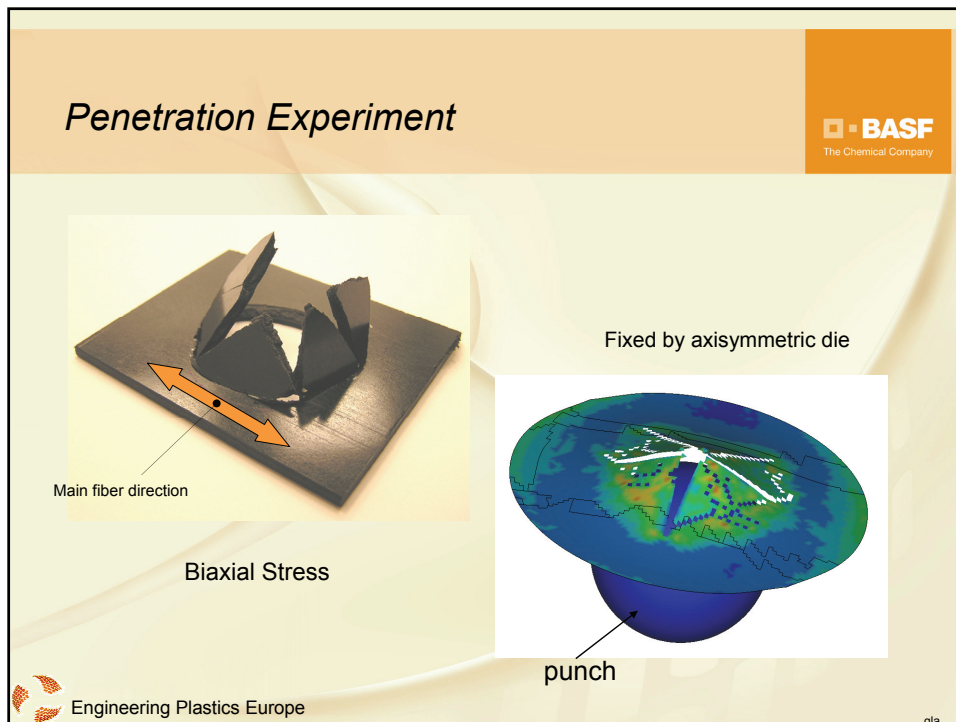
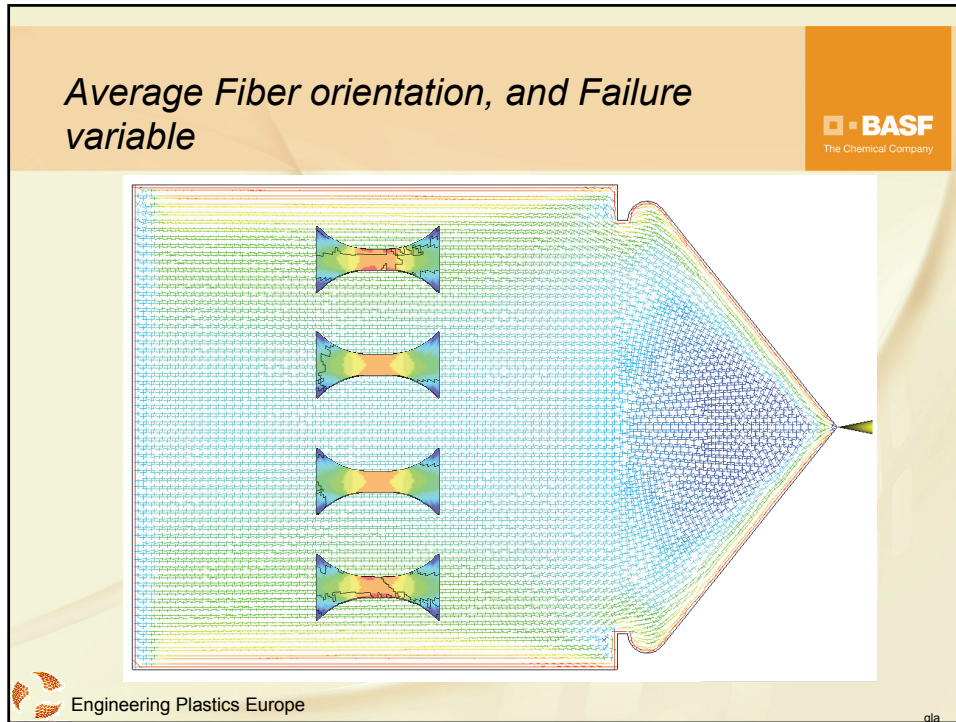


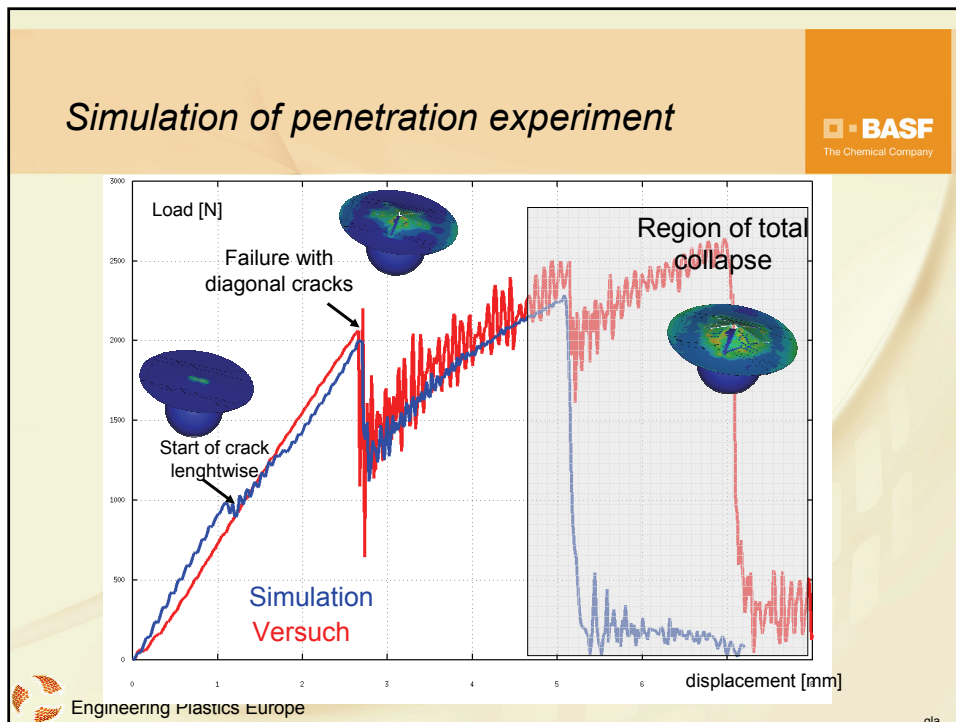
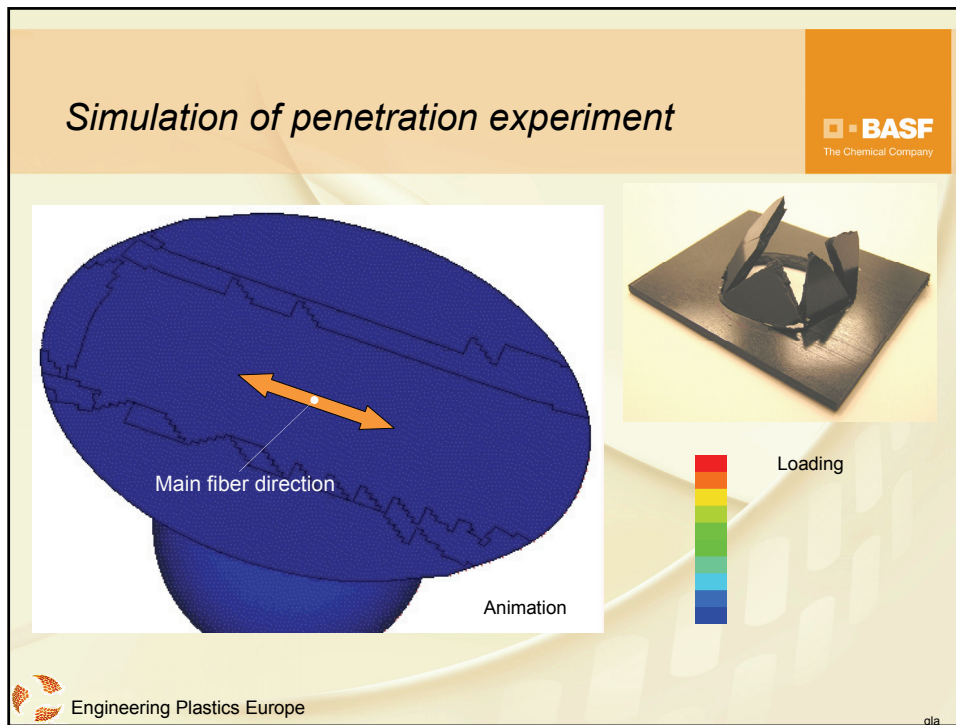
longitudinal

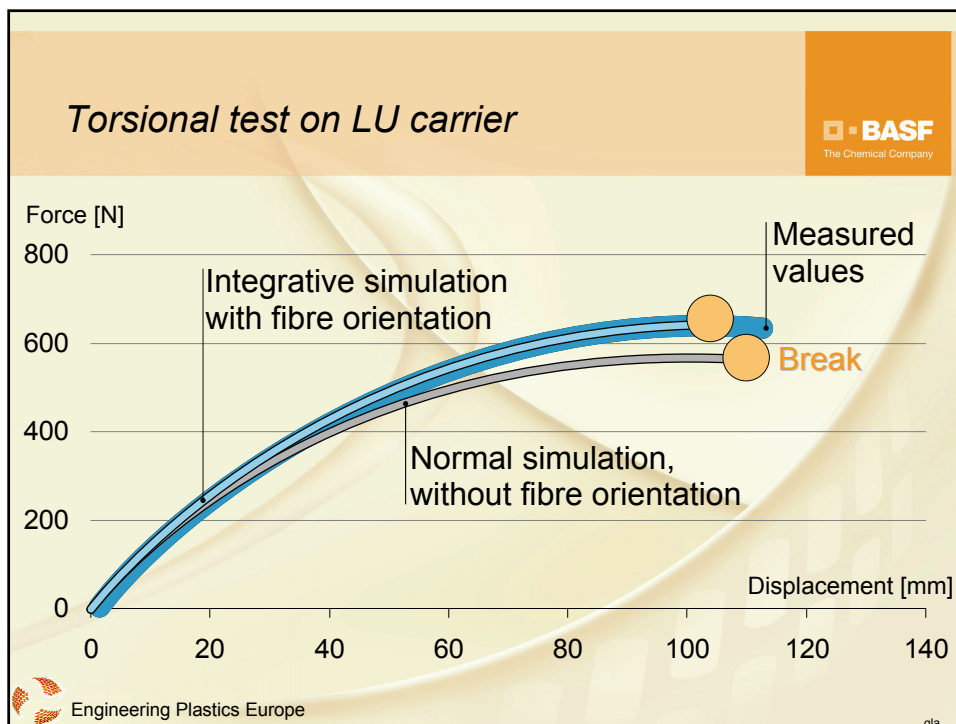
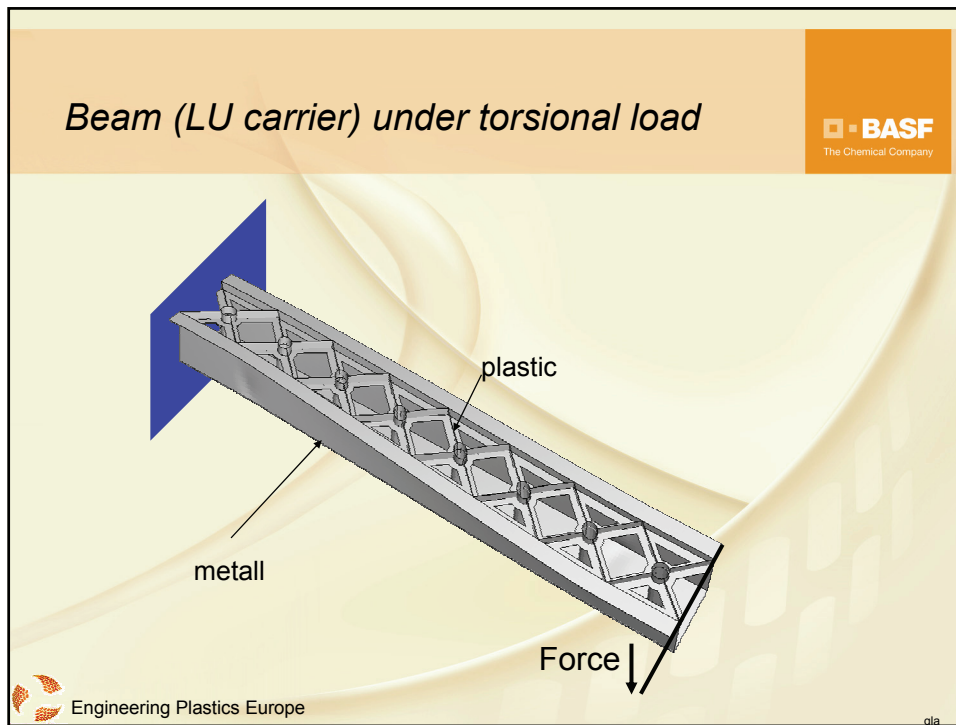
transversal

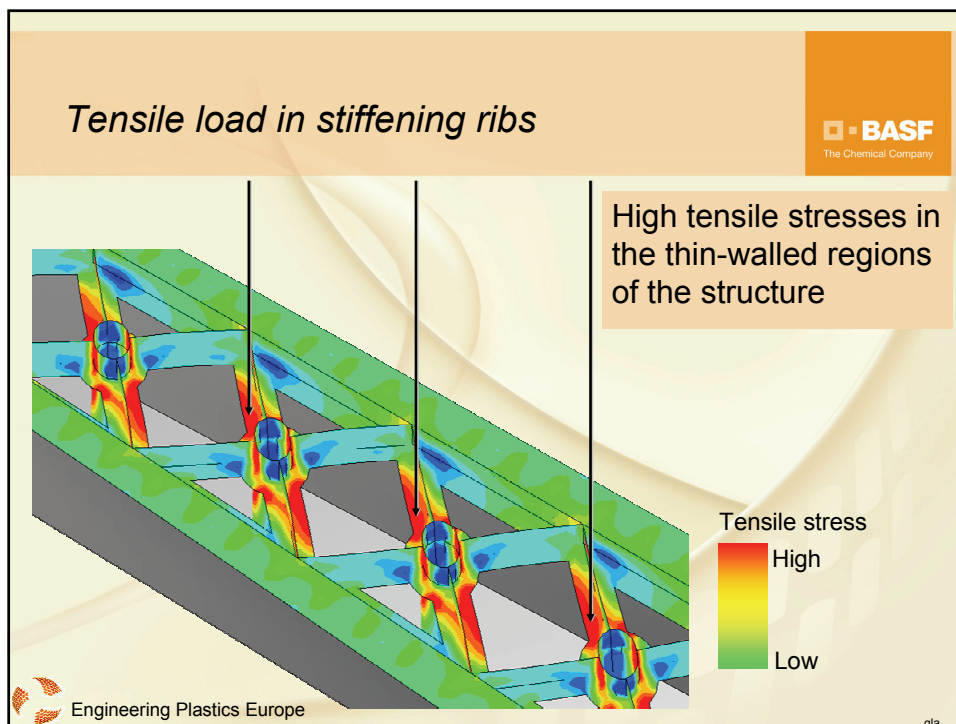
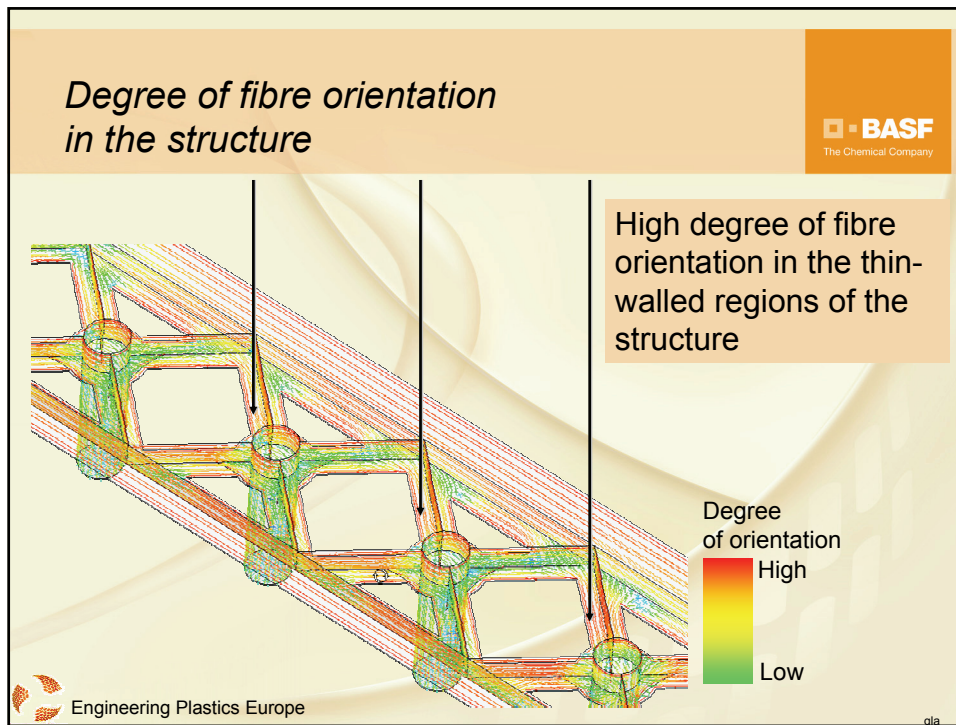
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Axial compression on Lu-Carrier

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Time: 30 sec

Experiment Simulation

Front view Back view

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Axial Crash on Lu-Carrier

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Simulation

Time 0.02 sec

Experiment

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