

## Effect of winding angle on the quasi-static crushing behaviour of thin-walled carbon fibre-reinforced polymer tubes

*Ma Quanjin<sup>1,2</sup>, MRM Rejab<sup>1,2</sup>, MS Idris<sup>1</sup>, Shukur Abu Hassan<sup>3</sup>, Nallapaneni Manoj Kumar<sup>4</sup>*

<sup>1</sup> Faculty of Mechanical and Automotive Engineering Technology, Universiti Malaysia Pahang, Pekan, Pahang, Malaysia

<sup>2</sup> School of Mechanical Engineering, University Ningxia, Yinchuan, China

<sup>3</sup> Faculty of Engineering, Centre for Advanced Composite Materials, Universiti Teknologi Malaysia, Skudai, Johor, Malaysia

<sup>4</sup> School of Energy and Environment, City University of Hong Kong, Kowloon, Hong Kong

### ABSTRACT

Carbon fibre-reinforced polymer (CFRP) tubes have been increasingly used in various structural applications due to its lightweight and attractive crashworthiness performance. The key parameter of the winding angle plays an important role in the energy-absorbing performance of CFRP tubes. In order to understand the relationship between the compressive performance and winding angle, this article is aimed to study the effect of winding angle with  $\pm 45^\circ$ ,  $\pm 60^\circ$  and  $\pm 75^\circ$  of CFRP tubes. The thin-walled CFRP tubes were performed by the quasi-static compression test, which were fabricated using the wet winding technique. The result was concluded that as the winding angle increased, the compressive modulus showed the decreasing trend. In the view of energy absorption (EA) and specific energy absorption (SEA), it was exhibited the decreasing trend as the winding angle increased. It was noted that CFRP tubes with  $\pm 45^\circ$  winding angle recorded the average maximum SEA of  $24.67 \text{ kJ kg}^{-1}$ . Moreover, the crushing behaviour of thin-walled CFRP tubes were involved and studied.

### KEYWORDS

Carbon fibre-reinforced polymer; CFRP tube; Winding angle; Filament winding technique; Crushing behaviour

## **ACKNOWLEDGEMENT**

The authors are grateful to the Ministry of Education Malaysia (Fundamental Research Grant Scheme: FRGS/1/2019/TK03/UMP/02/10) and Faculty of Mechanical and Automotive Engineering Technology, Universiti Malaysia Pahang for funding this research with PGRS180319. This research work is strongly supported by Structural Material & Degradation (SMD) Focus Group, which provided the research materials and equipment. The author(s) disclosed receipt of the following financial support for the research, authorship, and/or publication of this article: Master Research Scholarship (MRS), Institute of Postgraduate Studies, Universiti Malaysia Pahang.