# THE INVESTIGATION OF THE EFFECT OF PUNCH VELOCITY INCREMENT ON THE THICKNESS REDUCTION OF PHE PLATES

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### Presenter

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- ► Plate Heat Exchanger (PHE) definition and sub-components
- ► Production processes of PHE
- ► Metal forming processes and process parameters.
- Material characterization tests & material card
- ► Numerical Results



Functioning of Combi Boiler



### Domestic Hot Water (DHW) Mode



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### **Condensing Combi Boiler**

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The plate heat exchangers have crucial importance due to compact size and thermally efficient behavior. Plate heat exchangers have unique patterns and produced with step-wise operations which forming, stacking, vacuum brazing, water-hammer respectively. Main intension of this study understanding the importance of process speed in PHE production and applicable ratio activities.





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## Metal Forming Process in Plate Heat Exchanger(PHE) Metal forming processes and process parameters.





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## Metal Forming Process in Plate Heat Exchanger(PHE) Material characterization tests

- The tensile and hydraulic bulge tests were carried out to obtain tensile properties and flow curve of stainless steel.
- ► The tensile tests were performed for 3 different rolling directions such as 0°, 45° and 90° within the elastic region of material.
- Each group of tests are repeated for statistical robustness of tests. Quasi-Static Tensile Test and Bulge tests are conducted to obtain the required input parameters for the MAT\_133\_BARLAT\_YLD2000 material model in Ls-Dyna.



Standart Tensile Specimen (Flat)





Bulge Test Illustration [1]

Macro Extensometer

\*Note that, static tests related to 316L were performed in **Center of Excellence for Metal Forming** at Atılım University, Ankara.

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## Metal Forming Process in Plate Heat Exchanger(PHE) Split Hopkinson Tension Bar (SHTB) Test

The mechanical behavior of 316L stainless steel were studied during tensile loading at high strain rates, using a Split Hopkinson Tension Bar (SHTB).





\*Note that, dynamic tests related to 316L were performed in Dynamic Testing and Modeling Laboratory and Department of Mechanical Engineering, Izmir Institute of Technology, Gulbahce, Urla, Izmir, Turkey.





## Metal Forming Process in Plate Heat Exchanger(PHE) Material Card

|   | *MAT_BARLAT_YLD2000_(TITLE) (133) (1) |                |                |              |              |              |  |        |
|---|---------------------------------------|----------------|----------------|--------------|--------------|--------------|--|--------|
|   | TITLE                                 |                |                |              |              |              |  |        |
|   | 316L Stainless Steel Material Card    |                |                |              |              |              |  |        |
| 1 | <u>MID</u>                            | <u>RO</u>      | E              | <u>PR</u>    | <u>FIT</u>   | BETA         | ITER                                     | ISCALE |
|   | 4                                     | 7.800e-09      | 1.900e+05      | 0.3000000    | 1.0 👻        | 0.0          | 0.0 🔻                                    | 0.0 🔻  |
| 2 | K                                     | <u>E0</u>      | N 2            | <u>C</u>     | P            | HARD -       | Δ  | 2      |
|   | 0.0                                   | 0.0            | 0.0 2          |              |              | -24          | 6.000000                                 | 5      |
| 3 | <u>SIG00</u> –                        | <u>SIG45</u> - | <u>SIG90</u> - | <u>R00</u> – | <u>R45</u> - | <u>R90</u> - | L. L. L. L. L. L. L. L. L. L. L. L. L. L |        |
|   | CLOVY                                 | 5100A          | CIC W          | DVV          | Dia          | -            | J  | 4      |
| 4 | SIGXX                                 | SIGTT          | SIGAT          | DXX          | DTT          |              | 1  |        |
| 5 | AOPT -                                | NG             | P4             | HTFLAG       | HTA -        | НТВ –        | HTC -                                    | HTD -  |
|   | -1                                    | 5              | 0.0            | 0 🗸          | 0            | 0            | 0  | 0      |
| 6 | NULL                                  | NULL           | NULL           | <u>A1</u>    | <u>A2</u>    | <u>A3</u>    | Î  |        |
|   | 0.0                                   | 0.0            | 0.0            | 1.0000000    | 0.0          | 0.0          |  |        |
| 7 | <u>V1</u>                             | <u>V2</u>      | <u>v</u> 3 b   | <u>D1</u>    | <u>D2</u>    | <u>D3</u>    | USRFAIL                                  |        |
|   | 0.0                                   | 0.0            | 0.0            | 0.0          | 1.0000000    | 0.0          | 0 🗸                                      | J      |

### Barlat's 2000 Yield Criteria

- 1. Mechanical Properties (Density, Elastic Modulus, Poissons Ratio)
- 2. Strain Rate Parameters (Cowper-Symonds Constitutive Equation) from Dynamic Tests
- 3. Hardening Type Selection & Hardening Curve
- 4. Yield Stresses, Lankford Parameters from Static Tests
- 5. Material Coordinate System
- 6. Components of vectors

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Effective Stress (MPa)



| v times Velecity | Maximum Effective Stress |
|------------------|--------------------------|
| x-times velocity | (MPa)                    |
| 1                | 1408                     |
| 2                | 1542                     |
| 4                | 1519                     |
| 6                | 1292                     |
| 8                | 1291                     |
| 10               | 1330                     |



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Thickness Reduction (%)





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Thickness Reduction (%)



|      |   | Hill     |                     |                 |              |    |
|------|---|----------|---------------------|-----------------|--------------|----|
|      |   | x-times  | Thickness Reduction |                 | on           |    |
|      |   | Velocity | (%)                 |                 |              |    |
|      |   | 1        |                     | 14,05           |              |    |
|      |   | 2        |                     | 14,00           |              |    |
|      |   | 4        | 13,80<br>13,50      |                 |              | 12 |
|      |   | 6        |                     |                 |              |    |
|      | 14,20<br>14,00<br>13,80<br>13,60<br>13,40<br>13,20<br>13,00<br>12,80<br>12,60<br>12,40<br>0 | 8 13,10  |                     |                 |              |    |
|      |   | 10       | 12,60               |                 |              |    |
|      |   |          | Hill                |                 |              |    |
| _    | 14,20   |          |                     |                 |              |    |
| (%)  | 13.80   |          | <b>_</b>            |                 |              |    |
| tion | 13,60   |          |                     |                 |              | _  |
| sduc | 13,40   |          |                     |                 |              | _  |
| s Re | 13,20   |          |                     |                 |              |    |
| nes  | 13,00   |          |                     |                 | 、            | _  |
| nick | 12,80   |          |                     |                 | $\mathbf{i}$ | _  |
| F    | 12,60   |          |                     |                 | <b>`</b> }   | _  |
|      | 12,40   |          |                     |                 |              |    |
|      | 0   | 2        | 4<br>x-times        | 6 8<br>Velocity | 10           | 12 |

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Thickness Reduction (%)



|        | Hole     |                            |  |  |    |       |
|--------|----------|----------------------------|--|--|----|-------|
|        | x-times  | Thickness Reduction<br>(%) |  |  |    |       |
|        | Velocity |                            |  |  |    |       |
|        | 1        | 17,19                      |  |  |    |       |
|        | 2        | 16,90<br>15,89             |  |  |    |       |
|        | 4        |                            |  |  |    |       |
| 6<br>8 |          | 14,77<br>13,83             |  |  |    |       |
|        |          |                            |  |  | 10 | 13,08 |
| Hole   |          |                            |  |  |    |       |
|        | •        |                            |  |  |    |       |
|        |          |                            |  |  |    |       |
|        |          |                            |  |  |    |       |



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z-displacement along the path



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### Punch-Blank Contact Force

#### Punch Force (1x-times Velocity)



#### Punch Force (2x-times Velocity)



#### Punch Force (4x-times Velocity)



Punch Force (6x-times Velocity)



Punch Force (8x-times Velocity)



Punch Force (10x-times Velocity)

Master
Slave



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### Die-Blank Contact Force

### Die Force (1x-times Velocity)



#### Die Force (2x-times Velocity)



#### Die Force (4x-times Velocity)



Die Force (6x-times Velocity)

-Slave ---- Master







Die Force (10x-times Velocity)



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- Velocity can increased 2x without any problem. For 4x velocity increase can be selected by evaluating it on the production capability.
- Gas spring force optimization should be considered in future studies. When the velocity increases, the material strength increases due to the strain rate sensitivity of the material. Gas spring force, which is kept constant, affects the formability performance of plate.
- In the forming process optimization, process parameters should be evaluated as a whole, not individually.



# Thank you for your participation!

For your further questions:

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