

Wir leben Autos.

1

INCREASING RUPTURE PREDICTABILITY FOR ALUMINUM

Influence of anisotropy

Daniel Riemensperger , Adam Opel AG Paul Du Bois , PDB



www.opel.com

CONTENT

- Introduction/motivation
- Isotropic & anisotropic material models
- Rupture criterion
- Conducted tests for characterization
- Validation
- Comparison
- Conclusion



INTRODUCTION / MOTIVATION

Reducing weight + growing safety standards

- More ultra high strength materials
- Ductility and hardening as a safety buffer is diminished
- Rupture prediction essential for CAE driven product development

Rupture prediction is limited

- by physical noises like material or geometry deviations
- by the applied numerical material and rupture model.
- Will the introduction of Anisotropy push this limitation?



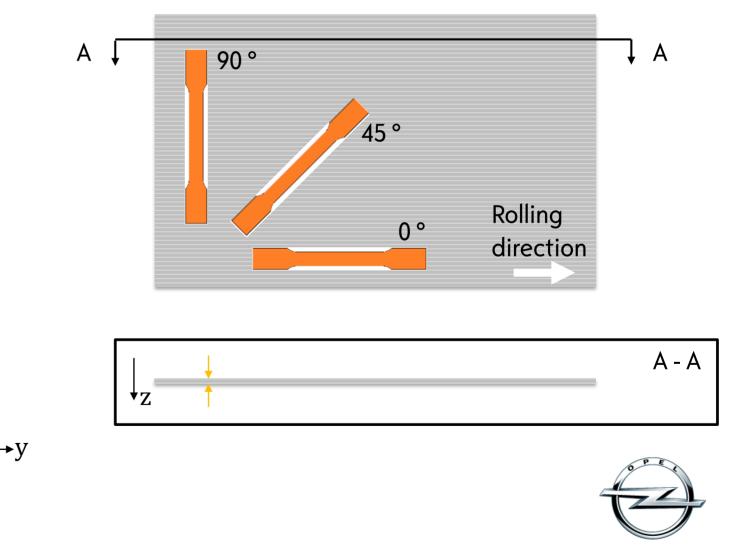
Anisotropy

DIRECTION DEPENDENCY

- Young's modulus
- Yield strength
- Hardening
- Flow, necking and rupture
- Lankford coefficient R $R = \frac{\varepsilon_{yy}}{\varepsilon_{zz}} = \frac{\varepsilon_{yy}}{\nu * \varepsilon_{xx}} = \frac{\varepsilon_{yy}}{-(\varepsilon_{xx} + \varepsilon_{yy})}$

Ratio of lateral vs. thickness strain

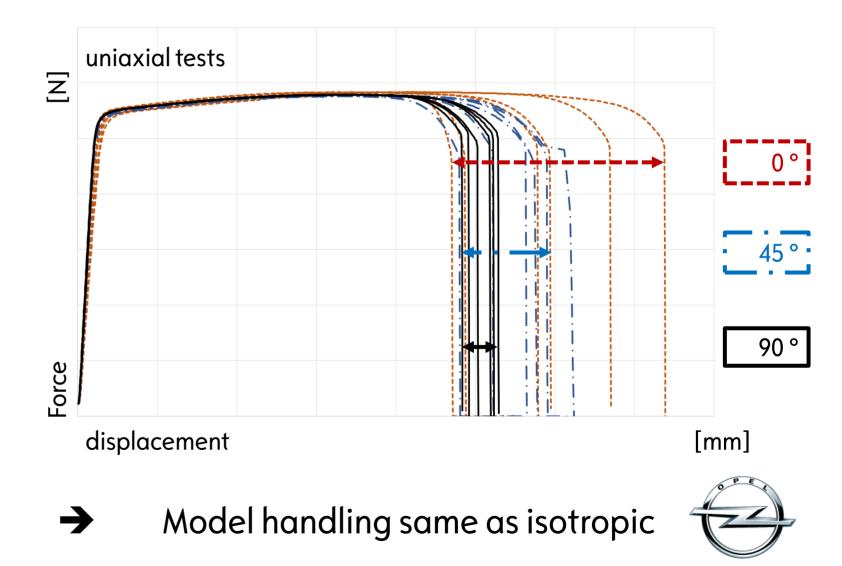
z



Anisotropy

TESTED ALUMINUM SHEET

- Young's modulus
- Yield strength
- Hardening
- Flow, necking and rupture
- Lankford coefficient $R_0 \sim R_{45} \sim R_{90} \sim 0.5$
- \rightarrow Transversely isotropic



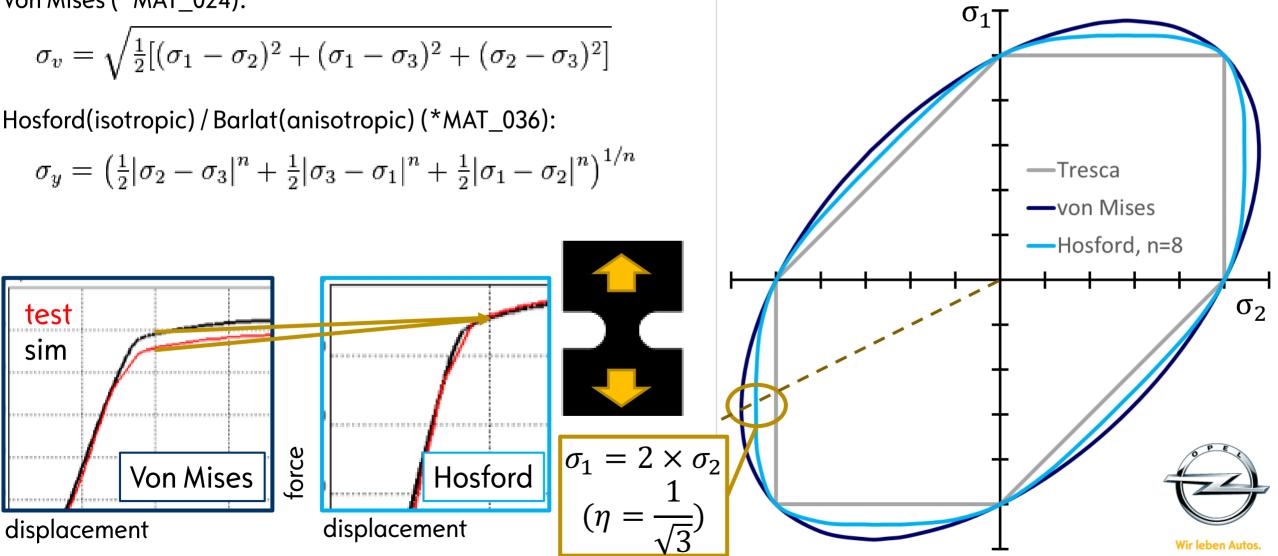
YIELD CRITERION

Von Mises (*MAT_024):

$$\sigma_v = \sqrt{\frac{1}{2}[(\sigma_1 - \sigma_2)^2 + (\sigma_1 - \sigma_3)^2 + (\sigma_2 - \sigma_3)^2]}$$

Hosford(isotropic) / Barlat(anisotropic) (*MAT_036):

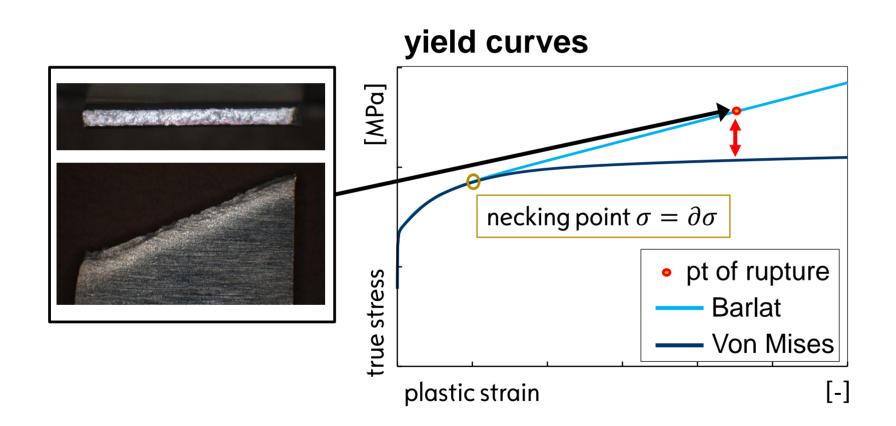
$$\sigma_y = \left(\frac{1}{2}|\sigma_2 - \sigma_3|^n + \frac{1}{2}|\sigma_3 - \sigma_1|^n + \frac{1}{2}|\sigma_1 - \sigma_2|^n\right)^{1/n}$$



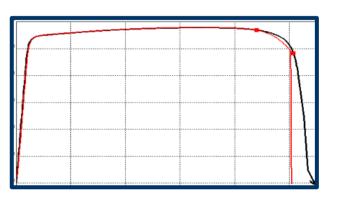
force

Comparison Von Mises vs Barlat

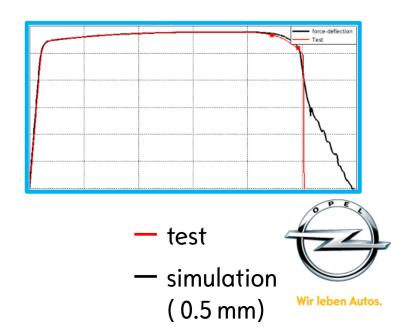
NECKING BEHAVIOR



• Von Mises curve is reverse engineered



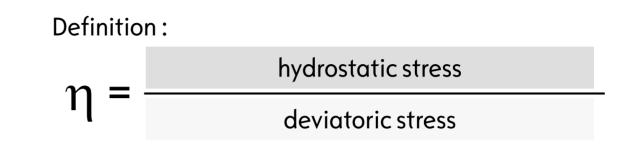
Barlat curve is purely test based

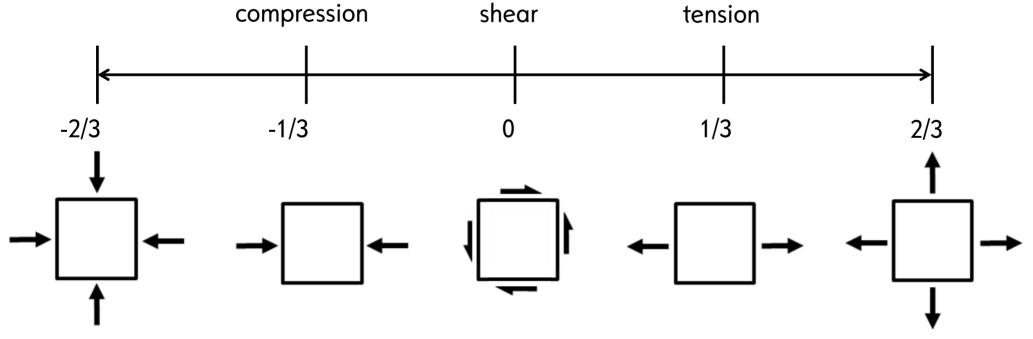


Rupture criterion

TRIAXIALITY

- Capture stress state in one value
- (The Lode angle parameter is not needed for elements following plane stress)
- For plane stress(σ_{zz} =0, τ_{xz} =0, τ_{yz} =0) follows :

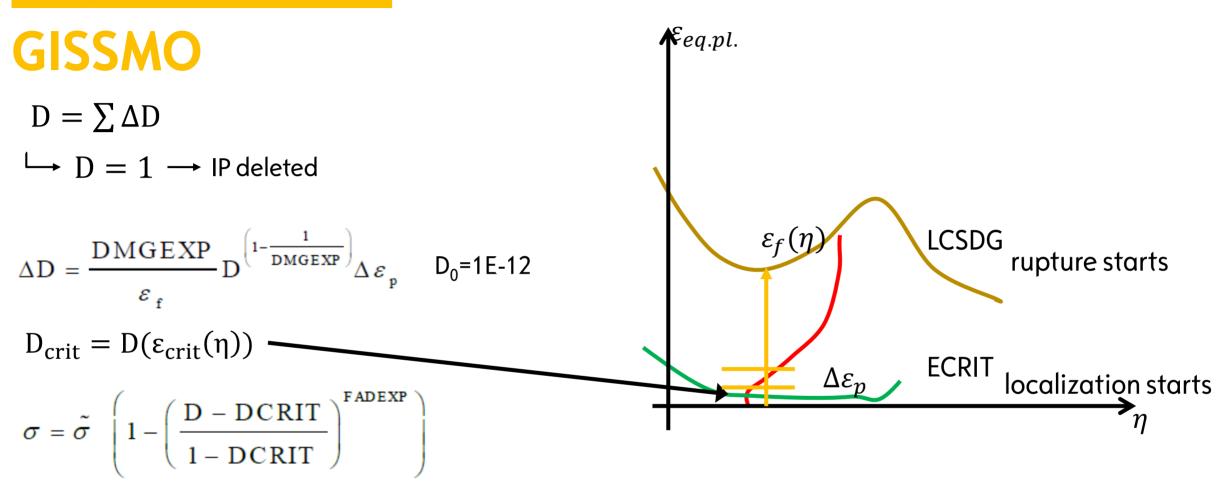






9

Damage accumulation



 $D = D_{crit} \rightarrow \sigma = \check{\sigma}$

 $D = 1 \rightarrow \sigma = 0$

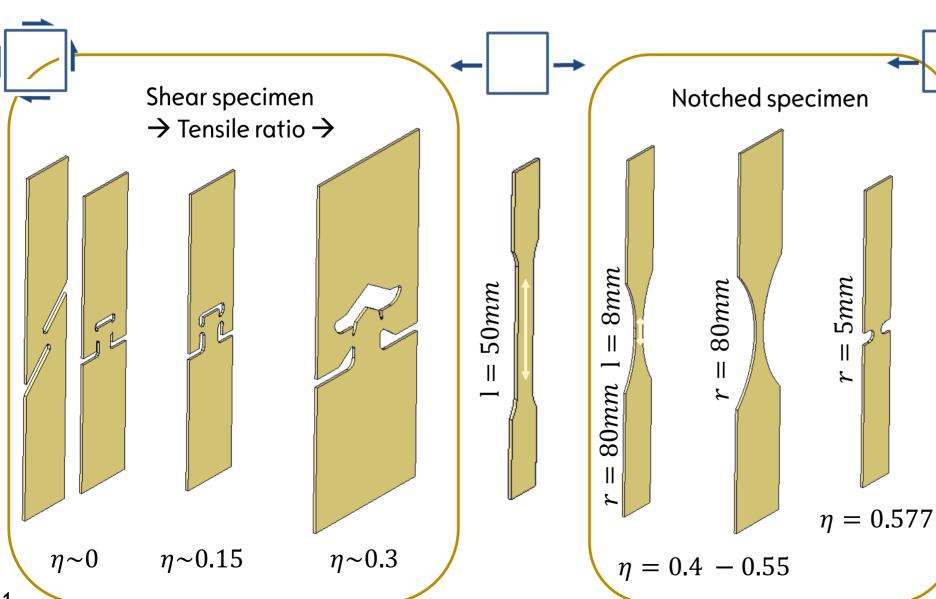
 \rightarrow Eq. plastic strain at rupture is not equal to $\varepsilon_f(\eta)$

- → Coupling reduces the strength of the element prior to element deletion
 - → ductile fracture



Triaxality tests

TEST GEOMETRIES



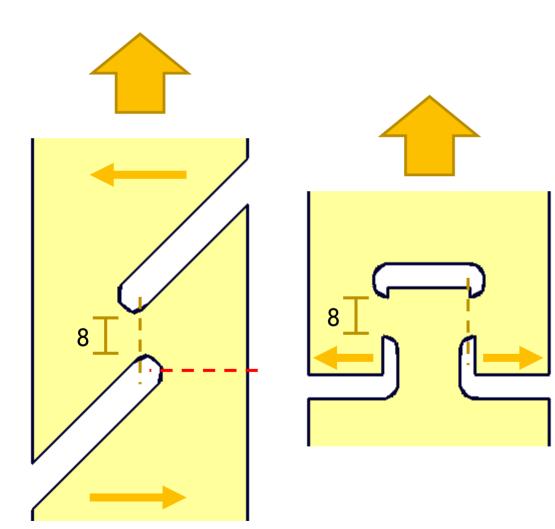
Principles:

- Plane stress as long as possible (b/t>4)
- Scalability of element size
- Homogenous triaxiality in deformed area
- No local thickness reduction



Triaxality tests

TEST GEOMETRIES - SHEAR

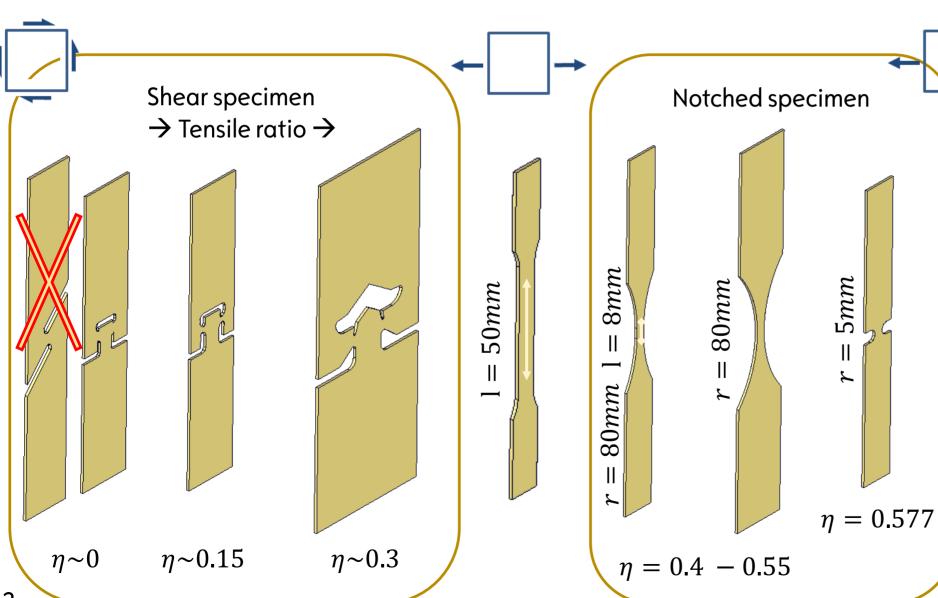


- Optimized radii and offsets to focus the load onto the center
- Symmetrical specimen : lateral deformation does not effect the test equipment
- Asymmetrical specimen : lateral deformation is test equipment dependent
 - → Different rupture modes can be triggered for the same material



Triaxality tests

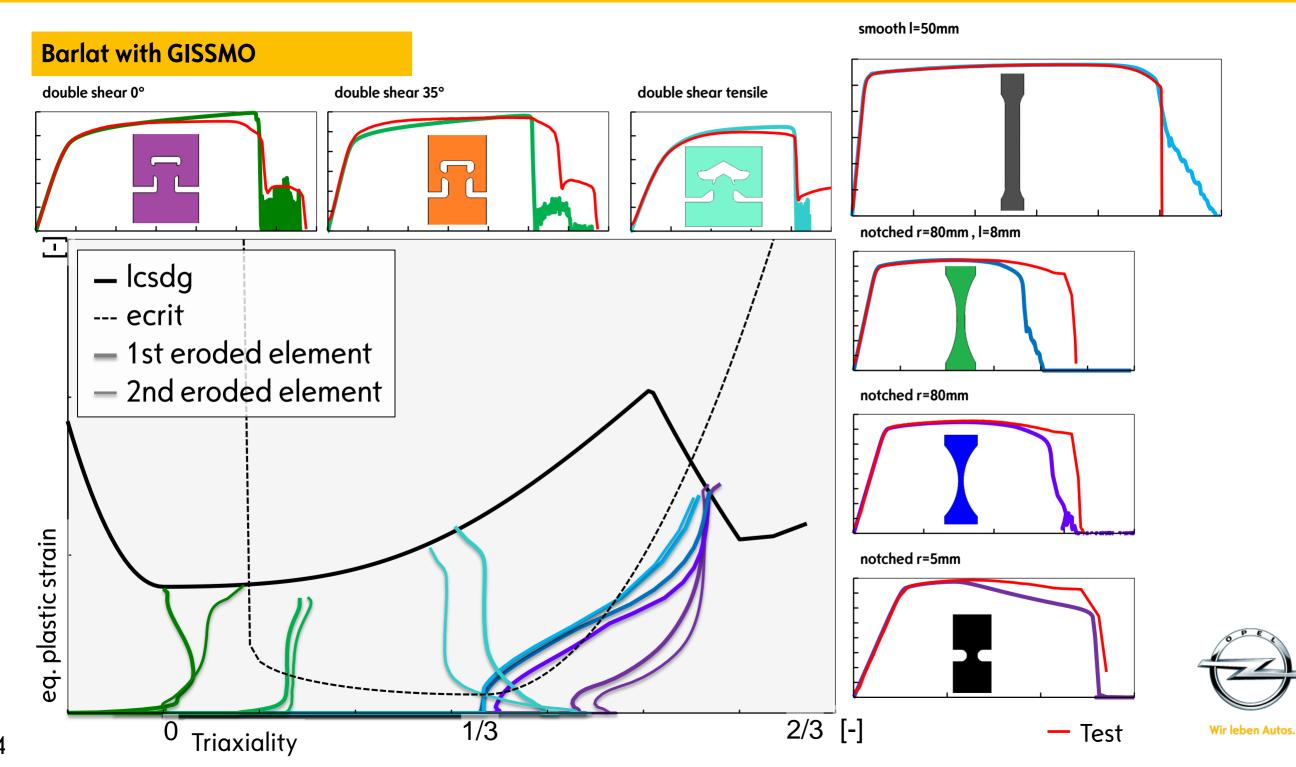
TEST GEOMETRIES

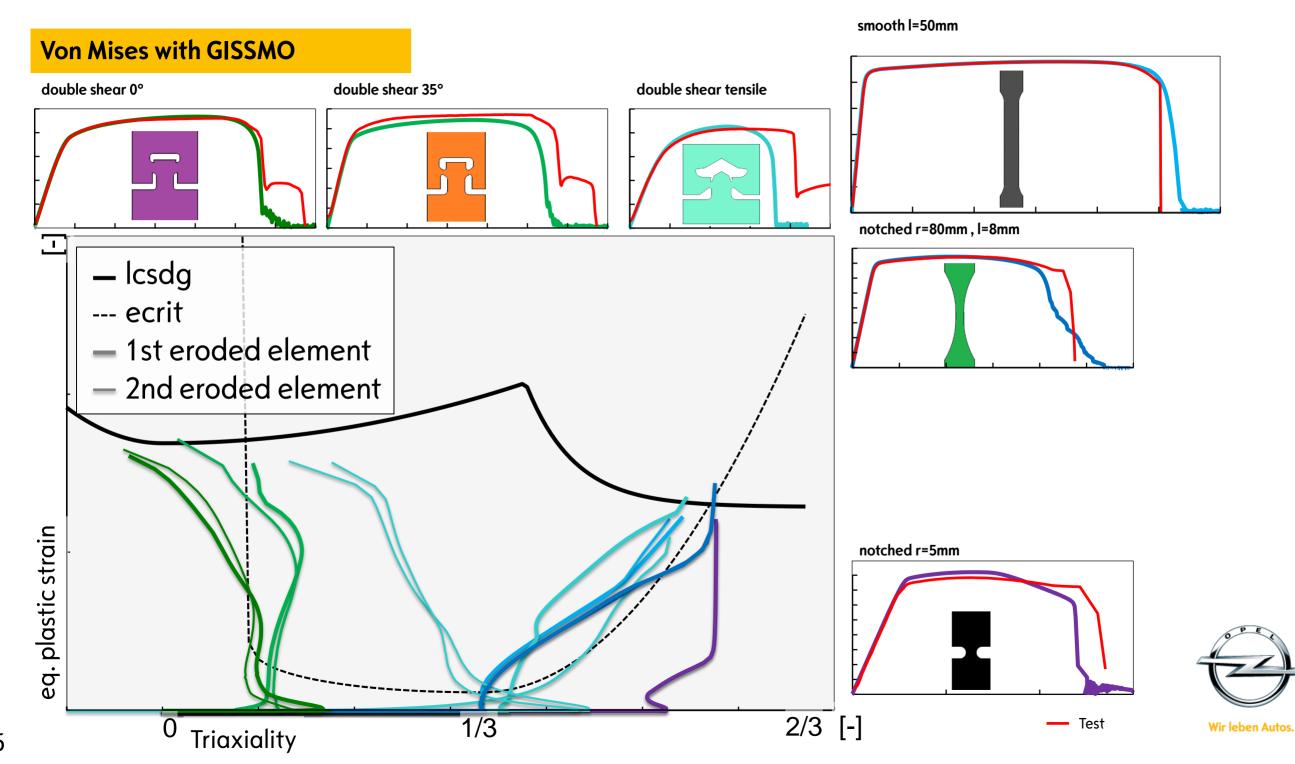


Principles:

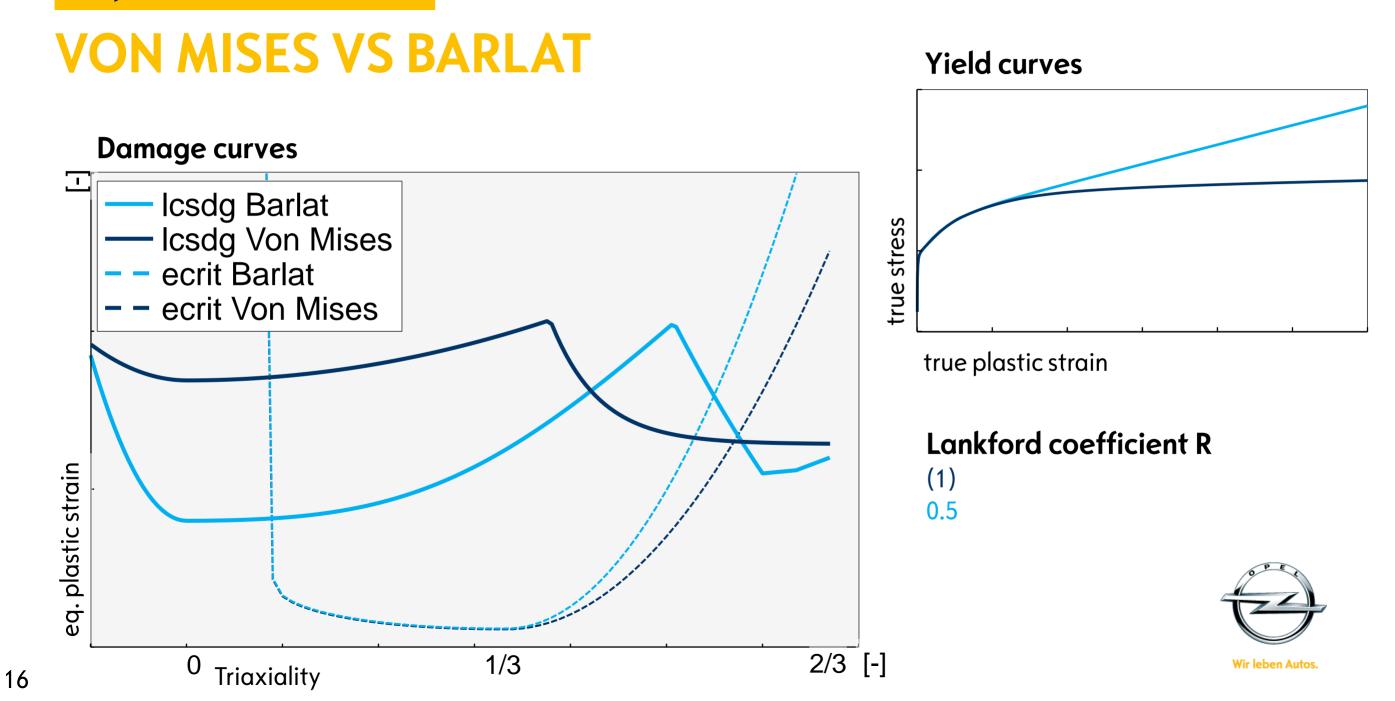
- Plane stress as long as possible (b/t>4)
- Scalability of element size
- Homogenous triaxiality in deformed area
- No local thickness reduction
- Internal moment dissipation







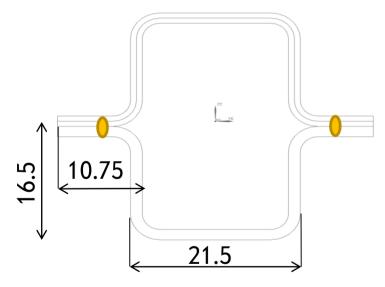
Comparison



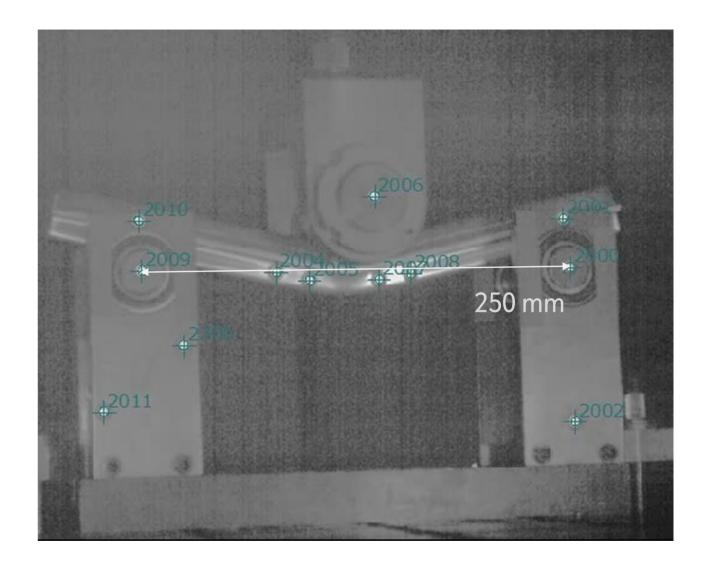
SETUP, TEST

Small roll formed beam

with continuous laser welds



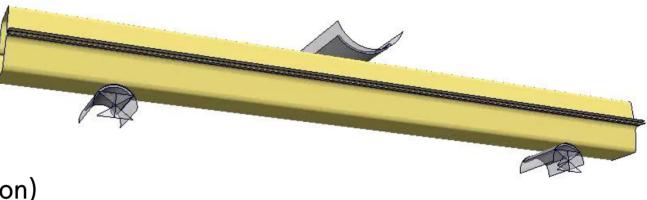
- Rotational free cylindrical rests
- Cylindrical impactor

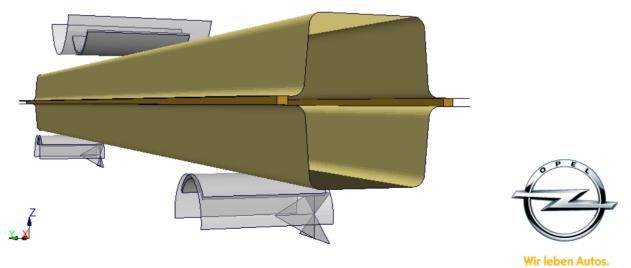




SETUP, SIMULATION

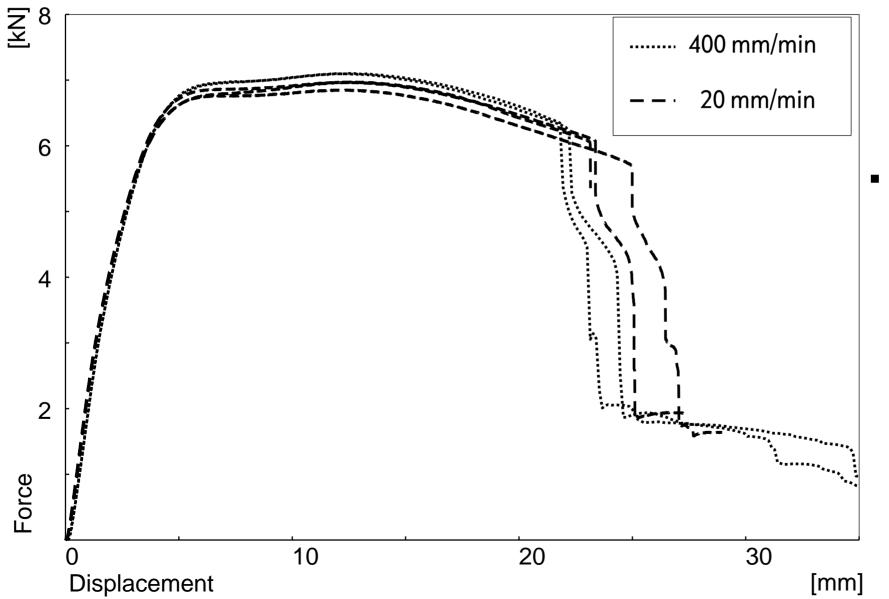
- Beam:
 - Discretization [mm]: 0.5
 - (also 1.0, 1.5, 2.25, 4.5 not part of this presentation)
 - Fully integrated shell elements (type 16)
 - Laser weld as solid w/ constrained contact
- Rests:
 - Rotational free
- Double precision





19

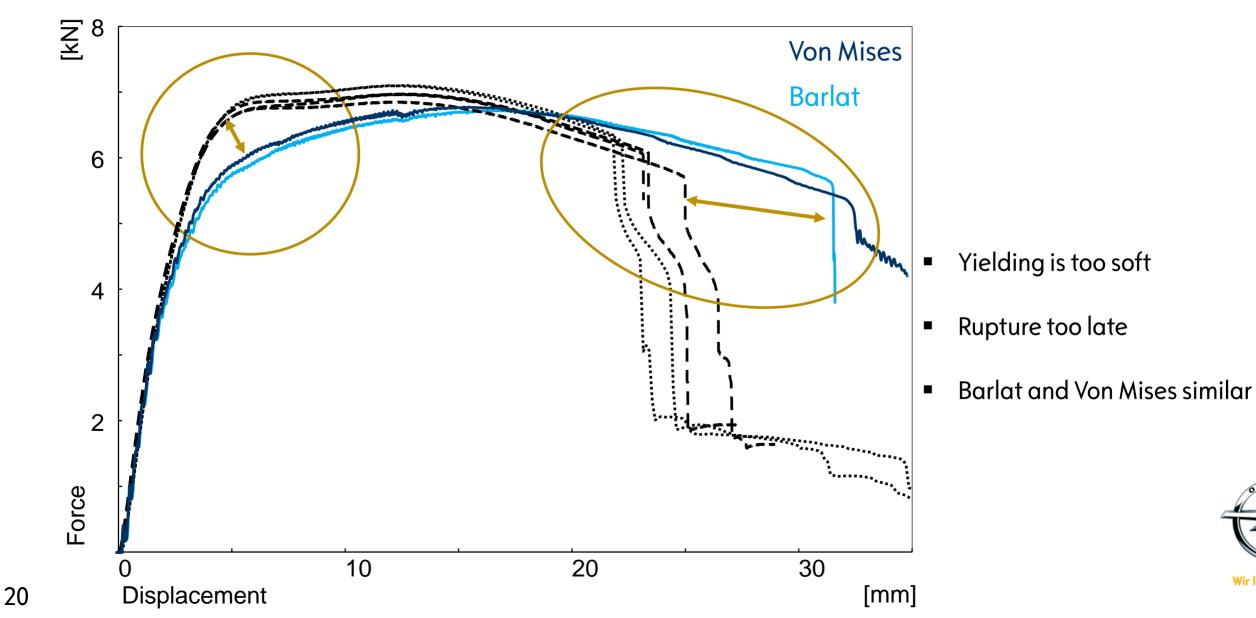
TEST RESULTS



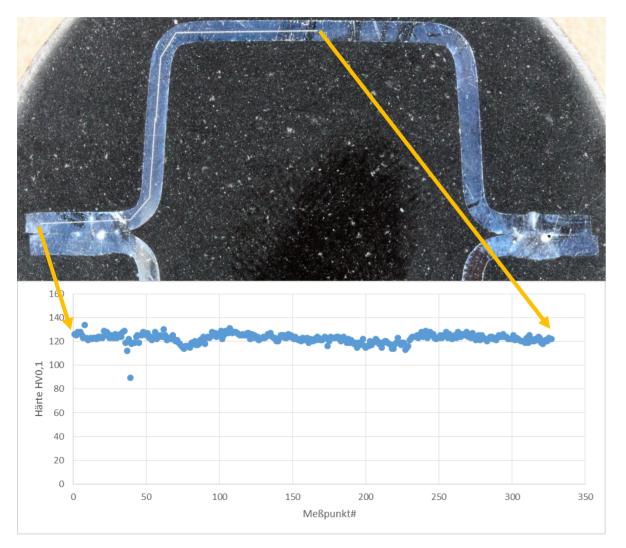
- 5 tests / 2 velocities
 - Good reproducibility
 - Only little strain rate dependency
 - Variation in rupture deflection



TEST RESULTS VS SIMULATION



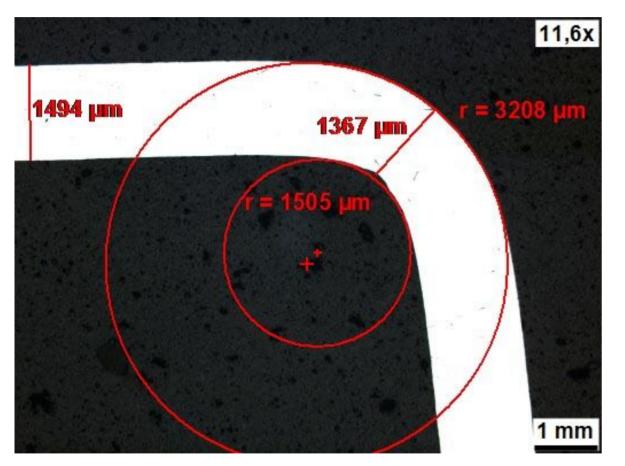
ADDITIONAL TEST EVALUATION



- HV hardness
 - Uniform, but for weld line
- Inner and outer radius
 - Smaller than intended (1.5 mm < 2.3 mm)</p>
- Overall geometry
 - Angles and lengths deviate
- ightarrow Geometry has to be adjusted



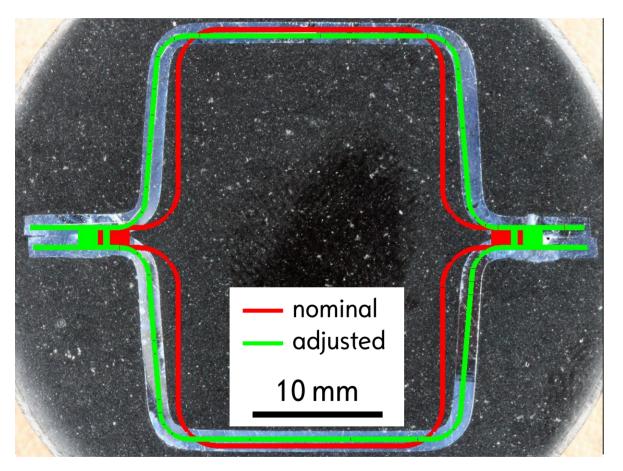
ADDITIONAL TEST EVALUATION



- HV hardness
 - Uniform, but for weld line
- Inner and outer radius
 - Smaller than intended (1.5 mm < 2.3 mm)
- Overall geometry
 - Angles and lengths deviate
- \rightarrow Geometry has to be adjusted



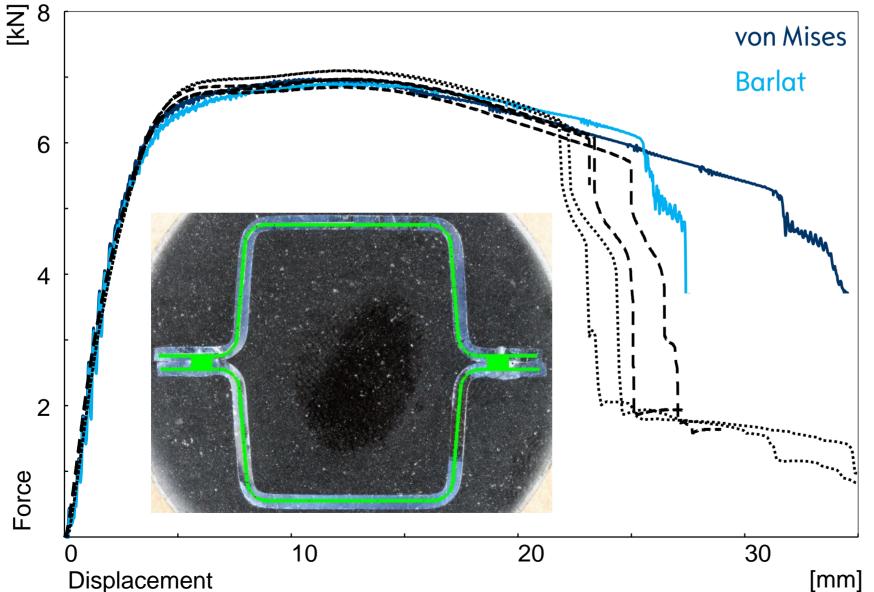
ADDITIONAL TEST EVALUATION



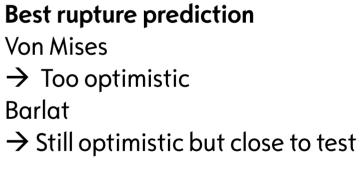
- HV hardness
 - Uniform, but for weld line
- Inner and outer radius
 - Smaller than intended (1.5 mm < 2.3 mm)
- Overall geometry
 - Angles and lengths deviate
- ightarrow Geometry has to be adjusted



TEST RESULTS VS SIMULATION



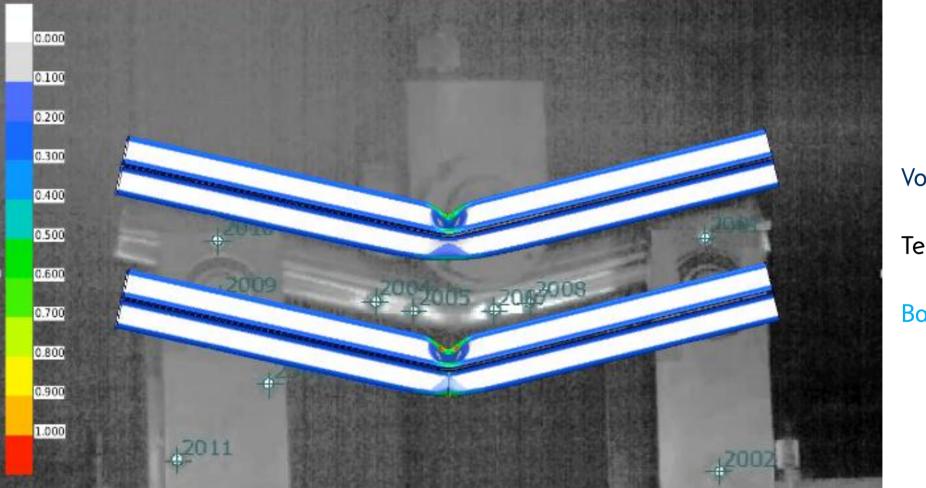
- Model geometry adjusted to test
- Process simulation mapped
- Friction set to µ=0.1 from 0.2





24

TEST RESULTS VS SIMULATION



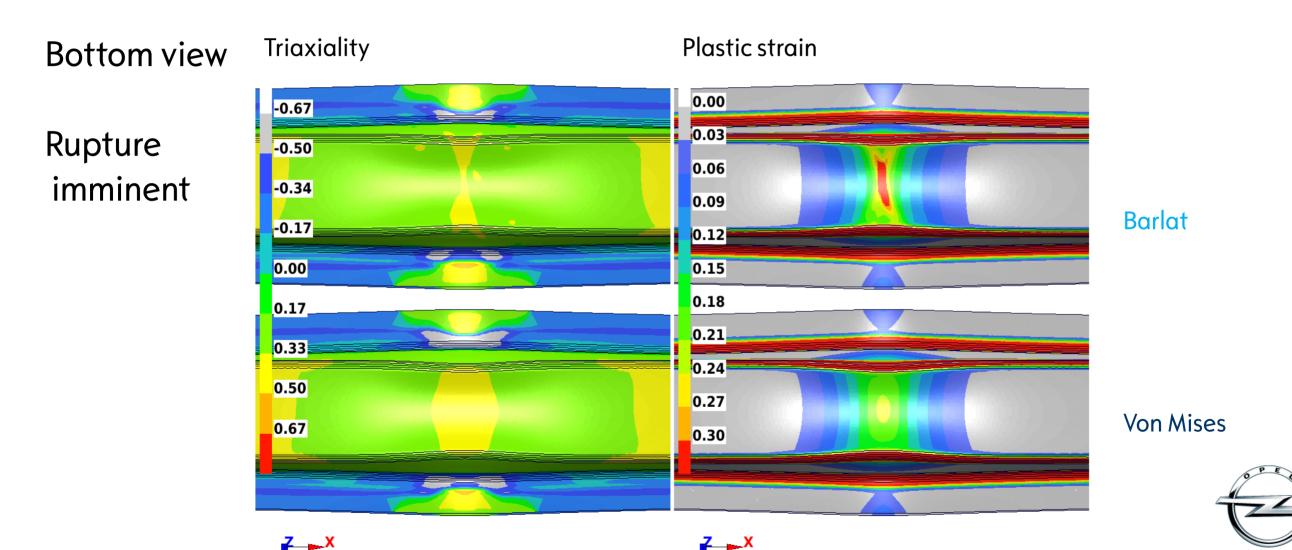
Von Mises

Test

Barlat



TEST RESULTS VS SIMULATION



CONCLUSION

• An accurate yield criterion and flow law are fundamental, Von Mises law is

not sufficient in this study

Introduction of out of plain anisotropy has improved results significantly

without increasing the model complexity

Geometrical detail and process data have an immense impact on validation





Daniel Riemensperger

THANK YOU.