# MECHANICAL PERFORMANCE OF LIGHTWEIGHT SANDWICH STRUCTURES BASED ON TRAPEZOIDAL CORRUGATED-CORES

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Thesis submitted in fulfillment of the requirements for the award of the degree of Master of Science

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JULY 2018

## ACKNOWLEDGEMENTS

First and foremost, I would like to express my highest gratitude to Allah the Almighty for blessing me in finishing this project regardless obstacles occurred. Next, I would like to express my sincere gratitude to my supervisor and co-supervisor Dr Mohd Ruzaimi Bin Mat Rejab and Prof Dr.Ing. Nik Abdullah Bin Nik Mohamed for their continuous support, patience, motivation, enthusiasm, and immense knowledge towards my master study and research. I could not have imagined having a better advisor and mentor for my master study.

I would like to extend my sincerest thanks to all members of the staff of Mechanical Engineering Department (UMP), and members of structural and analysis group for their valuable comments, precious sharing and knowledge which helped me in many ways during my research and dissertation. Their contribution means a lot towards my understanding.

I acknowledge my sincere indebtedness and gratitude to my parents for their love, dream and sacrifice throughout my life. I am also grateful to my family for their sacrifice, patience, and understanding that were inevitable to make this work possible. I cannot find the appropriate words that could properly describe my appreciation for their devotion, support and faith in my ability to attain my goals.

I would like to greatly thank the Ministry of Higher Education (MOHE) for sponsor of FRGS grant and Universiti Malaysia Pahang (UMP) for all the support throughout the period of me completing this study.

Last but not least, special thanks should be given to my committee members. I must also acknowledge them for their comments and suggestions, which was crucial for the successful completion of this study.

#### ABSTRAK

Trapezoid teras beralun di reka menggunakan acuan 45°, dan digunakan untuk membentuk pelbagai struktur sandwic yang ringan. Sudut 45° di pilih kerana ia merupakan bentuk yang optimum untuk semua kombinasi lenturan, ricihan dan regangan. Sifat mampatan dan mekanisma kegagalan dalam struktur berdasarkan dua bahan yang berbeza telah dikaji secara eksperimen. Tujuan penyelidikan ini adalah untuk mengkaji sifat teras beralun trapezoid apabila dikenakan tindakan tegangan serta mampatan dan untuk menghasilkan model tindak balas mekanikal teras beralun trapezoid yang mempunyai struktur sandwic dan juga untuk mengkaji kesan perubahan parameter geometri pada sifat teras beralun. Struktur teras beralun trapezoid dibuat daripada gentian karbon bertetulangkan plastik (CFRP) dan gentian kaca bertetulangkan plastik (GFRP). Komposit beralun telah direka menggunakan teknik bengkalai tangan dan kemudian disambungkan pada plat menggunakan pelekat berdasarkan bahan yang sama, untuk menghasilkan pelbagai struktur sandwic yang ringan. Ketebalan dinding sel, bilangan sel unit dan lebar digunakan dalam menentukan sifat struktur mekanikal tersebut. Mod kegagalan awal dalam struktur beralun ini adalah topang, keretakan pada gentian, dan delaminasi dalam struktur komposit bersama-sama dengan nyahikatan antara plat dan teras telah dikaji. Tekanan mampatan kemudiannya diberikan ke atas struktur beralun trapezoid, di mana kekuatan mampatan telah menunjukkan peningkatan pada semua struktur beralun itu. Untuk mensimulasikan tindak balas mekanikal bagi struktur beralun, model unsur terhingga telah dijana menggunakan ABAQUS. Keputusan unsur terhingga dibandingkan untuk mengukur tindak balas daripada eksperimen. Berdasarkan kajian yang dijalankan, kesan jumlah sel unit berbeza, CFRP mencapai 3.48 MPa lebih tinggi daripada GFRP yang 2.08 MPa di tiga unit sel. Ia menunjukkan bahawa pada jumlah unit sel yang tinggi, ia mempengaruhi kekuatan komposit. Bagi kesan ketebalan dinding sel, keputusan menunjukkan semakin tinggi ketebalan dinding sel semakin tinggi kekuatan mampatan. Kekuatan mampatan CFRP dan GFRP masing-masing adalah 3.48 MPa dan 1.74 MPa pada ketebalan 1.75 mm dan 1.90 mm. Dapat dilihat daripada graf pembuktian unsur terhingga dan eksperimen, data dari kedua-dua kaedah ini menunjukkan kesepakatan yang sangat baik. Pemerhatian ini dibuktikan dengan mengira kesilapan peratusan antara unsur terhingga dan keputusan eksperimen dengan purata perbezaan antara 4.97% dalam beban maksimum.

#### ABSTRACT

Trapezoidal corrugated-core was fabricated using a 45° profiled mould, and used to form a range of lightweight sandwich structures. The 45° corrugation angle was chosen since it represents an optimal configuration for all combinations of bending, shearing and strain. The compressive behaviour and failure mechanism in the structures based on two different materials have been investigated experimentally. Trapezoidal corrugatedcore is made of carbon fibre reinforced polymer (CFRP) and glass fibre reinforced polymer (GFRP). The aim of this research work is to study the behaviour of trapezoidal corrugated-core subjected to compression stress and to produce a model of mechanical response of trapezoidal corrugated-core with sandwich structures and to study the effect of varying the geometrical parameters on the corrugated-core behaviour. Corrugated composites were designed using hand-layup technique and then bonded to skins using adhesive based on the same material, to produce a range of lightweight sandwich structures. The thickness of the cell walls, number of unit and width cell are used in determining the behaviour of the mechanical structures. The initial failure modes in this corrugated structure are struts buckling, fibre cracking, and delamination in the composite structure. Besides that, the debonding between the skins and the core were also investigated. Compression loading was subsequently performed on the trapezoidal corrugated structure, where the compression strength shows increasing for all the corrugation structure. To simulate the mechanical response of the corrugation structure, Finite Element (FE) models have been generated using ABAQUS. The results were compared to measure the experimental outcome. From the finding, the effects of varying the number of unit cell dominate by CFRP are 3.48 MPa higher than GFRP that 2.08 MPa at three unit cell. It shows that the higher number of unit cells it will affects the composite strength. For the effect of cell wall thickness, the results show that the higher the wall thickness, the higher the compression strength. The compression strength of CFRP and GFRP are 3.48 MPa and 1.74 MPa respectively at 1.75 mm and 1.90 mm thickness. The structures show excellent repeatability in terms of their mechanical response. The mechanical response in compression increases with specimen thickness. Validation Finite Element and experimental data, a very good deal is found between experimental and finite element values. This observation is validated by computing the percentage error between the finite element and the experimental results with average difference around 4.97% in maximum load.

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# LIST OF SYMBOLS

σ	Stress
A	Cross sectional area
Е	Strain
Ε	Elastic modulus
w	Width
x	Length
Η	Height
t	Thickness
0	Degree angle
δ	Displacement/ deformation
θ	Angle
Φ	Displacement parameter
λ	Factor dependant on the boundary conditions
Р	Load
Ι	Second moment of area

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# LIST OF ABBREVIATIONS

2D	Two Dimension
3D	Three Dimension
AL	Aluminium
ASTM	American Society for Testing and Materials
CAE	Computer Aided Engineering
CFRC	Carbon Fibre Reinforced Composite
CFRP	Carbon Fibre Reinforced Polymer
CNC	Computer Numerical Control
CPU	Central Processing Unit
CSM	Chopped Strand Mat
FE	Finite Element
FEM	Finite Element Method
kN	Kilo Newton
LAT	Lateral at tab top
LGM	Lateral gauge middle
LIT	Lateral inside tab top
LTSP	Lattice Truss Sandwich Panel
min	Minute
mm	Millimetre
MPa	Mega Pascal
SQP	Sequential Quadratic Programming
SrPET	Self-Reinforced Poly(Ethylene Terephthalate)
UD	Unidirectional
VeSCo	Ventable Shear Core
WR	Woven Roving

#### **CHAPTER 1**

## **INTRODUCTION**

## **1.1** Introduction

The use of materials for structural and other design purposes are growing rapidly. One of the most important characteristics in structural studies is reducing the weight without neglecting the strength of a structure. Hence, this engineering challenge has led numerous of researchers to model and fabricate lightweight structures that can give a greater strength, and absorb more energy under several loading conditions. Reducing the weight while increasing the strength is always critical, from airliners to future space missions to the Mars. Research in sandwich cores today may lead to radical improvements in the future.

One of the solutions to achieve light weight is by changing metals with composites. A composite is a material having two or more separate components or phases, which are both components, are present in reasonable proportions, each having dissimilar properties, causing in altogether different properties for the composite material produced. The components present in a continuous form and often but not always present in the greater quantity called the 'matrix', such as polymeric materials. In general, polymers are well-known of its poor strength and a low Young's modulus.

The second component is termed as the reinforcing phase or the 'reinforcement', with the purpose of enhancing or reinforcing the mechanical properties of the matrix, such as the carbon fibre. In common, the reinforcement is stronger and stiffer than the matrix. There has been an increase for more than a half-century in the use of composites and sandwich constructions in a wide range of usages. These applications include structures in the aerospace, automotive, naval and construction industries.

For example, the largest airliner in the sky, the Airbus A380, is an outstanding example of the development in the use of the composite materials.

Figure 1.1 presents the distribution of composite materials in the A380. The increased use of carbon fibre reinforced polymer (CFRP) laminates has resulted in a drastic weight reduction in the A380 (Pora, 2001). The major material improvements in the A380 are its CFRP composite centre wing box, which is the first in commercial aviation. CFRP has also replaced aluminium on the side panels and the secondary rib.



Figure 1.1Contribution of composite material on A380 AirbusSource: http://www.malaysiasite.nl/fleet.html

A sandwich structure usually comprises of two thin stiff skins, made from a dense material, and separated by a thick and light core. The outcome of this construction is a structure with a high bending stiffness and strength with a low overall density. Indeed, the bending stiffness and strength of a sandwich structure are always greater to that of a monolithic structure made from the same material and having the same weight.

The skin materials are one of the essential components in sandwich structures. It can be divided into fibre reinforced composites and non-composites. For the noncomposites, the most common skin material is an aluminium sheet metal. Its applications include refrigerated transportation containers and construction panels. Most fibre reinforced composites employed as the skins in a sandwich structure. The most common fibres include glass fibre, carbon fibre and aramid. In general, composites skins have an excellent strength, stiffness, corrosion resistance, thermal properties and are lightweight in nature. Nevertheless, composites are bit expensive than sheet metals and sometimes require complex manufacturing processes. The composite skin may comprise of different designs, such as unidirectional (UD), chopped strand mat (CSM) and woven roving (WR). UD skin has high strength in one direction (fibre direction only), whereas a WR skin has moderate strength in two perpendicular directions.

Sandwich structures commonly based on polymeric foam and honeycomb core materials may retain air and humidity. Humidity retention, is one of the problems in airplane sandwich construction. This problem may lead to an increase in the overall weight of the sandwich structure and degrading of the core properties. To overcome the problems, an open channel core material such as two-dimensional prismatic core is ventable in order to avoid moisture accumulation. In this study, characteristics of the mechanical behaviour of the corrugated-core will be studied using the uniaxial loading conditions. The structural models will be constructed using the CAD software and analysed by utilising the finite element (FE) software. The prediction model will be developed for the analysis of corrugated-core sandwich structures based on the strength and weight and compared with the experimental results to predict the strength and failure mechanisms of the corrugated-cores. The suitability of the corrugated-core as replacement core design structures in the sandwich construction will be as well serves the concept of sustainable manufacturing.

#### **1.2** Application of Corrugated-core sandwich structure

In the packaging industry, the corrugated box was initially used for packaging glass and pottery containers. This corrugated box is a paper-based material, consisting of a flute (core) corrugated sheet and one or two flat linerboards as shown in Figure 1.2. The first corrugated paper design was patented in England in 1856. Today, packaging engineers design and develop corrugated boxes (shipping containers) to satisfy the particular needs of the product being shipped and the hazards of the shipping surroundings, i.e. shock, compression, moisture, vibration.



Figure 1.2Corrugated box used in packagingSource: https://en.wikipedia.org/wiki/Corrugated\_box\_design

Corrugated structure in aerospace application was used by several researchers to study morphing wings. Morphing wings can improve aircraft efficiency, by eliminating weight and mechanical systems. The technology requires anisotropic materials, high span-wise stiffness and high chord-wise flexibility. Figure 1.3 show corrugated morphing wing by (Dayyani and Friswell, 2017).



Figure 1.3 Corrugated morphing wing Source: Dayyani and Friswell (2017)

The versatility of corrugated structures allows their use not only in the construction of culverts under motor roads and railway lines but also in the construction of overhead crossings, bridleways, pedestrian and transport tunnels and avalanche galleries. In urban and industrial sites, corrugated steel structure is used in the construction of drainage systems, storm water drains, utility galleries, site landscaping, flood protection structures, water flow regulation, coast establishing and coast protecting structures. Figure 1.4 show example of corrugated metal pipe.



Figure 1.4Corrugated metal pipeSource: http://www.illowaculvert.com/Corrugated\_Metal\_Pipe.php

## **1.3** Problem Statement

The most ordinary foams are made from polymers. In general, polymeric foams are suitable as energy absorption devices and heat insulators. Unfortunately, polymeric foams offer a highly irregular cell structure, mostly closed channels and are very conventional. Sandwich structures with closed channel cellular materials may retain air and humidity. Humidity retention is one of the problems in aeroplane sandwich construction. This issue may lead to an increase in the overall weight of the sandwich structure and degrading of the core properties. Traditional sandwich core material such as polymeric foams and honeycomb cores exhibit poor airflow exchange. Therefore, corrugated-core geometries from composite material that has a good strength to weight ratio with an open channel will be studied. Corrugated channel will allow airflow and remove humidity while composite with trapezoidal geometry expect to increase the mechanical performance. Thus, the mechanical performance of the corrugated channel will be investigated in this study.

## 1.4 Objective

The objectives of the project are as follows:

1. To investigate the mechanical behaviour of trapezoidal corrugated-core subjected to tension as well as compression loading.

2. To model with numerical method for the mechanical response of trapezoidal corrugated-core sandwich structures.

3. To study the effect of varying the thickness, number of unit cell and properties of the corrugated-cores structure.

1.5 Scope

The scope of work is specified as follows:

1. Development of lightweight sandwich structure based on 45° trapezoidal corrugated-core.

2. Carbon fibre reinforced polymer (CFRP) and glass fibre reinforced polymer (GFRP) as investigated materials for the sandwich structure.

3. Static compression and tension tests using Universal Testing Machine.

4. The effects of trapezoidal corrugated-core are limited to varying cell wall thickness and number of unit cell.

5. Modelling of the sandwich structure using ABAQUS software.

## **1.6** Organisation of Thesis

Chapter 1 introduction gives an overview on the research; consist of objective, problem statement and research scope.

Chapter 2 literature review provides an overview of the design and manufacture of sandwich cores and the mechanical behaviour of sandwich cores under quasi-static.

Chapter 3 methodologies describes the design and experimental procedure in this study, consists of specimen preparation and experimental testing (tensile test and compression test).

Chapter 4 result and discussion presents and discusses the experimental results and the failure mechanisms of the structures. The fundamental theories to support each of the experiments are given. Chapter conclusion and recommendation summarises the overall findings and discussions together with recommendations for future work.



#### **CHAPTER 2**

## LITERATURE REVIEW

## 2.1 Introduction

A range of sandwich cores has been manufactured with the objective of developing a lightweight structure, which is both robust and stiff. From balsa wood of the 'mosquito aircraft' to polymer foams and honeycomb cores, and recently more researchers are investigating ideal lightweight cellular core candidates for sandwich structures (Bartolozzi et al., 2013; Côté et al., 2006; Heimbs, 2009; Malcom et al., 2013; Rejab and Cantwell, 2013; Yokozeki et al., 2006). The mechanical properties of sandwich core materials dominated by three factors; the topology of the cellular materials, the properties of the parent and the relative density, defined by the volume fraction of solid material (Evans et al., 2001).

Cellular materials exhibit desirable qualities, such as low density, high strength, high stiffness and high energy absorption. With careful design, these qualities can be combined as multifunctional components (Evans et al., 2001). The potential for cellular materials to have a multifunctional performance makes them even more attractive to researchers. For examples, fold-cores feature multifunctional properties, such as thermal insulation and good acoustic damping, in addition to their mechanical properties (Abbadi et al., 2009). Furthermore, the problem of humidity accumulation in closed-cell sandwich core materials such as honeycomb can be solved. In general, the open cell design of prismatic, truss and textile cores permits vent ability, resulting in improves of airflow.

The manufacture of strong and stiff cellular materials requires the correct selection of materials and topologies. An appropriate combination can delay the onset of failure modes such as yielding or plastic buckling in metals, and delamination or fibre fracture in fibre fracture in fibre reinforced composites. Since the majority of studies in the field of sandwich structures are of polymeric and honeycomb core materials, there is very few information in the open literature on corrugated-cores. Optimisation of shape design will be conducted and corrugated-core sandwich structure will be performed, and the simulation results will be validated against the experimental data.

#### 2.2 Sandwich Structure

The sandwich structure comprises of two relatively thin, stiff and strong faces separated by a relatively thick lightweight core, for example, honeycomb, foam core and cellular metal. Stiff and simultaneous light component is crucial in industries nowadays. To achieve lightweight and high stiffness component, sandwich structure construction was developed (Belouettar et al., 2009; Burlayenko and Sadowski, 2009; Grujicic et al., 2013; Petras and Sutcliffe, 1999)

Depending on the purpose of the materials can differ; nevertheless, the most important characteristics for sandwich structures are, they are lightweight compared to metallic, high stiffness and cost effective compared to other composite structures. For specific applications using core material such as in aerospace, automotive, marine transportation, satellites, truck structures, containers, tanks, body parts, rail cars and wind energy systems, the production technology used for the sandwich structure is significant (Belouettar et al., 2009, and Burman and Zenkert, 1997).

Sandwich structures are being considered for application regarding aircraft main structures, where durability and damage tolerance is a first rank consideration, thus, understanding the adverse effect of in-service events. In fact, development of the composite structure to sensitive fields, where high reliability is required, such as civil flight, was so far limited by the poor knowledge of their behaviour under multiple dynamic loads. So, the structure needs to be assessed to verify that damage occurring during the service life will not lead to failure or extreme structural deformation until the damage is detected. The knowledge of their static and fatigue behaviour are required to use the material in a different application, and a better considerate of the numerous failure mechanisms under static and fatigue loadings situations is essential and extremely necessary (Belouettar et al., 2009).



Figure 2.1 Example of foam core sandwich structure Source: Konka et al., (2012)

Because of their high specific strengths and stiffness, sandwich structures are extensively used in lightweight construction especially aerospace industries (Dayyani et al., 2002; Mohammadi et al., 2015; Mohan et al., 2011). Figure 2.1 shows the example of foam core sandwich structure. Sandwich panel comprises of a lightweight core covered by two thin face sheets. Every face sheet may be an isotropic material or a fibre-reinforced composite laminate while the core material may either be of metallic/polymeric foam or metallic/aramid honeycomb (Foo et al., 2007). The main profits of using the sandwich concept in structural components are the high stiffness and low weight ratios. These structures can carry in-plane and out-of-plane loads and show good steadiness under compression, keeping the excellent strength to weight and stiffness to weight characteristics. There are many advantages of sandwich constructions, the expansion of new materials and the need for high performance and low-weight structures certify that sandwich construction will continue to be in demand (Belouettar et al., 2009, and He and Hu, 2008).

The core is made up of polymers, wood, aluminium and composites. These are to minimize its weight that are used in form of foams, corrugated and honeycombs construction (Petras and Sutcliffe, 1999).

Sandwich structures with cellular core materials compromise high definite strength and an interest energy absorbing capacity. Such sandwich structure properties make them a good solution for the protection of aircraft structure from impacting unknown objects. For example, such panels are frequently used in front of airplane to avoid accidental bird strikes, which can cause major damages to equipment and thus affect their safety. This protection is to avoid damage of panels which can cause the depressurization of aircraft (Zhao et al., 2007).

Sandwich concept is a proven construction technique that combines low weight with exceptionally high strength thereby making it ideal for a wide range of applications in the aerospace, marine, wind energy and transportation industries (Belingardi et al., 2007; Ivañez et al., 2010)

In principle, a sandwich consists of two faceplates (facings or faces), which are comparatively thin but of high strength and stiffness, enclosing a core structure, which is relatively thick but light weight, and possesses sufficient stiffness in the direction normal to the plane of the face plates. The components of the sandwich material are bonded together, using either adhesives or mechanical fastenings, such that they can act as a composite load-bearing unit. The skins withstand the bending stresses and give the structure a hardwearing surface whereas light core material carries the shear stresses generated by loads, distributing them over a larger area. Combining together different materials and geometries, it is possible to obtain a wide range of structures and therefore to reach a great flexibility of use (Belingardi et al., 2007).

## 2.3 Type of Sandwich Structures

In current years, there are several types of sandwich structures with better quasistatic and dynamic properties have been introduced, comprising those based on various foam, honeycomb cores, truss cores and origami cores (Rejab and Cantwell, 2013).

#### 2.3.1 Honeycomb Sandwich Structure

Honeycomb is well-known core used to build sandwich structure. The name comes from the structure of honeycombs made by bees to store honey. Honeycombs and flex cores are used in many applications, for example chassis of modern Formula One cars. The honeycomb, Flex cores and Nomex are sandwiched between two carbon skins with the purpose of making a very stiff and strong structure that offers shield to the driver in case of a simple crash.

In aerospace applications, honeycomb materials have been used broadly among core materials. Various studies have been conducted to understand the mechanical response of honeycomb structures under dissimilar loadings (Aktay et al., 2008).

Normally honeycomb has a uniform shape of hexagonal structure defined by the cell size, material, cell wall thickness and bulk density. The main constructional materials are glass fibre reinforced polymer, aluminium and aramid paper. Among them, aramid paper and aluminium are usually used in engineering application. While aluminium honeycomb sandwich structures are structurally efficient, their use in the aerospace industry is now limited due to a susceptibility to long term moisture exposure which leads to corrosion, degradation of the adhesive bonds and extensive face sheet debonding (Choi and Jang, 2010; Li, Ueno, and Lefebvre, 2006; Saarimäki and Ylinen, 2008). This degradation has caused a number of in-flight failures, failure of panels during repair and an increased maintenance burden in assessing and repairing damage. (Aktay et al., 2008)

Honeycombs are produced by bonding metal or composite laminate skins to a honeycomb core. These layered-like materials are characterized by lightweight, high flexural stiffness and can support classical loadings like tension and bending. The advantages of honeycomb sandwich constructions together with the development of new materials and the industrial needs for high performance and low-weight structures ensure that honeycomb sandwich construction will continue to be in demand. Honeycomb composites are increasingly being used to replace traditional materials in highly loaded applications. Honeycomb cores are described as cellular solids that make use of voids to decrease mass, while maintaining qualities of stiffness and energy absorption. This improvement, at relatively little expense, in terms of mass, is of great interest in aerospace, automotive and many other applications. In order to use these materials in different applications, the knowledge of their mechanical behaviour is required. This calls for the development of rigorous mathematical and experimental methods capable of characterizing, modelling, designing and optimizing of the composite under any given set of conditions (Abbadi et al., 2009).



Figure 2.2 Example of Honeycomb sandwich structure Source: Abbadi et al., (2009)

Figure 2.2 shows an example of honeycomb sandwich structure. A typical honeycomb sandwich panel consists of two thin and stiff facing materials bonded to a thick and lightweight thin-walled core with in-plane two-dimension periodic cellular structure (Frank Xu and Qiao, 2002).

Conventional hexagonal honeycomb sandwiches have been widely applied in aerospace industry since 1940s. With the development of composite materials and manufacturing technology, the application of this efficient structure has been penetrating into every possible field. Circumstantially, honeycomb sandwiches can be optimized from geometry to material in both global and local levels. Among them, one important choice is of honeycomb cores, where the size, shape, topology and wall thickness of core configuration and constituent materials can be comprehensively optimized by taking account of local interactions and consequent global behaviour (Frank Xu and Qiao, 2002). Honeycomb sandwich structure combines high flexural rigidity and bending strength with low weight (He and Hu, 2008). Honeycomb sandwich materials are being used widely in weight sensitive and damping structures where high flexural rigidity is required, in many fields especially in the automobile industry. Honeycomb core sandwich panel is formed by adhering two high-rigidity thin-face sheets with a lowdensity honeycomb core possessing less strength and stiffness. By varying the core and the thickness and material of the face sheet, it is possible to obtain various properties and desired performance, particularly high strength-to-weight ratio (He and Hu, 2008).

Honeycomb structures have been received much attention in recent years because of their high strength/weight and stiffness/weight ratios, excellent heat resistance and favourable energy-absorbing capacity. Of the various materials used in honeycomb cells, aluminium honeycomb structures have been widely adopted in the aerospace, electronics and architectural industries. Sandwich plates that are manufactured by bonding the skin plates on a honeycomb core using adhesives have been extensively developed to extend the range of applications of honeycomb cells (Jen and Chang, 2008). This study analysed the four-point bending fatigue strengths of aluminium honeycomb sandwich beams with cores of various relative densities. The debonding of the adhesive between the face sheet and the core was identified to be the major failure mode (Jen and Chang, 2008).

Extensive applications of hexagonal honeycomb cores are found particularly in the aerospace and naval industries. In view of the recent interest in novel strong and lightweight core architectures, square honeycomb cores were manufactured and tested under uniform lateral compression (Rejab et al., 2014).

Nomex honeycomb is made from Nomex paper, which is a form of paper made of aromatic polyamide (aramid) fibres. The initial paper honeycomb is usually dipped in a phenolic resin to produce a honeycomb core with high strength and very good in term of fire resistance (Foo et al., 2007). Nomex, the core which this focuses on, is a widely used honeycomb material manufactured by dipping a paper honeycomb substrate into phenolic resin to build up the walls of the honeycomb. As well as mechanical requirements, core materials may also be selected based on their fire resistance or thermal properties (Petras and Sutcliffe, 1999).

#### 2.3.2 Foam Core Sandwich Structure

Numerous core materials and core configurations have been offered nowadays. The most generally used core materials are honeycomb and foams. The foam cores are first used when the waterproof, sound and heat insulation qualities of cores are essential. Moreover, the foam cores are the least expensive among core materials and it can give some advantages in sandwich fabrication (Burlayenko and Sadowski, 2009; George et al., 2014; Xu et al., 2016)

Filling the foam in honeycomb cells can be considered as the improvement of debonding resistance and ability to produce new types of sandwich cores. This concept combines the benefits of honeycomb and foam cores. The increased adhesive area of foam-filled honeycomb cells is only one of them. In contrast, the filling leads to changes of the dynamic properties of the honeycomb sandwiches (Burlayenko and Sadowski, 2009).

Moderate reduction of the magnitudes of the natural frequencies causes by introduction of the foam in the honeycomb core. This outcome is magnified by the density of foam fillers, which also insignificantly increases the stiffness and total mass of the filled sandwich plates. Filling of the honeycomb with the foam promotes the slight increases of buckling loads and the insignificant decreases of imperfection sensitivity of foam-filled sandwich plates. Alternatively, adding the foam can induce changes in stress distributions in the core to sheet faces interface. (Bin et al., 2015; Burlayenko and Sadowski, 2009; Yan et al., 2014; Yazici et al., 2014)

The use of cellular foams as a structural element and load bearing component has increased as sandwich constructions becomes more widely used. Today, the main effort in design is put into face materials, but as the demands for more optimized structures are raised, the research in the field of core materials also increases (Burman and Zenkert, 1997). Styles et al., 2007 investigated the effect of core thickness on the deformation mechanism of an aluminium foam core/thermoplastic composite facing sandwich structure under 4 point bending with varying core thicknesses. Kesler and Gibson, 2002 studied size effects in metallic foam core sandwich beams. This is the most substantial effect for the design of sandwich panel with metallic foam core, in which the core is loaded primarily in shear. Plastic collapse modes of sandwich beams have been studied experimentally and theoretically for the case of aluminium alloy foam with cold-worked aluminium face sheets. Plastic collapse is divided into three competing mechanisms: face yield, indentation and core shear, with the active mechanism depending upon the choice of geometry and material properties (Chen et al., 2001). Rizov, 2006 investigated the elastic plastic behaviour of closed-cell cellular foams subjected to point and line loads, both experimentally and numerically.

Previously, Chen et al. 2001 explained that a range of metal foams have been established with a relative density  $\rho$  (defined by the ratio of foam density to the density of the cell walls) in the range 0.05 to 0.3. Generally foam core are using aluminium alloys, though steel foams and creep-resistant nickel alloy foams. Metal foams compete favourably with polymer foams as the lightweight cores of sandwich beams, plates and shells, due to the higher stiffness and high-temperature ability.

In this investigation, sandwich beams have been fabricated with an Alporas aluminium alloy foam core, and cold-rolled aluminium face sheets in the half hard condition. The monotonic failure response of the beams has been measured for a wide range of geometries, under four-point bending load. Four-point bending load allows the competing failure modes of face yield, core shear and indentation to be separated physically along the beam: face yield occurs between the inner rollers, core shear occurs between the inner and outer rollers and indentation is triggered directly beneath the rollers (Chen et al., 2001).

Aluminium foam sandwiches (AFS) obtained by combining metal face sheets with a lightweight metal foam core, have peculiar properties (low specific weight, efficient capacity of energy dissipation, high impact strength, acoustic and thermal insulation, high damping, etc.), that made them interesting for a number of practical applications, such as the realization of lightweight structures with high mechanical strength and good capacity of energy dissipation under impacts. When compared to traditional honeycomb panels, AFS offer several advantages. They can be made into curved shapes and with integral skins (without adhesive bonding), allowing higher working temperature and higher resistance to damage from water intrusion, which could be important for marine applications (Crupi and Montanini, 2007). Formerly, the most widely used foamed alloys are aluminium casting alloys due to their relatively low melting temperature, good foam ability and low density. Aluminium foams have potential to replace polymer foams in sandwich panel applications due to their increased specific stiffness and higher temperature capability (Harte et al., 2001).

#### 2.3.3 Corrugated-core Sandwich Structure

A corrugated-core sandwich plate comprises of a corrugated sheet between two thin face sheets (Zhang et al., 2015). The significant feature of this structure is its high strength-to-weight ratio. The corrugated-core keeps the face sheets apart and stabilizes them by resisting vertical deformations, and also enables the whole structure to act as a single thick plate as a virtue of its shearing strength. This second feature imparts outstanding strength to the sandwich structures. In addition, unlike soft honeycombshaped cores, a corrugated-core resists bending and twisting in addition to vertical shear. Therefore, corrugated-core sandwich panels, due to their exceptionally high flexural stiffness-to-weight ratio are commonly used in aviation, aerospace, civil engineering and other applications, where weight is an important design issue. This construction approach to form a sandwich plate might be defined as 'structurally composite', since its behaviour characteristics are defined by the composite action of its components (Chang et al., 2005).

Corrugated-cores with metal sandwich panels are an attractive industrial solution as structural components thanks to their high stiffness-to-mass ratio. However, using detailed finite element models for numerical computation of their properties leads to large models and long solution time, especially for acoustic simulations. Consequently, reduction of the complex shaped core to an equivalent homogeneous material is commonly used (Bartolozzi et al., 2013).

Among all sandwich structures, corrugated-core structures are an exciting alternative that is being progressively used in the transportation industry. These panels provide different core shapes, such as truss-type corrugations (i.e. triangular), trapezoidal cores or circular shape (Bartolozzi et al., 2013). Corrugated metal sandwich cores is proven in excellent shock resistant properties, mainly due to their high longitudinal stretching and shear strength (Kazemahvazi et al., 2007).

#### 2.3.3.1 Trapezoidal Core

The finite element modelling (FEM) and the impact responses of stacked trapezoidal corrugated aluminium core and aluminium sheet interlayer sandwich structures was studied by Kiliçaslan et al, 2013. Figure 2.3 shows stacked trapezoidal corrugated aluminium core and aluminium sheet interlayer structure. The simulation and experimental force values were shown to reasonably agree with each other at the large extent of deformation and to reveal the progressive fin folding of corrugated core layers and bending of interlayer sheets as the main deformation mechanisms. The experimentally and numerically determined impact velocity sensitivity of the tested panels was attributed to the micro inertial effects which increased the critical buckling loads of fin layers at increasingly high loading rates.



Figure 2.3 Impact Respond of stacked trapezoidal corrugated aluminium core and aluminium sheet interlayer structure

Source: Kiliçaslan et al., (2013)

Experimental and numerical studies on multi-layered corrugated sandwich panels under crushing loading were studied by Hou et al., 2015. In Hou et al., 2015 research, the structures fabricated from trapezoidal aluminium cores and aluminium alloy sheets. It was found that the sandwich configuration and a number of layers played an important role in the failure mechanism and energy absorption Hou et al., 2015. Hou et al., 2013 studied crashworthiness optimization of corrugated sandwich panels based on the trapezoidal and triangular core. Wentao He et al., 2016 experimented on the low velocity impact behaviour of hybrid corrugated core sandwich structures together with the numerical research. The core is fabricated with carbon fibre reinforced polymer (CFRP) face sheets and aluminium alloy cores.

Kiliçaslan et al. 2014 performed numerical studies and experimental on the quasi-static and dynamic crushing responses of multilayer trapezoidal aluminium corrugated sandwiches. The experimental and simulation compression stress-strain curves show reasonable agreements with each other. Two main crushing modes were observed experimentally and numerically: the progressive fin folding and the shearing interlayer aluminium sheets. Both, the simulation and experimental buckling and post-buckling stresses increased when the interlayer sheets were constraint laterally. The multi-layer samples without interlayer sheets in  $0^{\circ}/90^{\circ}$  core orientation exhibited higher buckling stresses than the samples in  $0^{\circ}/0^{\circ}$  core orientation. The increased buckling stress of  $0^{\circ}/0^{\circ}$  oriented core samples without interlayer sheets at high strain rate was attributed to the micro-inertial effects which led to increased bending forces at higher impact velocities. Figure 2.4 shows an example of trapezoidal corrugated-core with two skins at the upper and bottom of the trapezoidal.



Figure 2.4Trapezoidal corrugated-coreSource: Bartolozzi et al, (2014)

#### 2.3.3.2 Triangular Core

For triangular shaped corrugated-core, several authors already discussed the strength and properties. For example, (Buannic et al., 2003) studies the homogenization of corrugated sandwich panels. In the studies, several shapes of corrugated-cores were selected including triangular shaped. Rejab and Cantwell, 2013 conducted a series of experimental investigations and numerical analysis, then presented into the compression response, and subsequent failure modes in corrugated-core sandwich panels based on an aluminium alloy, a glass fibre (GFRP) and a carbon fibre reinforced polymer (CFRP). Tian and Lu, 2005 experimented the compression panel consist of different type of
corrugated-core including triangular. Figure 2.5 shows an example of triangle corrugated-core with two skins at the upper and bottom of the triangle.



Numerical and analytical study is carried out by Han et al., 2015 to study the structural stiffness, collapse strength and minimum mass design of foam-filled corrugated sandwich beams under transverse three-point bending. Figure 2.6 shows foam filled corrugated sandwich beam. The structural efficiency of foam filling to reinforced the sandwich is assessed on the basis of equal mass and the underlying mechanisms discovered. It is shown that polymer foam-filled corrugations are more weight efficient than unfilled ones of equal mass.



Figure 2.6 Foam filled corrugated sandwich beam Source: Han et al., (2015)

#### 2.3.3.3 Sinusoidal Core

Bartolozzi et al. 2014 investigated aluminium sandwich panels with sinusoidal corrugated cores as shown in Figure 2.7. The main field of application of these innovative aluminium structures is the transportation sector, e.g. in the automotive industry, where energy conservation, lightweight construction and recycling are critical requirements. Also, marine interior applications are common, since these panels provide good structural performance with small thicknesses plus they can also be easily supplied in semi-finished components. The properties of the equivalent material are determined both analytically and numerically for the chosen Reissner–Mindlin orthotropic representation. The two derived models are compared in a comprehensive parametric study to validate computationally with much cheaper analytical formulation. Moreover, a validation of the equivalent models is done based on the bending stiffness per unit width of the sandwich panel. Finally, the acoustic behaviour of the structure is investigated comparing the reduced layered model with the fully detailed 3D model.



Source: Bartolozzi et al., (2014)

Sandwich panel with one corrugated and one flat skin were investigated numerically by Reany and Grenestedt, 2009 with the goal to find configurations with higher strength and/or stiffness and reduced weight. Numerical analyses of the sandwich panels estimated the panel with a corrugated inner skin to be 25% stronger than the conventional panel. The weighing panels indicate that the corrugated panels were 15% lighter than their conventional flat counterparts. Figure 2.8 shows the sinusoidal corrugated panel.



Magnucki et al., 2014 researched elastic bending and buckling of the seven layer steel composite beam with transverse sinusoidal corrugated main core and two sandwich faces with steel foam cores. Figure 2.9 shows seven layers thin-walled beam designed by Magnucki et al., 2014.



Figure 2.9 Seven layers thin-walled beam Source: Magnucki et al., (2014)

Isaksson et al., 2007 analyses shear correction factor for corrugated-core structures using sinusoidal corrugated board. The ability of the model to properly capture and simulate the mechanical behaviour of corrugated boards subjected to plate bending as well as three-point bending has been established by means of several numerical examples, which are compared to experiments on corrugated board panels of varying geometry.

#### 2.4 Mechanical Tests on Sandwich Structure

#### 2.4.1 Compression Testing on Sandwich Structure

The mechanical characteristics and failure criteria can be studied using compression testing. The compression strength of the material can be investigated through the test. Composite material is designed for upper wing skins of an aircraft where compression strength is a critical application.

Tian and Lu, 2005 investigated the optimal design for corrugated-core panels. Eight different geometry panels are studied, including triangular, hat and blade-stiffened panels, square and trapezoidal cores. Uniform uniaxial compression load test was conducted and calculated by using optimization technique based on sequential quadratic programming (SQP) algorithm. Failure criteria of panels with different cross-sectional shapes were analysed. The most efficient given boundary condition from a weight viewpoint is about 40% lighter at some load levels than the least efficient-sandwich panels with a square core.

The compressive response of carbon fibre reinforced composite (CFRC) lattice truss sandwich panels (LTSP) was investigated by Hu et al., 2016. Compression and shearing experiments were carried out to reveal the strength and failure modes of the CFRC structure. In this study, a novel corrugated lattice truss sandwich panel reinforced carbon fibre was designed and fabricated. Implementing corrugated topology, the lattice truss panel has much higher shear strength due to significant enlarged node area (Hu et al., 2016).

Chenglin. He et al., 2015 discussed the simulated effect on the mechanical properties of bionic integrated honeycomb plates by investigating the compressive and shear failure modes and the mechanical properties of trabeculae reinforced by long or short fibre. An analytical model was proposed for the prediction of face wrinkling behaviour of corrugated-core sandwich columns under dynamic compressive loading perpendicular-to- corrugations (Lim and Bart-Smith, 2015). It was revealed that the dynamic face wrinkling response was also affected by overall column length and the rate of loading unlike the face wrinkling strength of corrugated core sandwich columns in quasi-static compression.

Lim and Bart-Smith, 2016 investigated high-velocity compressive response of metallic corrugated-core sandwich columns. In this investigation, the dynamic response of corrugated-core sandwich columns under high velocities is numerically studied via FEM to gain vision on the dynamic in-plane response. In detailed, the effects of applied velocity and sandwich column geometric dimensions on reaction force are observed. The high-velocity response of corrugated-core sandwich columns compressed parallel to corrugations is also well characterized by the logical expressions based on the theory of wave propagation (Lim and Bart-Smith, 2016).

Che et al., 2014 designed and manufactured octahedral composite sandwich panels by combining upper and lower skins with stitched core to overcome the weak interface between the core and skins of the sandwich structures. Quasi-static compression and shear tests were conducted to get stress-strain curves and to reveal the failure mechanisms of the structure. The octahedral stitched composite cores showed higher specific shear stiffness/strength and out-of-plane compressive strength than conventional sandwich cores, but lower compressive stiffness.

# 2.4.2 Tensile Testing on Sandwich Structure

As part of a wider study to compare the stiffness properties of corrugated laminates made from different materials and geometries, different experimental results were obtained with trapezoidal corrugated aramid/epoxy laminates subjected to large tensile deformations transverse to the corrugation direction. This study investigates the local failure mechanisms of these specimens that explain the experimental results obtained (Thill et al., 2010). This is carried out via experimental, analytical and numerical analysis methods focusing particularly on the local failure mechanisms and the material behaviour around the corner region of the corrugated unit cell (Thill et al., 2010).

An analytical equivalent model for the mechanical properties of the trapezoidal corrugated core is presented. A complete set of analytical formulations is derive based on energy approach for elastic modulus in different directions, transverse and in-plane shear modulus, in-plane Poisson's ratio and mass density of the equivalent model. A set of tensile and three-point bending tests are also carried out to further evaluate the

derived equations. The results indicate that the analytical relations are accurate for a wide range of geometrical parameters (Mohammadi et al., 2015).

The corrugated composites manufactured from carbon fibre plain woven fabrics draw attention as a candidate material for flexible structural components, e.g. morphing wings. In-plane stiffness and strength of the original corrugated composites are evaluated through the tensile and bending tests in both in-plane longitudinal and transverse directions. A simple analytical model for the initial stiffness of the corrugated composites was developed, and the predictions are compared with the experimental results (Yokozeki et al., 2006).

# 2.5 Modelling of Sandwich Structure

This section describes the background of the finite element method, the modelling of corrugated-core sandwich structures and other issues involved in static FE modelling.

#### 2.5.1 Finite Element Analysis on Sandwich Structure

The accuracy of the formulation in predicting the equivalent mechanical parameters for the core has been proven by means of FE simulations. Nevertheless, FE models are typically built modelling structures based on some, or even strict, hypotheses. Therefore, to prove the modelling to be the representative of the real sandwich structure behaviour, an experimental is needed (Bartolozzi et al., 2015). The FE models to be validated are built using a multi-layer description in Nastran by means of the PCOMP card, which allows defining layers of different materials, thickness and/or orientation. This information is then used by the software to compute, assuming perfect bonding between layers, an equivalent shell property. Three layers are considered to represent the two skins and the equivalent layer for the core. The FE mesh is properly built to have nodes in correspondence of the measurement points of the panel. The first 15 modes are then computed by the standard Lanczos method. (Bartolozzi et al., 2015)

Kiliçaslan et al., 2014 used FE (Finite Element) to validate with experimental data on quasi-static and dynamic crushing responses of multi-layer trapezoidal aluminium corrugated sandwich. Full geometrical model simulations of quasi-static and

dynamic tests were implemented in the non-linear explicit finite element code of LS-DYNA. Trapezoidal corrugated fin layers were meshed using Belytschko–Tsay shell elements with five integration points while the interlayer and face sheets were modelled using constant stress solid elements. Quasi-static simulations were performed at the strain rate of 10<sup>-1</sup> s<sup>-1</sup> in order to reduce CPU time. The experimental and simulation compression stress-strain curves showed reasonable agreements with each other. Two main crushing modes were observed experimentally and numerically: the progressive fin folding and the shearing interlayer aluminium sheets. Both of the simulation and experimental buckling and post-buckling stresses increased when the interlayer sheets were constraint laterally.

Yan et al., 2013 studies compressive strength and energy absorption of sandwich panels with aluminium foam-filled corrugated cores. Finite element simulations of both empty and Al foam-filled corrugated panels under quasi-static compression were performed using ABAQUS/Explicit. The geometrical parameters were the same as those of the experimental specimens. The face sheets were modelled as rigid bodies since they are much stiffer than the core structures. Both of the corrugated core members and the filled foam were meshed as plane strain elements (i.e., Element CPE4R in ABAQUS). An average element size of 1/10 of the thick- ness of the corrugated core member was employed for both of the core member and the foam. A mesh size sensitivity study was conducted, revealing that further refining of the mesh had little influence on the numerical results. The face sheets, the core members, and the foam were assumed to be perfectly bonded together. In general, geometrical imperfections were inevitable in sandwich structures with lattice cores such as corrugated core and truss core. However, due to the low length-thickness ratio of the core member studied here, a very good agreement between the experimental and FE results (assuming perfect bonding) was achieved even without considering any geometrical imperfections. Therefore, the influence of geometrical imperfections was neglected in the present study.

Finite Element Method (FEM) was conducted by Magnucka-blandzi et al., 2015 to study the mathematical modelling of a transverse shearing effect for sandwich beams with sinusoidal corrugated-cores. The research includes the crosswise corrugated core of beams, the lengthwise corrugated core of beams, the three-point bending problem, the global buckling problem and the influence of a transverse shearing effect. The study includes bending and buckling problems of two sandwich beams, analytical studies have been verified numerically using ABAQUS software (Magnucka-blandzi et al., 2015). Analysis with the buckling and post-buckling behaviour of CFRP cylindrical shells under axial compression using three different types of finite element analyses: eigenvalue analysis, non-linear Riks method and dynamic analysis conducted by Bisagni, 2000.

Simulations of the indentation tests were performed using the commercial finite element analysis software ABAQUS by McElroy et al., 2015. The purpose of the analysis were to compare results from the indentation experiments to several finite element damage modelling techniques and to investigate what modelling structures are necessary and which are unimportant for a delamination migration simulation (McElroy et al., 2015).

The response of sandwich steel beams with corrugated cores to quasi-static loading is investigated by employing experimental and computational approaches (Vaidya et al., 2015). The model was meshed with C3D8I elements. The C3D8I element is the first-order fully integrated three dimensional 8 nodes solid element, enhanced by incompatible modes to improve its bending behaviour.

Year	Journal/ Article	Author	Design	Core material	Corrugation Angles	Analysis	Highlight
2009	Corrugated all- composite sandwich structures. Part 2: Failure mechanisms and experimental programme	(Sohrab Kazemahvaz i et al., 2009)	Trapezoid	Carbon fibre prepreg	45°	Experimental: static compression and shear test	The analytical model validated, developed in part 1 of this series, failure mechanism maps were created and experiments were conducted for the different failure modes. Good agreement was found between the analytical predictions and the experimental observations. Compared to a monolithic corrugation, the hierarchical structures can have at least seven times higher weight specific strength.
2010	Investigation of trapezoidal corrugated aramid/epoxy laminates under large tensile displacements transverse to the corrugation direction	(Thill et al., 2010)	Trapezoid	Aramid	60°	Experimental and FE analysis : Static tensile test	Irregular experimental results were obtained with trapezoidal corrugated aramid/epoxy laminates subjected to large tensile deformations transverse to the corrugation direction. This study investigates the local failure mechanisms of these specimens that explain the obtained experimental results. Static and cyclic experimental testing identified three stages of behaviour in the structure's stress vs. global strain response.
2012	Impact of carbon fibre/epoxy corrugated cores	(S. Kazemahvaz i, Russell, & Zenkert, 2012)	Trapezoid	Carbon fiber prepreg/epoxy and aluminium alloy 2024	70°	Experimental : axial compression, dynamic compressive (kolsky bar)	The dynamic compressive response of corrugated carbon-fibre reinforced epoxy sandwich cores has been investigated using a Kolsky bar set-up. Compression at quasi-static rates up to $v_o = 200 \text{ ms}^{-1}$ have been tested on three different slenderness ratios of strut. High speed photography was used to capture the failure mechanisms and relate these to the measured axial compressive stress

Table 2.1Summary of Literature Review

2013	The mechanical behaviour of corrugated- core sandwich panels	(Rejab & Cantwell, 2013)	Triangula r	CFRP ,GFRP and aluminium alloy 2024-O (AL)	45°	Experimental and FE analysis : static compression	Experimental investigations and numerical analyses is presented into the compression response, and subsequent failure modes in corrugated-core sandwich panels based on an aluminium alloy, a glass fibre reinforced plastic (GFRP) and a carbon fibre reinforced plastic (CFRP).
2013	An equivalent material formulation for sinusoidal corrugated cores of structural sandwich panels	(Bartolozzi et al., 2013)	Sinusoida 1	Aluminium	NA	Analytical formulation and FE simulation	An innovative aluminium sandwich panel with sinusoidal corrugated core is investigated. The properties of the equivalent material are determined both analytically and numerically for the chosen Reissner–Mindlin orthotropic representation. The two derived models are compared in a comprehensive parametric study to validate the computationally much cheaper analytical formulation. A validation of the equivalent models is done based on the bending stiffness per unit width of the sandwich panel. The acoustic behaviour of the structure is investigated comparing the reduced layered model with the fully detailed 3D model.
2013	The impact responses and the finite element modelling of layered trapezoidal corrugated aluminium core and aluminium	(Kiliçaslan et al., 2013)	Trapezoid	1050 H14 and 3003 Aluminium	NA	Experiment and finite element Modelling	The impact responses of brazed and adhesively bonded layered 1050 H14 trapezoidal corrugated aluminium core and aluminium sheet interlayer sandwich panels with 3003 and 1050 H14 aluminium alloy face sheets were investigated in a drop weight tower using spherical, flat and conical end striker tips. The simulation and experimental force values were shown to reasonably agree with each other at the large extent of deformation and revealed the progressive fin folding of corrugated core layers and bending of interlayer sheets as the

	sheet interlayer sandwich structures						main deformation mechanisms. The experimentally and numerically determined impact velocity sensitivity of the tested panels was attributed to the micro inertial effects which increased the critical buckling loads of fin layers at increasingly high loading rates
2014	Equivalent properties for corrugated cores of sandwich structures: A general analytical method Giorgio	(Bartolozzi et al., 2014)	Triangula r, Circular, Arc-and- tangent, Trapezoid al		θ=40°,60° R=27.7mm, 39.44mm	Analytical formulation and finite element simulations	A general analytical formulation to characterize the equivalent material is proposed. The generality of the proposed approach consists in its ability to model every corrugation geometry, overcoming the main limitation of existing analytical formulations. Both beam and shell sandwich structures are modelled. Given the importance of the out-of-plane properties, all parameters for a Reissner–Mindlin representation are studied. Moreover, also non- symmetric corrugation profiles are easily processed. Thanks to its versatility, the method is validated by means of an extensive comparison with previous authors on the most common corrugation geometries. In addition, when agreement is not found on results, finite element simulations are set up to prove the precision and accuracy of the proposed formulation.
2015	Dynamic compression response of self-reinforced poly(ethylene terephthalate) composites and corrugated sandwich cores	(Schneider, Kazemahvaz i, Zenkert, & Deshpande, 2015)	Trapezoid	Poly(ethylene terephthalate)	45°	Experimental : Dynamic compression	A novel manufacturing route for fully recyclable corrugated sandwich structures made from self- reinforced poly(ethylene terephthalate) SrPET composites is developed. The dynamic compression properties of the SrPET material and the out-of- plane compression properties of the sandwich core structure are investigated over a strain rate range $10^{-4}$ – $10^{-3}$ s <sup>-1</sup> . Although the SrPET material shows limited rate dependence, the corrugated core

							structures show significant rate dependence mainly attributed to micro-inertial stabilisation of the core struts and increased plastic tangent stiffness of the SrPET material. The corrugated SrPET cores have similar quasi-static performance as commercial polymeric foams but the SrPET cores have superior dynamic compression properties.
2016	Global bending response of composite sandwich plates with corrugated core: Part I: Effect of geometric parameters	(Boorle & Mallick, 2016)	Triangula r to rectangula r	Carbon fibre reinforced epoxy	15°-90°	Analytical formulation	The effects of geometric parameters, such as face thickness, web thickness, web inclination angle, pitch and face centre distance, on the global deflection response of composite sandwich plates with corrugated core are systematically studied.

From this table, it shows many of previous researcher study corrugation of different angle of sandwich structure and few of researcher study on  $45^{\circ}$  degree angle. In considering the transverse shear performance of a carbon fibre corrugated-core, Kazemahvazi *et al.* exhibited that the shear peak load for a  $45^{\circ}$  corrugation is larger than  $70^{\circ}$  corrugation, for the same struts thickness. Because of the shape of  $45^{\circ}$  angle which gives an optimum shear based on tensile and bending stiffness of core structure it was chosen for this study.

#### **CHAPTER 3**

# **METHODOLOGY**

#### 3.1 Introduction

This section focused on the experimental setup used in this study to investigate the mechanical properties of the corrugated sandwich structure. The test methods used in this study are tensile test and compression test. Tests were conducted on two types of composite materials; CFRP and GFRP. This study started with experimental setup for sample preparation. Sample preparation for tensile test are prepared according to Standard test method for tensile properties of polymer matrix composite materials. The materials and fabrication procedures used in this research are also given in this chapter.

# **3.2 Design of mould**

The mould was prepared using a 45° trapezoidal corrugated-core profile with a 210 mm by 290 mm effective area of fabrication. It was drawn using Solidwork software before fabricated.

Figure 3.1 shows schematic diagram of trapezoidal corrugated-core with the dimension. Figure 3.2(a) is the Solidwork drawing with upper profile and lower profile and material is in between the profiles. Figure 3.2(b) shows trapezoidal corrugated mould which was fabricated from mild steel. Mild steel were used because it easy to machine while have sensible tensile strength. Mild steel also easy to find and are low cost. Every unit cell has an average height of 10 mm and a length of 30 mm. The cores used the corrugated  $45^{\circ}$  profile, as the female mould (lower profile) to hold the composite and as the male mould (top profile) pressed the material to form the shape of a trapezoidal profile.

The mould was fabricated using Computer numerical control milling system (CNC). Detail A 45° profile was chosen since it gives an optimum shear based on tensile and bending stiffness of core structure. (Kazemahvazi and Zenkert, 2009)







In order to control the quality of corrugated-core, accurate manufacture procedure is followed. A roll of woven carbon fibre placed on a clean flat surface and was cut according to 210 mm x 230 mm as shown in Figure 3.3. The main advantage of using woven fabric laminates is that it offers properties that are more balanced in the  $0^{\circ}$  and  $90^{\circ}$  directions than unidirectional laminates.



Figure 3.3 Cutting the woven carbon fibre

# 3.2.1 Carbon Fibre Reinforced Polymer

Plain weave CFRP was supplied by Easy Composite Ltd, UK (CF-PL-200-100). During manufacturing of the corrugated-core, the mould release gel is applied on the upper and lower moulds. Mixed of epoxy resin D.E.R 331 and joint-mine hardeners (905-3S) were used with ratio of 2:1. Spread the mixed epoxy resin with the help of brush on the mould. Place the woven carbon fibre fabric on the mould.

Second layer of mixed epoxy resin are applied on the woven carbon fibre fabric; roller was used with mild pressure on the mat-polymer to remove excess air as shown in Figure 3.4. The process was repeated for each layer until desired ply and thickness achieved. The top mould was placed on the laminate plain weave carbon fibre fabric and then cure for 24 hours at room temperature ( $T_{room}=28^{\circ}C$ ).



Figure 3.4 Layed up process for CFRP

#### 3.2.2 Glass Fibre Reinforced Polymer

A woven glass fibre reinforced polymer (GFRP) supplied by Salju Bistari Sdn Bhd, Malaysia was also used in this study. During the manufacturing, the woven glass fibre was cut to dimensions 210 mm x 230 mm and then layer up with mixed epoxy resin D.E.R 331 and joint-mine hardener as shown in Figure 3.5. The process is repeated for each layer until desired ply and thickness achieved. The top mould was placed on the laminate woven glass fibre fabric and then cure for 24 hours.



Figure 3.5 Layed up process for GFRP

The corrugated-core unit cell is based on trapezoidal profile. The geometry parameters shown in Figure 3.6 are:  $\theta$  are the internal angle of a unit cell in the trapezoidal corrugated-core sandwich structure; *h* is the height of the core with skin; *t* is the average thickness of the wall core and the skin; *x* is the length of the core and w is the width of the specimen. Due to the mould design, the value of x was 40 mm while  $\theta$  were set to  $45^{\circ}$ 



Figure 3.6 The geometry of the trapezoidal corrugated-core sandwich structure

In preparing the test specimens, value of w was set equal to 25 mm in width. The corrugated-cores were cut to three different numbers of unit cells as shown in Figure 3.7. The figure shows CFRP and GFRP with different number of unit cell. x is referring to length of one unit cell for example for Figure 3.7 (a) sample 1 x is 40 mm followed by two unit cell with 80 mm and three unit cell with 120 mm length.



Figure 3.7 (a)Photographs of the three different number of unit cell in CFRP and (b)Photographs of the three different number of unit cell in GFRP

# **3.3** Mechanical Tests

The mechanical tests were conducted to analyse mechanical properties of the materials.

# **3.3.1** Tensile Test for CFRP and GFRP plates

# **3.3.1.1** Tensile Test on CFRP Plate

Composite layers were fabricated at room temperature in a shape of rectangle plates by hand layup method and appropriate care was taken during fabrication of laminates to ensure equal thickness of materials and to avoid air bubbles. The laminates were fabricated by placing the fibre one over the other with a mixture of epoxy and hardener in between layers. Squeezer was used to distribute resin uniformly, to compact the plies and removed trapped air or bubble. The surfaces of the laminated were covered with thick plastic to prevent the layup from external disturbances.

The laminates were cured in room temperature for 24 hours. A jigsaw machine is used to prepare the laminated test specimens to suit ASTM dimension and then the edges were sanded. Figure 3.8 shows drawing of the tensile test specimen, with tab 30 mm.



Figure 3.8 Measurement of tensile test specimen

Tensile test standard, ASTM D 3039M was used to determine the tensile strength and modulus of the composite. Figure 3.9 shows tensile test setup using Instron machine. Test specimens were sectioned from the composite plates with the width of 25 mm, thickness of 2 mm and length of 250 mm. At least three specimens were prepared using a diamond saw. The specimens were tested using Instron universal test machine at a cross head speed of 1 mm/min.



Figure 3.9 Tensile test setup using Instron machine

The tensile strength ( $\sigma$ ) values were calculated by following equation;

$$\sigma = \frac{P}{A}$$
 3.1

where P is the load, and A is the cross-sectional area of the specimen. Elastic modulus was obtained from the initial slope stress ( $\sigma$ ) – strain ( $\epsilon$ ) curves based on the equation below;

$$E = \frac{\sigma}{\varepsilon}$$
 3.2

Table 3.1Summary of tensile test sample preparation parameter

Type of Fibre	Orientation (°)	*Thickness of ply (mm)	No of ply	Average Total Thickness (mm)
CFRP (plain weave)	[0/90] <sub>8</sub>	0.25	8	2±
GFRP (plain weave)	[0/90] <sub>6</sub>	0.33	6	2±

\*Thickness according to ASTM D3039

Types of fibre used are plain weave carbon fibre and plain weave glass fibre. The fibre was cut into different size according to ASTM 3039. The orientations of fibre mat are as in Table 3.1.

# **3.3.2** Static Compression Test

Compression technique was used to determine compressive stress and compressive strain. Test specimen dimensions are tabulated in Table 3.2. At least three specimens were prepared for every sample. The specimens were tested using Instron Universal test machine at a crosshead speed of 2 mm/min. Figure 3.10 shows experimental setup for compression test.



Figure 3.10 Experiment setup for compression test

Figure 3.11(a) shows schematic view for compression test which the applied load(3P) at 3-unit cell and with angle 45° for every unit cell, x and H is refer to length and height of the specimen. Figure 3.11(b) shows top surface of the specimen for compression test. Equation 3.3 was used to determine the area of the top surface of the specimen, w and x refer to width and length of the specimen for compression test. Parameter of CFRP and GFRP corrugated-core sandwich structures are presented in Table 3.2.





Figure 3.11 (a) Schematic view for compression test (b) Cross sectional area for compression test

$$Area = w \times x$$

3.3

Table 3.2Parameter of composite corrugated-core sandwich structures for<br/>compression test

Materi	al Core ID	No. of unit cell	No. of plies	Average core widt w (mm)	Average Average Average th, core this length, x (matrix)	erage core ckness, <i>H</i> m)
					(mm)	
CFRP	CF1U3P	1	3	25	40	$11.5 \pm 0.1$
	CF1U4P	1	4	25	40	12±0.1
	CF1U5P	1	5	25	40	12.5±0.1
	CF2U3P	2	3	25	80	11.5±0.1
	CF2U4P	2	4	25	80	12±0.1
	CF2U5P	2	5	25	80	12.5±0.1
	CF3U3P	3	3	25	120	11.5±0.1
	CF3U4P	3	4	25	120	12±0.1
	CF3U5P	3	5	25	120	$12.5 \pm 0.1$
GFRP	GF1U2P	1	2	25	40	$14\pm0.1$
	GF1U3P	1	3	25	40	$16.7 \pm 0.1$
	GF1U4P	1	4	25	40	$18.5 \pm 0.1$
	GF2U2P	2	2	25	80	$14\pm0.1$
	GF2U3P	2	3	25	80	$16.7\pm$
	GF2U4P	2	4	25	80	$18.7\pm$
	GF3U2P	3	2	25	120	$14\pm$
	GF3U3P	3	3	25	120	17±
	GF3U4P	3	4	25	120	18.7±

# 3.3.3 Model of Compression Response of Corrugated-core Sandwich Structure

Consider trapezoidal corrugated-core model with geometrical quantities as stated in Figure 3.12(a) which is exposed to an applied load. When the sandwich structure is subjected to a compressive load 3P, it is assumed that all of the unit cells are applied to the same load, as shown in Figure 3.12(b). Each of the core unit cells can be considered as a cantilever beam subjected to the same axial compression load N,

bending moment M and shear load R, as showed in Figure 3.12(c). Here, no deformation is allowed at the end of the lower unit cell.



Figure 3.12 (a) A three unit cell sample under compression loading, (b) a single unit cell shows the deformed behaviour (dashed-line), (c) a free-body diagram of a compression loaded core member

Considering equilibrium of loads in y-direction, it can be shown that:

$$N\sin\theta + R\cos\theta = \frac{P}{2}$$
 3.4

and the bending moment *M* and the shear load *R* are related through:

$$M = \frac{RL}{2}$$
 3.5

The deformation  $\delta$  then can be written in terms of the displacement parameters of  $\Phi_1$ and  $\Phi_2$  as:

$$\Phi_1 \sin \theta + \Phi_2 \cos \theta = \delta \qquad 3.6$$

where the relationship between the  $\Phi_1$  and  $\Phi_2$  is:

$$\Phi_1 = \Phi_2 \tan \theta \qquad 3.7$$

and based on classical beam theory, the relationship between the displacement parameters and the loads acting on the core member can be written as follows:

$$\Phi_1 = \frac{NL}{EA} \quad \Phi_2 = \frac{RL}{12EI}$$
3.8

where A is the cross-sectional area (= wH), I is the second moment of area (= $wH^3/12$ ) and E is the Young's modulus of the core. Substituting Equations 4 and 5 into Equation 3, and then solving using Equation 1, the relationship between the load P and the deformation  $\delta$  can be shown to be:

$$P = \frac{2EHw(L^2\sin^2\theta + H^2\cos^2\theta)}{L^3}\delta$$
3.9

In predicting the strength of the model, Euler buckling and core shear buckling are two possible modes of local elastic buckling in the inclined cell wall under lateral compression load. Here, the Euler buckling load  $P_E$ , can be estimated from classical buckling theory as:

$$P_E = \frac{\lambda^2 \pi^2 EI}{L^2}$$
 3.10

where  $\lambda$  is a factor dependant on the boundary conditions. Assuming perfect bonding between the core and the skins, the value of P<sub>E</sub> for a corrugated structure here can be expressed as:

$$P_E = \frac{n\lambda^2 \pi^2 Ew H^3 \left(L^2 \sin^2 \theta + H^2 \cos^2 \theta\right)}{6L^4 \sin \theta}$$
3.11

Since  $\theta = 45^{\circ}$  in this study, Equation (8) can be simplified as:

$$\mathbf{P}_{E} = \frac{nEwH^{3}}{6\sqrt{2}} \left(\frac{\lambda\pi}{L}\right)^{2} \left\{ 1 + \left(\frac{H}{L}\right)^{2} \right\}$$

$$3.12$$

#### **3.3.4** Static Tensile Test for Corrugated-core

Tensile technique was used to determine tensile stress and strain. Test specimen dimension as shown in Table 3.3. At least three specimens were prepared for every sample. Instron Universal test machine at a cross section speed 2 mm/min is used to test the specimens. The average tab length is 8 to 9 mm. Equation 3.13 is used to determine the cross-sectional area for the trapezoidal corrugated-core.

Figure 3.13(a) shows schematic view for tensile test which show the gauge length, x and the corrugation angle 45°. Figure 3.13(b) shows cross sectional area for corrugated-core tensile test.



Figure 3.13 (a) Schematic view for tensile test (b) Cross sectional area for tensile test of trapezoidal corrugated-core



Figure 3.14 Experimental setup for tensile test of trapezoidal corrugated-core

Figure 3.14 shows experimental setup for tensile test of trapezoidal corrugatedcore which shows the one-unit cell specimen and the top and bottom of the tensile test grip/clamp. Table 3.3 shows parameter for tensile test trapezoidal corrugated-core.

Materi	al Core ID	No. of unit cell	No. of plies	Average core wid w (mm)	Average th, gauge length, x	Average laminate thickness.
					(mm)	(mm)
CFRP	CF1U3P	1	3	25	30	1.75±0.1
	CF1U4P	1	4	25	30	$1.85 \pm 0.1$
	CF1U5P	1	5	25	30	1.95±0.1
	CF2U3P	2	3	25	70	1.75±0.1
	CF2U4P	2	4	25	70	$1.85{\pm}0.1$
	CF2U5P	2	5	25	70	$1.95 \pm 0.1$
	CF3U3P	3	3	25	110	$1.75 \pm 0.1$
	CF3U4P	3	4	25	110	$1.85{\pm}0.1$
	CF3U5P	3	5	25	110	$1.95 \pm 0.1$
GFRP	GF1U2P	1	2	25	30	$1.85 \pm 0.1$
	GF1U3P	1	3	25	30	$2.60{\pm}0.1$
	GF1U4P	1	4	25	30	3.5±0.1
	GF2U2P	2	2	25	70	$1.85 \pm 0.1$
	GF2U3P	2	3	25	70	$2.60{\pm}0.1$
	GF2U4P	2	4	25	70	3.5±0.1
	GF3U2P	3	2	25	110	$1.85 \pm 0.1$
	GF3U3P	3	3	25	110	$2.60{\pm}0.1$
	GF3U4P	3	4	25	110	3.5±0.1

Table 3.3Parameter for tensile test trapezoidal corrugated-core

#### 3.3.5 Model of Tension Response of Corrugated-core Sandwich Structure

To calculate the tensile displacement of corrugated-core, a unit cell of corrugated-core was considered as shown in Figure 3.15. Since the unit cell is symmetric along the axis passing through the middle of the unit cell, half of the unit cell was used in calculation. The strain energy of each member is due to bending and axial forces (Dayyani et al., 2011).



Figure 3.15 Schematic diagram of corrugated-core for tensile loading

$$Ui = Ui$$
, tension +  $Ui$ , bending,  $i = 1, 2, 3$  3.14

Finally, the force-displacement relation is:

$$F = 196.2$$
 3.15

In which the units of displacement and force are (mm) and (N), correspondingly. The strain energy of each member is due to bending and axial forces as mentioned in Thill et al., 2010.

$$Ui = \int_{0}^{l_{i}} \frac{Fi^{2}}{2EA} dx_{i} + \int_{0}^{l_{i}} \frac{Mi^{2}}{2EI} dx_{i}$$
3.16

Where in deformed shape bending moment and axial forces are:

$$Mi = Fh/2, Fi = F, i = 1,3$$
 3.17

$$Mi = (F\sin\theta)^* xi - (F\sin\theta)l_2 / 2, Fi = F\cos\theta, i = 2$$
3.18

By substituting the dimension of unit cell from figure, the strain energy of the members would be calculated as:

$$U_{1} = \int_{0}^{10} \frac{F^{2}}{2EA} dx + \int_{0}^{10} \frac{5F^{2}}{2EI} dx$$
3.19

$$U_{2} = \int_{0}^{\sqrt{200}} \frac{\left( (F\sin\theta)^{*} x_{i} - (F\sin\theta) l_{2} / 2 \right)^{2}}{2EA} dx + \int_{0}^{\sqrt{200}} \frac{(F\cos\theta)^{2}}{2EI} dx$$
 3.20

$$U_{3} = \int_{0}^{10} \frac{F^{2}}{2EA} dx + \int_{0}^{10} \frac{5F^{2}}{2EI} dx$$
3.21

The total strain energy is:

$$U = U_1 + U_2 + U_3 3.22$$

Using Castigliano's theorem, the total tensile displacement of half of single trapezoidal corrugated unit cell,  $\delta$ , is then:

$$\delta = \frac{\partial U}{\partial F} = 4F \left( \frac{10}{2EA} + \frac{125}{2EI} + \frac{100\sqrt{200}}{24EI} + \frac{25}{2\sqrt{200}EA} \right)$$
 3.23

# **3.4** Finite Element Analysis

In modelling and simulation of the corrugated-core are done by Finite Element Modelling (FEM) to model the response of the specimens under static and dynamic loading. The simulation is to compared to the experimental results in order to validate the numerical models using ABAQUS. ABAQUS version 6.13 was used for modelling, submitting, monitoring and visualising the results. Thus, after the parameter and boundary condition used as input in this simulation, failure criteria can be predicted according to the load applied and shape of the corrugated-core. The expected result is to get the failure criteria through the corrugated structure with variation in time domain.

ABAOUS is a group of powerful engineering simulation programs, based on the finite element method that can solve problems from relatively simple linear analyses to the most challenging nonlinear simulations (Simulia, 2012). ABAQUS has an extensive library of elements that can model virtually any geometry. It has an equally wide list of material models that can simulate the behaviour of most typical engineering materials including metals, rubber, polymers, composites, reinforced concrete, crushable and resilient foams, and geotechnical materials such as soils and rock. Designed as a general-purpose simulation tool, ABAQUS can be used to study more than just structural (stress/displacement) problems. It can simulate problems in such diverse areas as heat transfer, mass diffusion, thermal management of electrical components (coupled thermal-electrical analyses), acoustics, soil mechanics (coupled pore fluid-stress analyses), piezoelectric analysis, and fluid dynamics. ABAOUS offers a wide range of capabilities for simulation of linear and nonlinear applications. Problems with multiple components are modelled by associating the geometry defining each component with the appropriate material models and specifying component interactions. In a nonlinear analysis, ABAQUS automatically chooses appropriate load increments and convergence tolerances and continually adjusts them during the analysis to ensure that an accurate solution is obtained efficiently.

#### 3.4.1 Modelling

In modelling part, the dimension of the corrugated-core has been calculated and drawn inside ABAQUS software using ABAQUS/Standard. 3D modelling was chosen, the type of the part is deformable and shell extrusion.

#### **3.4.2** Pre-setup for corrugated-core structure

Figure 3.16 shows the flow process to be set up in ABAQUS software. Simple and easy explanation of the set up as follows. In create part; choose 3D as the modelling space, type deformation and the base feature shape and type is shell and extrusion. After that, create property which defining the material and section properties. In material, select elastic properties with isotropic type. Next, section shell and homogeneous were selected thus create the assembly. Then, define the steps and specify output requests with initial = 0.005, minimum = 1 x  $^{-0.005}$  and maximum = 1. Create field output, choose whole model and select from list.



Figure 3.16 The flow process to set up in ABAQUS

Create history output, Domain set platen and select from the list for displacement and force/reaction. Create interaction surface to surface contact for upper platen, corrugated and lower platen. In load toolbox, create boundary condition for top and bottom of the platen and mesh the assembly. Create and submit job and monitor the job and lastly visualise the complete result.

# 3.4.3 Modelling of Compression Trapezoidal Corrugated-core Sandwich Structure

In this section, the Finite Element Modelling procedures are shown to develop simulation. In order to create a new model inside ABAQUS, there are few steps to be carried one by one until it is finished. For the trapezoidal corrugated-core, the first step is to create part. This is done by clicking on Part Icon on toolbox area at the left side of the viewport. The reason behind this is to build the trapezoidal corrugated-core in the shape and dimension as desired.

Upon creating a new part, use modelling space 3D with deformable type. For the based feature, shell shape is used since the trapezoidal has thin thickness. Type extrusion is used to extrude the part. An interface will be shown in order to give a workspace to create a new part by drawing it. Since the trapezoidal corrugated-core is quite simple in its shape, the drawing process is quite simple. Set the workspace in order to create a 3D object, the software will generate a viewport with 2D grid, with several drawing icons on the left side of the workplace. To create the trapezoidal corrugated-core, draw as 2D drawing.

After the drawing is completed, the software will ask the desired depth for 3D object to create, set it to be 25 mm similar as specimen's width. Since the model is in millimetre, the depth of the model should be written as 25. A trapezoidal shape part will be automatically drawn in 3D to be ready to use later, as can be seen here in Figure 3.17.



Figure 3.17 Completed part of Trapezoidal Corrugated-core

After completing the component parts of the trapezoidal, continue to set the properties in the modelling. As mentioned, use CFRP and GFRP for the structure of buckling trapezoidal corrugated-core due to its high strength to weight ratio, to analysed buckling phenomena. In order to insert material in ABAQUS, click on create Materials icon at Toolbox area. In this case, by rename the material as CFRP and set the basic properties of CFRP, for example the elasticity property would be important. In buckling trapezoidal corrugated-core model, elastic property would be a good choice for the model. Subsequently, by setting materials Poisson's Ratio and Young's Modulus, get the desired mechanical properties of CFRP is based on experimental data to validate between FEM analysis and experimental. Add stress property for CFRP properties with yield stress of 503.85 MPa. Table 3.4 shows input data for finite element modelling; the input data is obtained from experimental analysis.

in part and in indice from		
Properties	Value	
Young Modulus	21236 N/mm <sup>2</sup>	
Yield Stress	503.85 MPa	
Poison Ratio	0.1	

Table 3.4Input data for finite element modeling

The following step in the model would be defining the section property of the trapezoidal corrugated-core. By creating a new section property, define the trapezoidal corrugated-core as a shell of section. Then, by clicking on Section Icon in Toolbox area, choose shell homogenous property since the trapezoidal corrugated-core should have a thin section, not solid or others. In the section setting, connect the materials property that have been created earlier with the part that we want to fabricate with the material.

Once succeed with producing the section property, set the section assignments for the whole trapezoidal corrugated-core itself. This is done by clicking the part module at Model tree, choose the trapezoidal corrugated-core model at the viewport. This action will cause the border of the trapezoidal corrugated-core to be red in colour, and a window named Edit Section Assignment will pop out. Choose shell offset as the middle surface. Click OK to accept the setting.

The following step in this task would be setting the assembly for the trapezoidal corrugated-core. This step is important as this is to specify how this model is assembled; if there are some parts created in the model; how these parts are positioned and oriented in the simulation. These are done by clicking the instance icon, placed right under the assembly icon in Toolbars, and then, just choose the upper platen, lower platen and the trapezoidal available in the list, and click OK. Organise the part using translate instance. The example of the task is shown in Figure 3.18.

After the arrangement of the instance, proceed by creating a new Step property. In ABAQUS, the step is like a framework in which to set sequential timeline during the simulation. To put it simple, it is like how to set the initial behaviour of the model (before simulation) and what would happen when simulation starts. In this case, since it has set the timeline like, before the simulation starts, no load and movement occurs, then, the simulation will start right when applying load, platen and the structure movement. Therefore, it is obvious that it should have an initial step for setting before loading applied, and another step after that, when starting the simulation, and loading takes place on the model.





Figure 3.18 Arranging the instance for the model, (a) Isometric view, assembly of a sandwich structure between two platens, (b) Front view of the model

When creating the boundary conditions, the nodes along the top and bottom edges were fully constrained, except in y-direction  $(Uy \neq 0)$  at the upper edge as shown in Figure 3.19. This is to allow the upper edge to move downwards. A displacement boundary condition was applied uniformly to the nodes at the top of the unit cells to progressively crush the unit cells. This displacement boundary condition was assigned to the reference point, placed at the centre of the upper platen, and this was set to displace the platen downwards in vertical direction at a constant rate. The reference point was used to record the displacement and reaction load from the core.



Figure 3.19 Setting for boundary condition

A mesh was then generated at a corrugated-core based on three unit cells using the meshing tools in ABAQUS. Figure 3.20 shows the model used in the compression simulation study, comprising 25 linear shell elements across the width direction and 14 elements along the length of the struts, giving a total of 3500 elements. For the platen, there is no mesh required for an analytically rigid surface. The default form of hourglass control available for the S4R element was used as well as reduced integration. Hourglass control attempts to minimise spurious modes without introducing excessive constraints on the physical response of the element.



Figure 3.20 Configuring for meshing

#### 3.4.3.1 Model Sensitivity

The exactness of the model can be improved in many ways. Imperfections from uneven cell wall thickness, sensitivities of the mesh refinement, the contact stiffness between the platen and the core can cause inaccuracy towards the analysis. Finally, the selection of the suitable type of shell element for the model is clearly essential.

### 3.4.3.2 Contact Stiffness

In the actual specimen preparation, the corrugated-core was bonded to the skins, and therefore there is a softening associated with the epoxy adhesive. Figure 3.21 shows hard contact data form FEM before including the contact stiffness. To account for such effects, a linear softened contact pressure-over closure formulation was employed during the initial stage of contact between the sharp edge of the core and the platen. The softened contact pressure-over closure relationships might be used when modelling a soft, thin layer on one or both surfaces. It should be noted that for the initial numerical

predictions, based on FE-Perfect model, the predicted peak load and stiffness are higher for all types of composites corrugation. From the imperfection-sensitivity procedure and the analysis data, an initial imperfection with amplitude of 0.03 was introduced into both the GFRP and CFRP models with contact stiffness 100. Following this, the comparison between the numerical and experimental results was reasonably good. Figure 3.22 shows contact stiffness comparison.



Contact stiffness comparison, from kc = 100 to 10000 Figure 3.22

0.04

0.02

6000

4000

2000

0

0

#### 3.4.4 Modelling of Tensile Corrugated-core Sandwich Structure

Modelling of tensile corrugated-core sandwich structure is similar to the modelling of compression analysis. Only that the model of the part specimen, load and

4 0.06 0 Displacement (mm)

0.08

0.1

0.12
the step were changed. Boundary condition applied shown in Figure 3.23 which includes fixed end and load. Figure 3.24 shows meshing for tensile analysis, it has 1092 nodes, 1001 element and the element type is S4R. The element type is quadrilateral. The simulation was then submitted for job analysis and the data were analysed.



## **CHAPTER 4**

## **RESULTS AND DISCUSSION**

## 4.1 Introduction

In this chapter, the experimental results and finite element modelling obtained during this research are presented. The results from tensile test and compression test will be studied and analysed. Furthermore, the behaviour of the structures under compression loading will be discussed.

## 4.2 Mechanical Properties of Materials

This section discusses the results obtained from a series of tensile test on the CFRP and GFRP laminate. One of many ways to find out mechanical properties of materials is by using the tensile test. The tensile test itself is used to find out and evaluate the strength of material that being tested. By delineation, tensile test is the measurement of the ability of a material to withstand the forces of pulling the sample apart and extend it before it breaks.

# 4.2.1 Tensile Test on Carbon Fibre Reinforced Polymer (CFRP) and Glass Fibre Reinforced Polymer (GFRP)

To identify the required mechanical properties of the laminates used in dealing with of sandwich material, the tensile tests were executed. Tensile tests are conducted on the CFRP and GFRP composite laminates using Instron Universal Testing Machine at cross head speed of 2mm/minute. Three specimens of composite sample were experimented corresponding to ASTM D3039 standard as a basic for tensile standard testing (Dayyani et al., 2012).



Figure 4.1 Stress-Strain Curve for CFRP specimens

After going through experiment process, Figure 4.1 shows stress-strain curve. The composite laminate exhibited a rough linear response up to the maximum stress value. At this point, the composite failed causing sudden great damage across the width of the sample and exhibited brittle behaviour, as shown in Figure 4.2. When brittle material is subjected to load, it will fail (break) with little deformation. The yield point and the failure point are similar for brittle material. Stress strain curve for CFRP specimens are shown in Figure 4.1. The ultimate tensile stress is at 503.85 MPa respectively.



Figure 4.2 Tensile test after testing: (a) Specimen 1, (b) Specimen 2, (c) Specimen 3

During the test, cracking sound detected due to fibre breaking and delamination. A sudden exploding sound spotted when the specimen break at ultimate (Figure 4.1). Tensile failure code in Figure 4.2 shows at specimen 1, it breaks near at the top tab which is Lateral At tab Top (LAT), specimen 2 break in the tab, Lateral Inside tab Top (LIT) and specimen 3 break near at top and bottom of the tabs. All three specimens have different failure code/typical modes, this may be due to laminating problem, gripping and different thickness. Failure code/typical mode is to record the mode and location of failure of the specimen according to standard description using the three-parts failure mode code.



Figure 4.3 Stress-Strain Curve for GFRP specimens

Figure 4.3 shows stress-strain curve with ultimate tensile stress at 161.17 MPa. Same as the CFRP specimens in tensile test, the composite laminate exhibited a rough linear response up to the maximum stress value. Here, the composite failed causing sudden great damage across the width of the sample, as shown in Figure 4.4. Specimens for both CFRP and GFRP failed in brittle behaviour which is typical failure for polymer matrix composite. Tensile stress for CFRP specimen is 503.85 MPa from Figure 4.1 and higher than GFRP specimen which is 161.17 MPa as shown in Figure 4.3. CFRP specimen has a higher elastic modulus and lower density than GFRP specimen, with combination of lightweight, very high strength and high stiffness (Smith and Hashemi, 2001). From Figure 4.1 calculated young modulus is 21236 N/mm<sup>2</sup> and from Figure 4.3

8058.5 N/mm<sup>2</sup> for GFRP. These properties make the use of CFRP attractive for aerospace application.



Figure 4.4 Tensile test GFRP after testing: a) Specimen 1, b) Specimen 2, c) Specimen 3, d) Example of cracking

Tensile failure mode for GFRP in Figure 4.4 shows at specimen 1, it breaks near the top tab which is Lateral At tab Top (LAT), specimen 2 break in the middle, Lateral Gage Middle (LGM) and specimen 3 breaks near at top tab, Lateral At tab Top (LAT). Here, the composite laminates display a rough linear response up to the maximum stress value. At this point, the composite failed in a devastating manner across the width of the sample, as shown in Figure 4.4(d), cause abrupt rupture and rapid drop in the stressstrain curve. The specimens have different failure mechanism; this may be due to gripping, laminating problem and different thickness.

## 4.3 Static Compression Test for Sandwich Corrugated-core Structure

Compression tests were carried out to determine the compression strength and stiffness of the specimens under compression loading.

# 4.3.1 The Compression Behaviour of CFRP Trapezoidal Corrugated-core Sandwich Structure

Compression tests on corrugated-core sandwich structure were conducted using Instron series testing machine with crosshead speed of 2mm/min. CFRP trapezoidal corrugated-core sandwich structure shows brittle behaviour of material crushing under compression load as shown in Figure 4.5.



Figure 4.5 Graph of Load-Displacement Curve for 3U5P (three unit cells and five plies) CFRP Corrugated-core Sandwich Structure

Figure 4.5 shows example graph of load-displacement curve of three-unit cells corrugated core sandwich structure with five plies. Upon loading, the specimen shows nonlinear response during the early loading stage. This maybe attributes to the machine compliance and perhaps more significantly, to the fact that closer inspection revealed that both skins were not parallel to each other.



Figure 4.6 Graph of Stress-Strain Curve for 3U5P CFRP Corrugated-core Sandwich Structure

The failure processes in CFRP trapezoidal corrugated-core are shown in Figure 4.6 and Figure 4.7(a) shows the deformation behaviour of compression CFRP corrugated-core structure. The initial failure starts with debonding at the end of right and left specimen followed by sudden break at II which cause the compression stress to decrease and increase again at III as the structure still have two more unit of cells that still in good condition. In Figure 4.6, I indicate elastic region which is load release at this region, the specimen will get back to original dimension. The strut starts to fracture at IV in all unit cells and decrease drastically. Following failure include delamination, fibre breaking and debonding (III-VI). The figure shows brittle materials break at the stress maximum and at low strain. This condition also observed by Rejab et al., 2016.



Figure 4.7 (a) Photograph of compression behaviour of CFRP trapezoidal corrugated-core based on three unit cells b) Fracture after the corrugated-core has been almost completely flattened (a)-V). c) Debonding at the end of the core after compression

Figure 4.8 displays that the compression strength increases with increasing of cell wall thickness in the core. As can be seen in Figure 4.8 CF3U5P with 5-ply carbon fibre has the highest compression stress which is 3.25 MPa. During the experiment, the thickest core (CF3U5P) exhibited a combination of fracture mechanisms immediately which is delaminated and debonded after the sudden load drop from the compression test, as the composite layers delaminated and the edges of the specimen debonded.



Figure 4.8 Comparison of Stress-Strain Curve on three unit cells CFRP of corrugated-core sandwich structure specimens based on 3, 4 and 5 plies

Figure 4.9 shows the compression responses of the CFRP trapezoidal corrugatedcore sandwich structure specimens. Based on these observations, it shows that, right just after the peak load, the fibres start to fracture, and the crushing process continues until compressed region. With an increase in the number of unit cells, the compression loads increase drastically. For specimen CF2U3P and CF3U3P, it has nearest similar peak. This is because for 2U (2 unit) and 3U (3 unit), it is because of the vertical structure that support the trapezoidal structure.

From Figure 4.9 the curve shows three patterns that reflect to the number of unit itself. For example, CF1U3P has only one peak and the compression stress increase drastically, then drops at 2.5 MPa and flat until the end of compression while for

CF3U3P, there are three peaks because of the shape itself have 3 unit cells. Table 4.1 tabulates a summary of CFRP corrugated-core sandwich structure under compression test. Maximum load was dominated by specimen CF3U5P\_S3 (carbon fibre with three-unit cell and five plies, specimen 3) with 11.69 kN and compression strength 3.89 MPa.



Figure 4.9 Comparison of Load-Displacement Curve for CFRP of corrugated-core sandwich structure specimens based on 1, 2 and 3 unit cells. These are specimens of 3 plies thickness

Core ID	Maximum	<b>Compression</b>	Compression Strain, ε
	Load, $P(KN)$	Strength, $\sigma$ (MPa)	(MM/MM) at compression strength
		(1411 a)	compression strength
CF1U3P_S1	1.97	1.97	0.074
CF1U3P_S2	2.54	2.54	0.053
CF1U3P_S3	1.18	1.18	0.051
CF1U4P_S1	3.16	3.16	0.056
CF1U4P_S2	3.33	3.33	0.042
CF1U4P_S3	0.87	0.87	0.053
CF1U5P_S1	0.88	0.97	0.028
CF1U5P_S2	1.85	1.85	0.033
CF1U5P_S3	0.72	0.78	0.031
CF2U3P_S1	5.72	2.86	0.143
CF2U3P_S2	3.52	1.76	0.052
CF2U3P_S3	5.99	3.04	0.070
CF2U4P_S1	5.34	2.67	0.089
CF2U4P_S2	8.11	4.06	0.219
CF2U4P_S3	3.63	1.82	0.129
CF2U5P_S1	2.66	1.33	0.053
CF2U5P_S2	3.60	1.80	0.038
CF2U5P_S3	4.61	2.31	0.043
CF3U3P_S1	6.61	2.20	0.132
CF3U3P_S2	9.05	3.02	0.088
CF3U3P_S3	4.61	1.54	0.241
CF3U4P_S1	8.53	2.84	0.074
CF3U4P_S2	7.38	2.76	0.070
CF3U4P_S3	8.15	2.72	0.118
CF3U5P_S1	9.78	3.26	0.050
CF3U5P_S2	9.82	3.27	0.042
CF3U5P_S3	11.69	3.89	0.060

Table 4.1Summary of CFRP corrugated-core sandwich structure undercompression test

# 4.3.2 The Compression Behaviour of GFRP Corrugated-Core Sandwich Structure

Typically, the load-displacement traces for the GFRP corrugated-core sandwich structures exhibited a brittle type of behaviour, involving extensive crushing as shown in Figure 4.10.



Figure 4.10 (a)Load-Displacement Curve of GFRP in compression. (b)Compression behaviour of GFRP trapezoidal corrugated-core

Figure 4.10(a) shows graph of a load-displacement curve of three-unit cell corrugated core sandwich structure with three plies. The failure processes in GFRP trapezoidal corrugated-core are shown in Figure 4.10(b), the initial failure start with debonding at the end of right and left specimen followed by sudden break at II thus cause the compression stress to decrease and the strut starts to have fracture at III in the unit cell and continue decrease until the compression test stop. Following failures include delamination, fibre breaking and debonding (III-V).

Figure 4.11 shows photograph of compression behaviour of GFRP trapezoidal corrugated-core based on three-unit cells. a) Fracture after the corrugated-core has been almost completely flattened. b) Debonding at the core after compression. Table 4.2 are the properties of GFRP corrugated-core sandwich structure under compression test. From the table, it shows that maximum load was dominated by the highest unit cell and thickness GF3U4P\_S3 with 10.17 kN and compression strength 3.39 MPa. It also shows that number of unit cell and thickness of the wall is crucial in sandwich structure construction.



Figure 4.11 Photograph of compression behaviour of GFRP trapezoidal corrugatedcore based on three unit cells a) Fracture after the corrugated-core has been almost completely flattened b) Debonding at the core after compression

Core ID	Max Load, P (kN)	Compression Strength, σ (MPa)	Compression Strain, ε (mm/mm) at
			compression strength
GF1U2P_S1	0.47	0.45	0.021
GF1U2P_S2	0.76	0.75	0.045
GF1U2P_S3	0.66	0.32	0.070
GF1U3P_S1	1.15	1.15	0.024
GF1U3P_S2	0.58	0.58	0.014
GF1U3P_S3	1.02	1.02	0.012
GF1U4P_S1	1.66	1.66	0.018
GF1U4P_S2	0.99	0.99	0.019
GF1U4P_S3	1.61	1.61	0.014
GF2U2P_S1	1.86	0.92	0.082
GF2U2P_S2	2.07	1.01	0.096
GF2U2P_S3	2.78	1.11	0.062
GF2U3P_S1	3.17	1.58	0.028
GF2U3P_S2	3.52	1.76	0.037
GF2U3P_S3	3.65	1.83	0.030
GF2U4P_S1	4.67	2.33	0.030
GF2U4P_S2	3.85	1.93	0.021
GF2U4P_S3	3.88	1.94	0.025
GF3U2P_S1	3.57	1.19	0.115
GF3U2P_S2	3.16	1.05	0.116
GF3U2P_S3	2.92	0.97	0.099
GF3U3P_S1	4.94	1.65	0.045
GF3U3P_S2	5.73	1.91	0.045
GF3U3P_S3	3.89	1.64	0.051
GF3U4P_S1	10.06	3.35	0.039
GF3U4P_S2	8.83	2.94	0.036
GF3U4P_S3	10.17	3.39	0.043

Table 4.2Summary of GFRP corrugated-core sandwich structure undercompression test

## 4.3.3 Effect of Varying Number of Unit Cell and Varying Number of Plies

In attempts to validate more precisely, tests were conducted on three specimens for GFRP and CFRP. The effect of varying number of unit cell and varying wall thickness on compression strength of GFRP and CFRP trapezoidal corrugated-core sandwich structure is shown in Figure 4.12 and Figure 4.13. Obviously, the compression strength of (CFRP) is much higher than GFRP structure due to the fact that carbon fibres have higher mechanical properties than GFRP as discuss earlier (Elanchezhian et al., 2014). Carbon Fibre has a high strength-to-weight ratio when tested unidirectionally in the direction of the fibres, while glass fibre has a lower strength-to-weight ratio. Figure 4.12 shows the effect of varying the number of unit cell for GFRP and CFRP from one to three-unit cells. It shows that the higher number of unit cell, it influences the composite strength. For the effect of cell wall thickness, Figure 4.13 shows the higher the wall thickness, the higher the compression strength.



Figure 4.12 Comparison between glass fibre three plies (GF3P) with carbon fibre 5 plies (CF5P)



Figure 4.13 Comparison between glass fibre three unit cells (GF3U) and carbon fibre three unit cell (CF3U) with different wall thicknesses

## 4.4 Static Tensile Test for Corrugated-core Structure

Figure 4.14 and Figure 4.15 show the tension responses and stress strain curve of CFRP trapezoidal corrugated-core specimens based on 1, 2 and 3-unit cells. The graph shows with the increase of unit cell, the extension also increase. This is because, the presence of fibre wave in woven fabrics as the fibre yarns in the fill direction cross over and under the fibre yarns in the warp direction to create an interlocked structure. In tensile loading, these wavy fibres be likely straighten out, which creates high stresses in the matrix. Consequently, micro cracks occur in the matrix at relatively low loads (Mallick, 2007). CFRP structure with single unit cell has lower extension than CFRP structure with three (3) unit cell. It is due to, one-unit cell has structure with two vertical beams, when the tension occurs.



Figure 4.14 Static tensile Load-Displacement Curve of corrugated-core with four plies



Figure 4.15 Stress-Strain Curve static corrugated-core for tensile test for four plies





Figure 4.16 a) Load-Displacement Curve of CFRP in tension. b) Corrugated specimen behaviour in tensile test

Figure 4.16 shows a) load displacement curve and b) behaviour of trapezoidal corrugated-core with one-unit cell in tensile test. The test was conducted using cross speed 2mm/min. The graph increase gradually at (I-II) and increase drastically at III-IV when the elongation starts to increase. When the microfibre starts to cracking and give fibre cracking sound. At V the corrugated-core structure start to straighten out which creates high stresses in the matrix. Fibre break at VI, the figure shows fibre break at edges of the corrugated-core, this might be because of the matrix at the top edges start to break first and cause the fibre at the edges to cracking and break. The maximum tensile load reached to 2.5 kN at 8.3 mm.

## 4.5 Validation of Experimental Result and Numerical Data

Simulation for compression is performed to understand the compression behaviour and to validate between experiment and finite element analysis. Table 4.3 shows displacement and behaviour of corrugated-core in compression in both experiment and simulation. Compression behaviour for experiment and FEM show significant comparable.

			1					
Displacement		Experiment			/		FEM	
0 mm 0kN	$\sum$	2	1			$\searrow$		
1.0 mm 7.46kN	2		1	ζ_				
2.0 mm 7.89kN	2		25					
3.0 mm 8.03kN	2	2	3	Ç -				
4.0 mm 3.25kN				2-				

# Table 4.3Displacement and behaviour of corrugated-core in compression

It should be noted that for the initial numerical predictions, based on FE-Perfect model, the predicted peak load and stiffness are higher for all types of composites corrugation. From the imperfection-sensitivity method and the analysis data, an initial imperfection with amplitude of 0.03 was introduced into both of the GFRP and CFRP models. Following this, the comparison between the numerical and experimental results was reasonably good. It is evident that the numerical models for of the GFRP and CFRP corrugations fails to predict the early instabilities in the load-displacement trace. Beyond peak load, the CFRP over-predicts the softening phase of the deformation process. This occurs due to ABAQUS/Standard being unable to eliminate the failed elements, giving over predictions of the behaviour. Element deletion can only be activated in ABAQUS/Explicit. The predicted deformation mode is presented and compared with the experimental deformation mode in Table 4.3. The figure also highlighting good agreement in terms of failure mode shapes.



Figure 4.17 Validation between FE result and experimental data. FE simulation for CFRP with  $\xi = 0.03$  show reasonable agreement with the measured response

As can be seen in Figure 4.17, a very good agreement is found between experimental and finite element values. A percentage error calculation simply tells the magnitude of the mistakes that took place during the experiment. This observation is validated by computing the percentage errors between finite element and average experimental results with discrepancy around 4.97% in maximum load as show in Table 4.4.



 Table 4.4
 Percentage error between experiment and finite element analysis

Analys	is Exper	iment Finite E	lement Percenta	age Error
			(%)	
Maxim	um Load 9.0	9.5		
(kN)			4.97	%

## **CHAPTER 5**

## CONCLUSION AND RECOMMENDATION

## 5.1 Introduction

In this section, a conclusion is made up to summaries the whole part of this research. The improvement and recommendation of knowledge will be included for future works. By referring the conclusions made in this study, it is related to the objectives targeted initially. Moreover, the scopes and limitation of this study can also be improved in the future.

## 5.2 Conclusion

1. To investigate the behaviour of trapezoidal corrugated-core subjected to tension as well as compression loading.

Compression tests were carried out to determine the compression strength and stiffness of the specimens under compression loading. The compression behaviour start with debonding at the end of right and left specimen followed by sudden break, following failure include delamination, fibre breaking and debonding. For tensile test, the tests were carried out to study the tensile strength of the specimens under tension loading.

2. To model the mechanical response of trapezoidal corrugated-core sandwich structures.

The mechanical properties under static compression, such as compression strength and stiffness have been recorded for each trapezoidal corrugated-core sandwich specimen. The structures shown excellent repeatability in terms of their mechanical response. The mechanical response in compression increases with specimen thickness. As it can be seen from Figure 4.19, a very good agreement can be observed between experimental and finite element values. This observation is validated by computing the percentage errors between finite element and average experimental results with discrepancy around 4.97% for maximum load.

3. To study the effect of varying the geometrical parameters and properties of the corrugated-cores.

Varying the number of unit cells, cell wall thickness and widths has a significant influence on the compression behaviour of the corrugated-core sandwich structures. The compression strength and stiffness relatively increases with increasing numbers of unit cell and cell wall thickness.

The compressive behaviour and resulting failure mechanism in structures based on two different materials have been investigated experimentally. An investigation of corrugation during testing indicate that initial failure was dominated by instabilities as the cell walls begin to buckle. In contrast, the composite fibre exhibited fibre fracture, delamination and debonding.

From the finding, the effects of varying the number of unit cell dominate by CFRP is 3.48 MPa higher than that GFRP, 2.08 MPa at three-unit cell. It shows that the higher number of unit cell, it influences the composite strength.

For the effect of cell wall thickness, it shows the higher the wall thickness, the higher the compression strength. Compression strength CFRP and GFRP are 3.48 MPa and 1.74 MPa at thickness 1.75 mm and 1.90 mm respectively.

## 5.3 Recommendation for Future Work

The study carries out from this research maybe further continued as suggested below:

- 1. Further testing should be carry out to fully characterise the behaviour of trapezoidal corrugation structures under bending and torsion loading conditions.
- 2. The corrugated-core should be improved to achieve the ideal ratio of weight and mechanical properties. The use of other materials, such as unidirectional carbon

fibre, fibre metal laminates or 3D woven textiles should be investigated as prepreg material should be used instead of hand layup.

- 3. The FE simulation work presented in this study assumed perfect bonding between skins and core. Even though it provides good results, better results could be achieved by using a cohesive element to represent the adhesive layer and simulate debonding between the skins and the core.
- 4. Further study should be taken in the multi-axial testing of the corrugated-core sandwich structure in order to get mechanical behaviour of the corrugation structure as aeroplane have multi axial force in the air.



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## **APPENDIX** A

## List of Publications

- i. N.Z.M.Zaid, M.R.M.Rejab, A.F.Jusoh, D.Bachtiar, J.P.Siregar. 2017. Effect of varying geometrical parameters of trapezoidal corrugated-core sandwich structure. *MATEC Web Conf.*, 90, 01018
- ii N. Z. M. Zaid, M.R.M. Rejab and N.A.N Mohamed. 2016. Sandwich structure based on corrugated-core: A review. *MATEC Web Conf.*, 74, 00029
- N.Z.M. Zaid, M.R.M. Rejab, A.F. Jusoh, D. Bachtiar, J.P. Siregar, and Zhang Dian ping. 2016. Fracture Behaviours in Compression-loaded Triangular Corrugated Core Sandwich Panels. *MATEC Web Conf.*, 78, 01041
- iv M.R.M.Rejab, N.Z.M. Zaid, J.P. Siregar and D. Bachtiar. Scaling effects for Compression Loaded of Corrugated-core Sandwich Panels. 2014. *Advanced Materials Research*, 1133, 241-245

## List of Conference

- Title: "Sandwich structure based on corrugated-core: A review" Authors:N. Z. M. Zaid, M.R.M. Rejab dan N.A.N Mohamed Publication Date: 2016 Venue: ICMER 2015, Kuantan Pahang (Scopus)
- Title: "Fracture Behaviours in Compression-loaded Triangular Corrugated Core Sandwich Panels"
   Authors: N.Z.M.Zaid, M.R.M.Rejab, A.F.Jusoh, D.Bachtiar, J.P.Siregar dan Zhang Dian-ping
   Publication Date: 2016
   Venue: ICONGDM2016, Phuket, Thailand.
- iii Title: "Effect of Varying Geometrical Parameters of Trapezoidal Corrugated-Core Sandwich Structure"
   Authors: N.Z.M.Zaid, M.R.M.Rejab, A.F.Jusoh, D.Bachtiar dan J.P.Siregar Venue: AIGEV2016, Cyberjaya

### List of Publication

MATEC Web of Conferences 90, 01018 (2017) AiGEV 2016 DOI: 10.1051/matecconf/20179001018

## Effect of varying geometrical parameters of trapezoidal corrugated-core sandwich structure

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> Abstract. Sandwich structure is an attractive alternative that increasingly used in the transportation and aerospace industry. Corrugated-core with trapezoidal shape allows enhancing the damage resistance to the sandwich structure, but on the other hand, it changes the structural response of the sandwich structure. The aim of this paper is to study the effect of varying geometrical parameters of trapezoidal corrugated-core sandwich structure under compression loading. The corrugated-core specimen was fabricated using press technique, following the shape of trapezoidal shape. Two different materials were used in the study, glass fibre reinforced plastic (GFRP) and carbon fibre reinforced plastic (CFRP). The result shows that the mechanical properties of the core in compression loading are sensitive to the variation of a number of unit cells and the core thickness.

### 1 Introduction

Composite laminate with single skin, made from carbon, glass and other fibres may be strong but lack of stiffness due to their relatively low thickness[1]. Sandwich structures comprising of face-sheets and cores are broadly used in transportation vehicles and civil infrastructure due to their high stiffness/strength-to-weight ratio [2-10]. Sandwich structures have numerous topologies in different material- e.g composite corrugated-core, metallic core, or metallic textile core [10-14]. Sandwich structures have different core material including the shape. The foam cores are preferably used when the waterproof, sound and heat insulation qualities of cores are required. Moreover, the foam cores are the cheaper among core materials and can offer some advantages in sandwich construction. Furthermore, the honeycomb core sandwich structure comprise of a thick layer core separate with thin stiff layers (skins) and they are describe as cellular cell because of the shape like bee honeycomb. Honeycomb is lightweight, high flexural stiffness and can support classical loadings like tension and bending. Applications of corrugated-core sandwich structure have been used in aerospace and automotive industries, marine ship and civil due to their high strength to weight ratio[6][9][15]. Previously, Mohammadi et al. [16] proposed analytical formulation for trapezoidal corrugated panels. The formulation was based on energy approach and castigliano's theorem. The analytical was compared with FEM results. Investigation of large displacement behaviour of aramid/epoxy trapezoidal

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### Sandwich Structure Based On Corrugated-Core: A Review

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> Abstract. Sandwich structures are commonly based on polymeric form and honeycomb core material, for use in lightweight applications such as fuschage in acro plane, hull in marine construction and others. A review of sandwich structure based on corrugated-core is proposed and presented in this paper. First ly, this paper aims to provide a meane of comparing available sandwich structure in industries. See only, this paper aims to provide sandwich structure with corrugated-core for future research development efforts in field of sandwich construction. This paper starts with introduction of composite material such as sandwich structure, the advantages of sandwich structure was shown. A fire that these papers provide the structure of sandwich structure which includes the two faces and the cores. Furthermore, sandwich structure with different cores, which is honeycomb, form core and corrugated core are discussed. At the end, the paper discussed more on corrugated-core for future research development.

#### 1 Introduction

Advanced composites materials such as sandwich structure have remained progressively substituting traditional materials such as aluminum and steel in various industries fabricating all from small part to the key structural components of heavyweight vehicle such as airplane and marine ship[]].

The advantages of sandwich structures include grast stiffness to weight ratios [2-5], improved fatigue life, steadiness under compressive forces, good thermal and acoustic isolation properties. These benefits determine the fact that the use of composites has improved ominously in a wide range of structural applications and first of all in aerospace manufacturing [5-9].

K atzman et al. [10] said that sandwich structures are usually based on honeycomb core and polymeric foam materials may keep air and humidity. Moisture retention is one of the problems in aircmft sandwich construction. This problem may lead to growth in the whole weight of the sandwich construction and degrading of the core properties. To overtome problems, an open channel core insterial such as two-dimensional prismatic core is yent able in order to avoid moisture accumulation. In addition, the suitability of the corrugated-core as neplacement core design structures in the sandwich construction will be as well serves the concept of sustainable manufacturing.

#### 2 Sandwich Structure

Generally, single layer sandwich structure consists of three main parts that are a core and two face sheets. With

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an extra sheet, called internal sheet, inserted into the core, a two-layer sandwich pand is then formed. Sandwich structure comprise of two relatively thin, stiff and strong faces divided by a relatively thick lightweight core, for example, honeycomb core, foam core and cellular metal. Stiff and simultaneous light component is very important in nowadays industries. To achieve lightweight and high stiffness component, sandwich structure construction is develop [1-4].

Depending on the determination of the materials can differ, nevertheless the most significant characteristics for sandwich constructions are, they are lightweight compared to other composite structures. For specific applications using core material for example in aerospace, automotive, marine transportation, satellites, truck structures, containers, tanks, body pairs, rail cars and wind energy systems, the construction technology used for the sandwich construction is significant [1, 5].

Sandwich structures are being considered for application to airplane main structures, durability and damage tolerance is a first mnk contemplation, thus, understanding the opposing effect of in-service events. In fact, development of composite structure to sensitive fields, where high reliability is required, such as domestic flight, was so far restricted by the poor information of their behavior under intrinate dynamic loads. Then, the structure needs to be assessed in order to verify that damage occurring during the service life will not lead to failure or extreme structural deformation until the damage is detected. The understanding of their static and fatigue behavior are essential in order to use the material in different application and a better considerate of the

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## Fracture Behaviours in Compression-loaded Triangular Corrugated Core Sandwich Panels

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> Abstract. The failure modes occurring in sandwich panels based on the corrugations of aluminium alloy, carbon fibre-reinforced plastic (CFRP) and glass fibre-reinforced plastic (GFRP) are analysed in this work. The fracture behaviour of these sandwich panels under compressive stresses is determined through a series of uniform lateral compression performed on samples with different cell wall thicknesses. Compression test on the corrugated-core sandwich panels were conducted using an Instron series 4505 testing machine. The post-failure examinations of the corrugated-core in different cell wall thickness were conducted using optical microscope. Load-displacement graphs of aluminium alloy, GFRP and CFRP specimens were plotted to show progressive damage development with five unit cells. Four modes of failure were described in the results: buckling, hinges, delamination and debonding. Each of these failure modes may dominate under different cell wall thickness or loading condition, and they may act in combination. The results indicate that thicker composites corrugated-core panels tend can recover more stress and retain more stiffness. This analysis provides a valuable insight into the mechanical behaviour of corrugatedcore sandwich panels for use in lightweight engineering applications.

### 1 Introduction

A corrugated-core sandwich panel consist of a corrugated sheet positioned between two thin skins is its high strength-to-weight ratio [1]. The corrugated-core serves to keep the skins apart as well as stabilising the component by resisting vertical forces. This design also enables the complete structure to act as a single thick plate as a virtue of its high shear strength [2]. The second feature shows outstanding ventilation characteristics, avoiding humidity retention that is common in cellular core materials (e.g. polymeric foams, honeycombs) [3-5].

The failure mechanisms studied in composites can vary greatly from thin to thick ones. For composites, the notion of being thick should be described in a manner more than that of uniform materials. Even though the former governs the probability of global buckling at the structural level, the later represents the number of plies in the laminate and would effect its failure behaviour at a microscopic scale, which is more unpredictable and unavoidable. This can be known from the fact that thick composites frequently improve more complex fracture modes than those in thin composites. The thick composite is laminated by the relative number of plies. Both the number of ply interface and the whole interfacial area are

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2<sup>nd</sup> Advanced Material: Conference (AMC) 2014 25 - 26 November 2014 | Bayview Hotel, Langkawi MALAYSIA

### Scaling effects for Compression Loaded of Corrugated-core Sandwich Panels

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Keywords: Corrugated-core sandwich panels, Compression Strength, Aluminum Alloy, Composites, Fracture Modes

Abstract. The compressive responses and failure investigations of corrugated-core sandwich panels subjected to lateral compression are presented. The results of finite element (FE) analysis using Abaqus are compared with experimental results from tests on sandwich panels based on corrugations of aluminum alloy, glass fibre-reinforced plastic (GFRP) and carbon fibre-reinforced plastic (CFRP). Particular focus is placed on identifying the scaling effects of number of unit cells and the thickness of the cell walls in dominating the overall deformation and local collapse of the panel. The effect of increasing the number of unit cells, cell wall thickness, specimen's width and deformation behaviour are investigated. The FE predictions have been shown to in reasonably agreement with the experimental measurements. The evidence suggests that corrugated composite cores offer significant potential as lightweight cores materials in sandwich construction.

### INTRODUCTION

Sandwich structures with fibre reinforced plastic skins and a cellular core have proven superior weight specific stiffness and strength properties compared to its monolithic counterpart. In recent years, many researchers have proposed various core designs with an improved quasi-static and dynamic performance and these comprise of various polymeric and aluminium foams [1], metallic trusses [2-4], honeycomb cores [5-6] (square, hexagonal, triangular) and prismatic cores [7-8] (diamond lattice and corrugations).

Polymeric foams and honeycomb structures are commonly being used as core materials. For a more lightweight material, honeycomb core structures made from aluminium or Nomex® aramid paper are leading candidates when it comes to weight-specific mechanical properties. However, honeycomb sandwich structures, especially in aircraft applications suffer from drawbacks such as humidity retention in the closed cells [9].

Recently, many researchers on the advanced cellular core design projects have investigated and proposed alternatives to the honeycomb core such as the folded core structure, and its experimentally proven in solving the problem of humidity accumulation in closed cell sandwich core materials and these structures have multifunction properties [10,11]. Researchers have also looked at the other alternative ways to use corrugated cores in sandwich panels [12,13]. Generally, corrugated cores have been used over many decades in civil, naval, automotive and aerospace applications i.e.: corrugated roofs made from metal; cardboard sandwich cores used for packaging [14-15]. For extreme loading, corrugated metal sandwich cores have been shown to offer excellent shock resistant properties, mainly due to their high longitudinal stretching and shear strength [16].

### CORRUGATED-CORE SANDWICH PANELS

The focus of this paper is to study the effect of increasing the number of unit cells, the cell wall thickness and the deformation behaviour that differ to the material properties. Three types of material have been used in the study, which are aluminium alloy 2024-O (AL), a fabric-type glass fibre reinforced plastic (GFRP), and a woven carbon fibre reinforced plastic (CFRP). Plates of corrugated-core were prepared using special triangular profile of  $45^{\circ}$  with a 210mm by 240mm

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## **APPENDIX B**

### Product Data Sheet for Joint Mine

# EPOCHEMIE

An associate company of Yun Teh Industrial Co., Ltd

# Product Data Sheet

## JOINTMINE 905-3S

### INTRODUCTION

JOINTMINE 905-35 is a modified cycloaliphatic amine of low viscosity, low color and room temperature curing agent. It imparts good resistance to abrasion, moisture and chemical resistance. It has also low in toxicity than aliphatic amine and exhibit high gloss film and ideal for solventless free floor coating, self-leveling flooring and tank lining.

### **CHARACTERISTICS**

- Low viscosity and transparent liquid
- Good working pot life
- Good chemical resistance
  - High gloss and good color stability

#### **APPLICATIONS**

- Self-leveling floor coating
- High solid coating
- Chemical tank coating
- Water resistant tile grout

#### PACKING

Jointmine 905-3S available in 200kg net per drum

#### STORAGE CONDITIONS

At least 12 months from the date of manufacture in the original sealed container at ambient temperature. Store away from excessive heat and humidity in tightly closed containers.

#### SPECIFICATION

Amine value (mg KOH/g)	300 ± 20
Viscosity (BH type @25*C, cPs)	200 - 400
Color (Gardner)	<2
Equivalent Wt (H)	95

#### BASIC FORMULATION

Mix ratio (with EEW=190 epoxy resin) = 50 phr

#### TYPICAL PROPERTIES

Pot life (100g @25*C)	75 mins
Hardness (Shore D)	85
Thin film set time (@25*C)	5 hours

#### PHYSICAL PROPERTIES

Compressive Strength (JIS K6911)	1000kg/cm <sup>2</sup>
Bending Strength (JIS K6911)	800kg/cm <sup>2</sup>
Tensile Strength (JIS K 6911)	700kg/cm <sup>2</sup>

No guarantee, warranty, or representation is made, intended, or implied as to the correctness or sufficiency of any information, or as to the subability of any chemical compounds for any particular use, or that any chemical compounds or use thereof are not subject to a claim by a third party for infringement of any patent or other intellectual property right. Each user about conduct a sufficient investigation to establish the subability of any product for its intended use.

Epochemie international Pte Ltd., No.1, Woodlands Terrace, Singapore 738471 Tel : 65-67565680 Fax : 65-67560760, email : epochemie@pactic.net.sg

# Product Data Sheet for Epoxy Resin

#### Product Information



	D.E.R. <sup>TM</sup> 331 <sup>TM</sup> Liquid Epoxy Resin			
Description	D.E.R.™ 331™ Liquid Epoxy Re	sin is a liquid reaction pro	duct of epichlorohydrin and	
	bisphenol A.			
In the desired in the			and the second second second	
Introduction	D.E.R. 331 Epoxy Resin is the m recognized as the standard from w	ost widely used general purp hich many variations have be	en developed.	
	A wide variety of curing agents conditions. The most frequently up	is available to cure liquit sed are aliphatic polyamines	d epoxy resins at ambient , polyamides, amidoamines,	
	cycloaliphatic amines and modified versions of these curing agents. Curing may also be done at an elevated temperature to improve selected properties such as chemical resistance and glass transition temperature. If anhydride or catalytic curing agents are			
	employed, elevated temperature of develop full end properties.	sures are necessary and ion	g post-cures are required to	
Typical	This product is suitable for use in a	pplications such as:		
Applications	<ul> <li>Adhesives</li> </ul>			
	<ul> <li>Casting and Tooling</li> </ul>			
	Civil Engineering			
	<ul> <li>Composites</li> </ul>			
	<ul> <li>Automotive Coatings</li> </ul>			
	Can and Coll Coatings			
	<ul> <li>Marine and Protective Coatings</li> <li>Destersus Industrial Coatings</li> </ul>			
	<ul> <li>Photocure industrial Coaungs</li> <li>Detting and Enconsulation</li> </ul>			
	<ul> <li>Potting and Encapsulation</li> </ul>			
Typical	Property/1	Value	Method	
Properties	Epoxide Equivalent Weight (g/eg)	182 - 192	ASTM D-1652	
	Epoxide Percentage (%)	22.4 - 23.6	ASTM D-1652	
	Epoxide Group Content (mmol/kg)	5200 - 5500	ASTM D-1652	
	Color (Platinum Cobalt)	75 Max.	ASTM D-1209	
	Viscosity @ 25°C (mPars)	11000 - 14000	ASTM D-445	
	Hydrolyzable Chloride Content (ppm)	500 Max.	ASTM D-1726	
	Water Content (ppm)	/00 Mex.	ASTM E-203	
	Existing 25% (gm)	1.10	ASTM 04002	
		- 1.1 m		
	Shelf Life (Months)	5 Mex. 24	DOWN TUTO21	
	Shelf Life (Months) (1) Typical properties, not to be construed as sp	o Mex. 24 ecifications.	Down 101321	
	Shell Life (Months) (1) Typical properties, not to be construed as sp	3 Mex. 24 ecifications.	Down 101321	
	Shelf Life (Months) (1) Typical properties, not to be construed as sp	o Nex. 24 ecifications.		
Page 1 of 5	Shell Life (Monite) (1) Typical properties, not to be construed as sp "" Tredemark of The Dow Chemical Company D.E.R. 331 Louid Boow Retin	3 Mex. 24 edifications. "Dow") or an effliated company of Dow	Form No. 296-01406-12072-TD	
Page 1 of 5	Shelf Life (Months) (1) Typical properties, not to be construed as sp *** Tredemark of The Dow Chemical Company D.E.R. 331 Liquid Epony Resin	3 Mex. 24 edifications. "Dow") or an affiliated company of Dow	Form No. 299-01408-1207X-TD	
Page 1 of 5	Shell Life (Monito) (1) Typical projecties, not to be construed as sp *** Trademark of The Dow Chemical Company ( D.E.R. 331 Liquid Epony Resin	3 Mex. 24 edifications. "Dow") or an effliated company of Dow	Form No. 200-01406-1207X-TD	

## **APPENDIX C**

## Technical Drawing





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