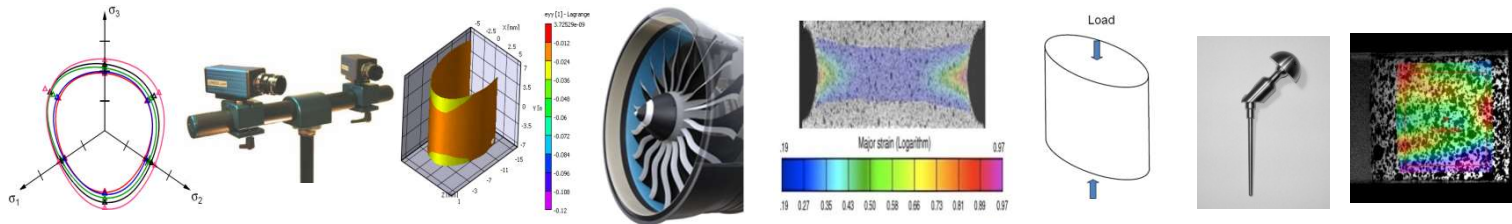




UNIVERSIDAD DE LA FRONTERA  
Facultad de Ingeniería y Ciencias



# Effect of small strain rate variations on the identification of the compressive behaviour of Ti6Al4V

V. Tuninetti<sup>1</sup>, P. Flores<sup>2</sup>, C. Medina<sup>2</sup>, L. Duchêne<sup>3</sup>, A. M. Habraken<sup>3,4</sup>

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<sup>2</sup> *Department of Mechanical Engineering, Universidad de Concepción, Chile, [{pfloresv,cmedinam}@udec.cl](mailto:{pfloresv,cmedinam}@udec.cl)*

<sup>3</sup> *ArGEnCo Department, MSM Team, University of Liège, Belgium, [{anne.habraken,l.duchene}@uliege.be](mailto:{anne.habraken,l.duchene}@uliege.be)*

<sup>4</sup> *Fonds de la Recherche Scientifique – F.N.R.S.–F.R.S., Belgium*

14<sup>eme</sup> Colloque National en calcul des structures  
13-17 mai 2019, Giens (Var), France

# Outline

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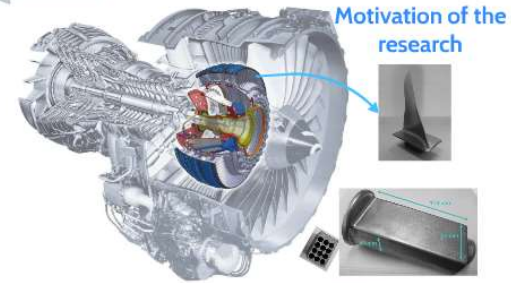
- ▶ Introduction
- ▶ Method for full range constant strain rate test
- ▶ Effect of the strain rate variations on the mechanical behavior of Ti6Al4V
- ▶ Validation of the method
- ▶ Conclusions and perspectives

# Introduction



Chemical and power industries  
high flexibility (low modulus)  
excellent corrosion and fatigue resistance

## Aerospace industry



high strength to weight ratio at low to moderate temperatures

# Applications and features of TA6V

## Medical industry



good biocompatibility,  
excellent corrosion and fatigue resistance

## Defense



high strength to weight ratio,  
good ballistic/impact capability

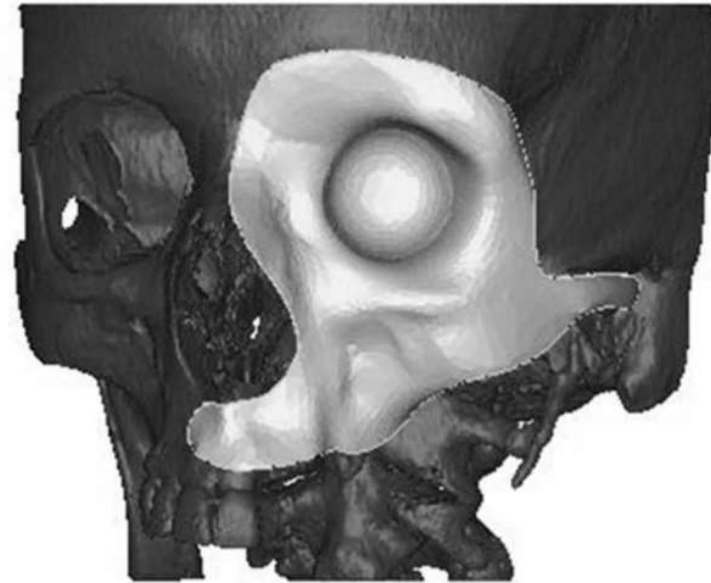
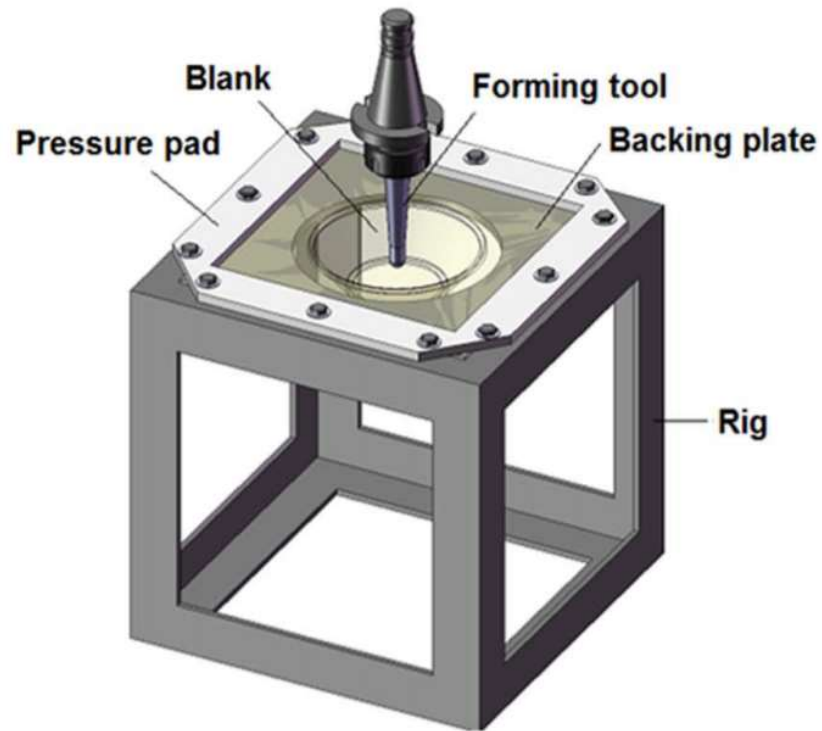


## Recreational use

# Introduction

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## Single Point Incremental Forming for skull implant



Conventional Computer Numerical Control (CNC) milling machine

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# Why is so important to determine and to model the mechanical behavior of metals and alloys?

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- ▶ Design and optimization of manufacturing processes of metals with permanent shape deformation
  - ▶ e.g. sheet pile
- ▶ Estructural integrity of components
  - ▶ FBO Engine test

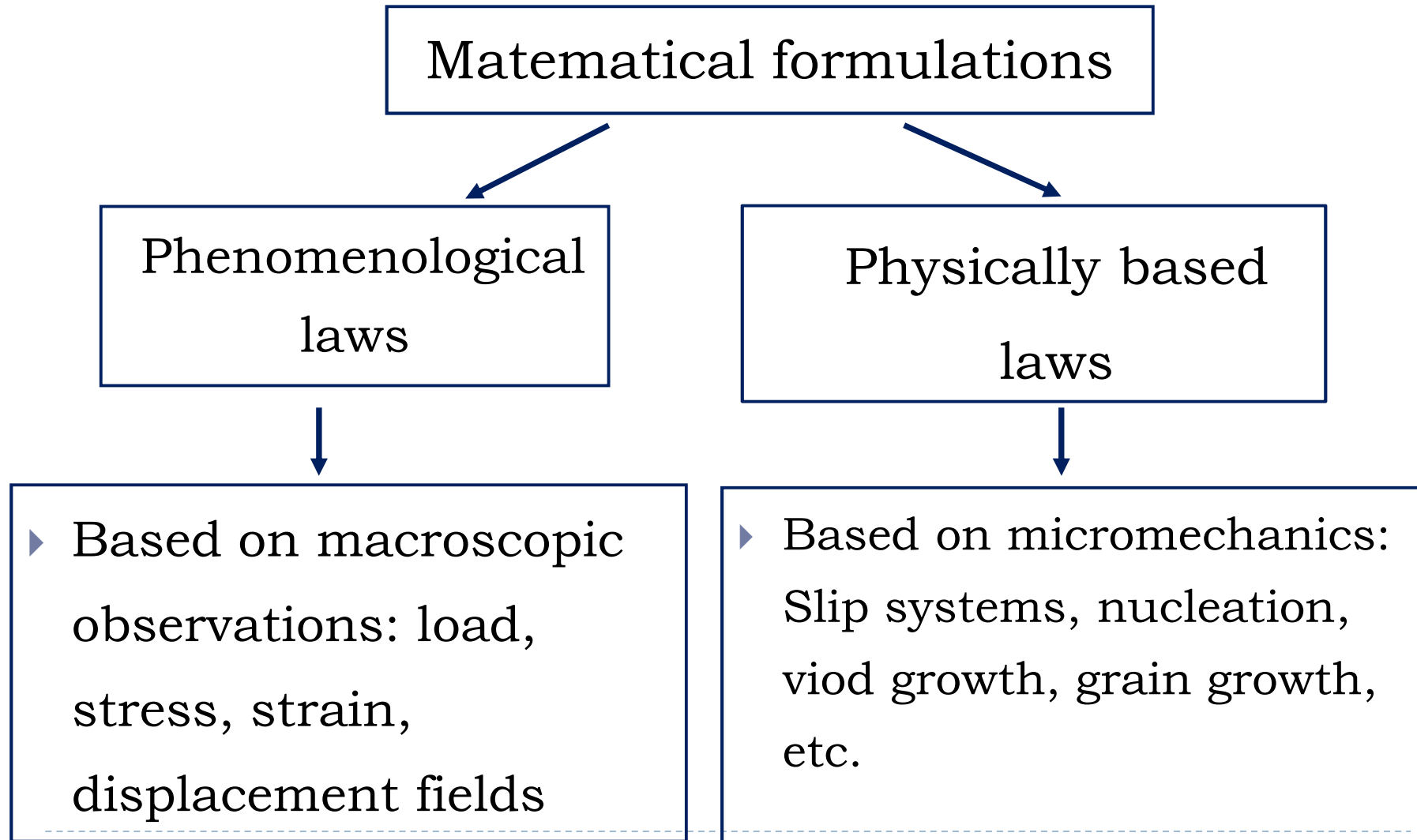
# How to determine the mechanical behavior of metals and alloys?

---

- ▶ Mechanical tests:
  - ▶ Tensile tests
  - ▶ Compression tests
  - ▶ Biaxial tests
  - ▶ Shear, plane strain
  - ▶ Etc.

# How to model the mechanical behavior of Ti64 alloy or other metals?

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# Modeling of mechanical behavior of materials by using Finite Element Method

## Material input data from experiments

Young moduli

Poisson coefficients

Stress strain curves

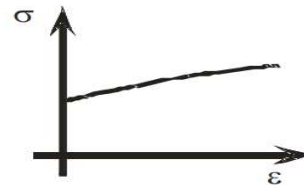
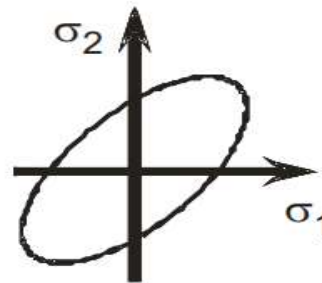
Lankfords (anisotropy)

Initial yield points

Strain fields (DIC)

Etc.

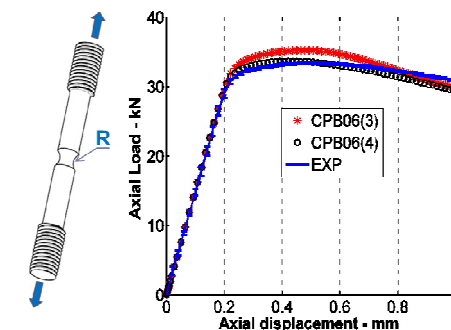
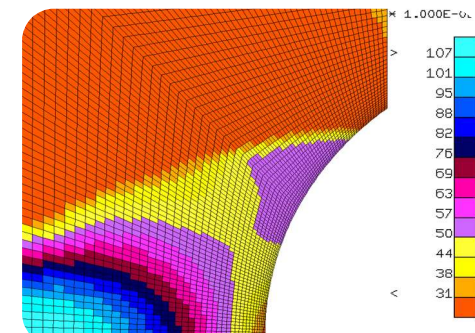
## Characterization of mathematical models



$$F_1 = (|\Sigma_1| - k \Sigma_1)^a + (|\Sigma_2| - k \Sigma_2)^a + (|\Sigma_3| - k \Sigma_3)^a$$

$$\bar{\sigma} = \exp(-P_1 \bar{\epsilon}) \sqrt{3} P_2 (\sqrt{3} \dot{\bar{\epsilon}})^{P_3} \bar{\epsilon}^{P_4}$$

## Simulations from Finite Element Software

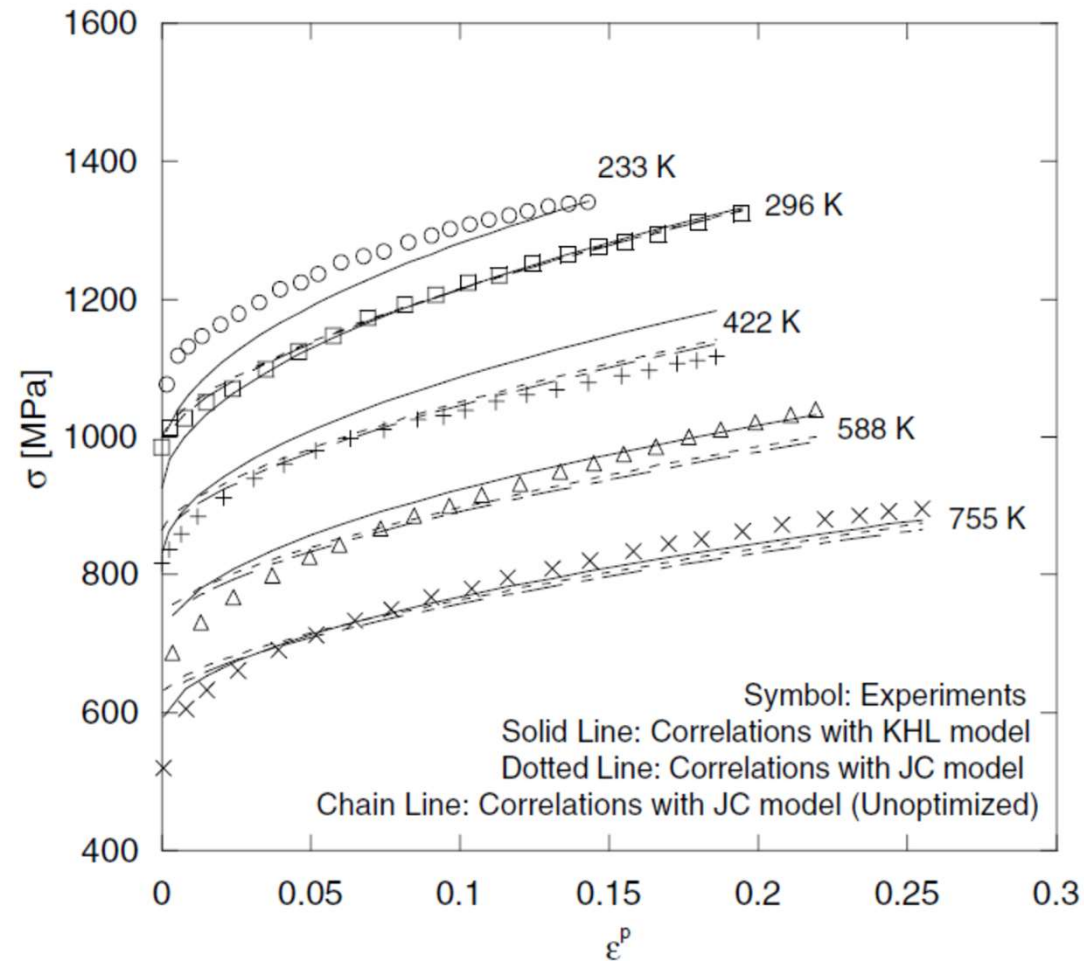




# Introduction

## State of the art: experimental observations

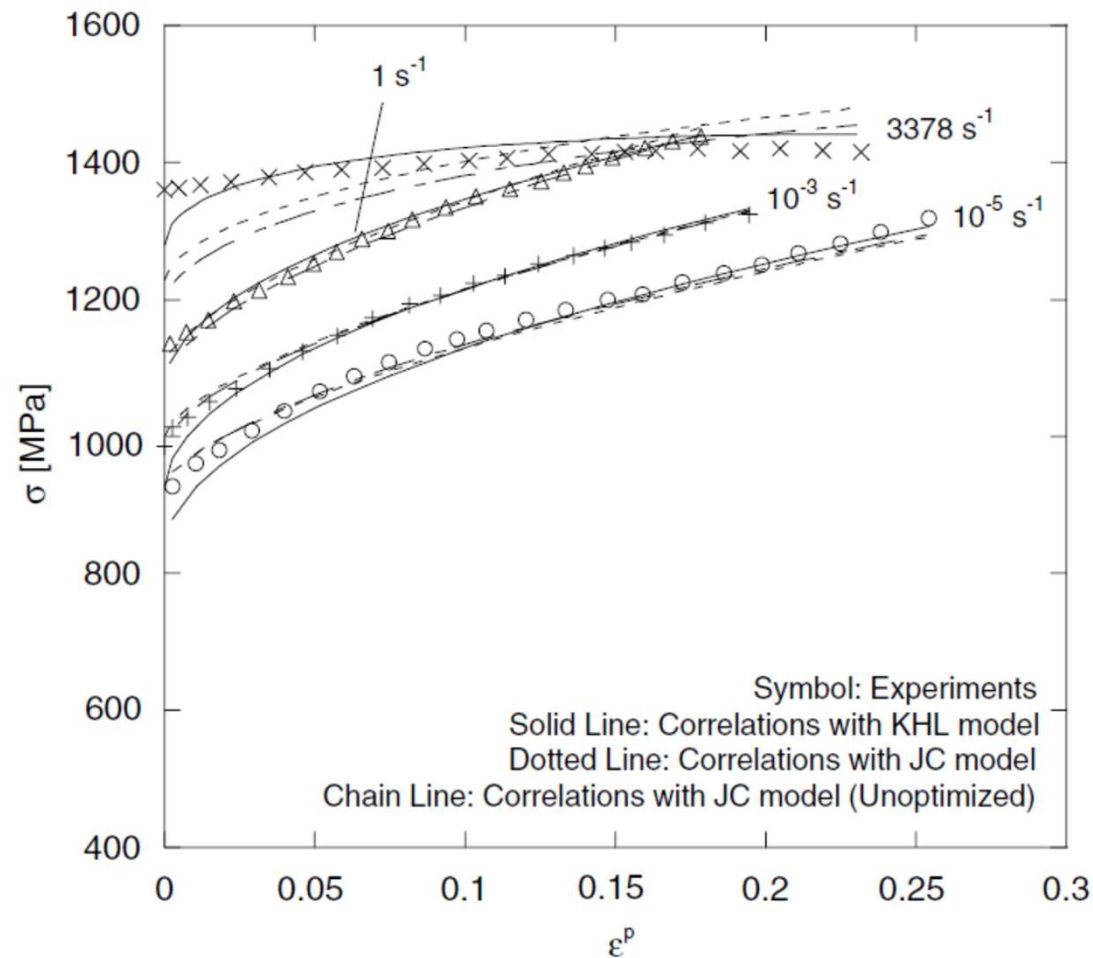
### ► Temperature dependent



# Introduction

## State of the art: experimental observations

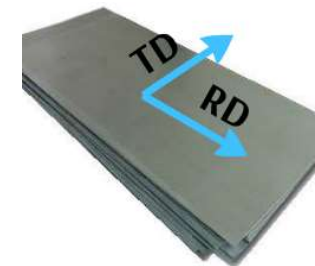
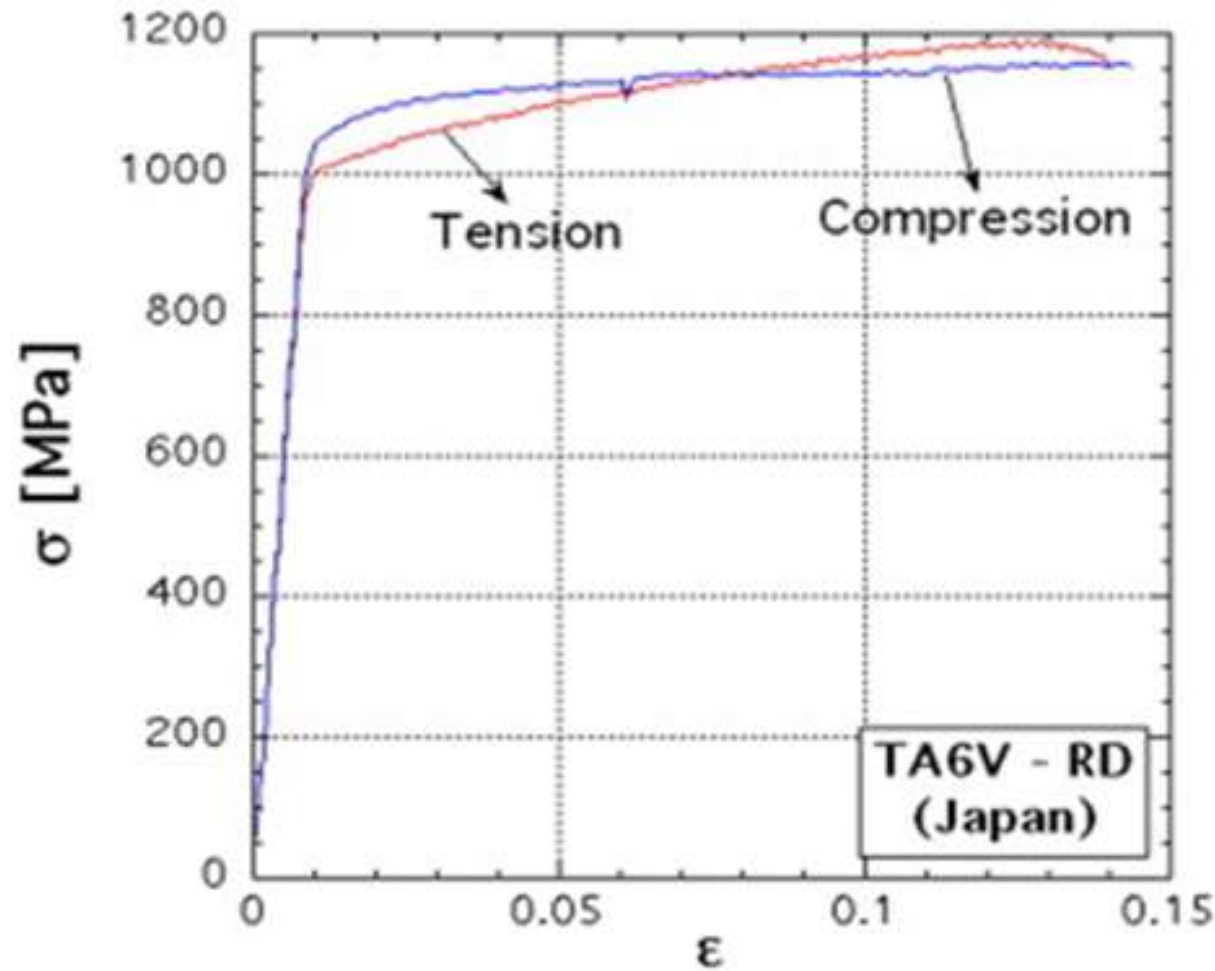
### ► Strain rate dependent



# Introduction

## State of the art: experimental observations

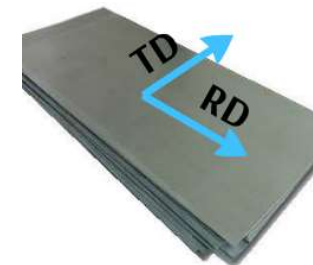
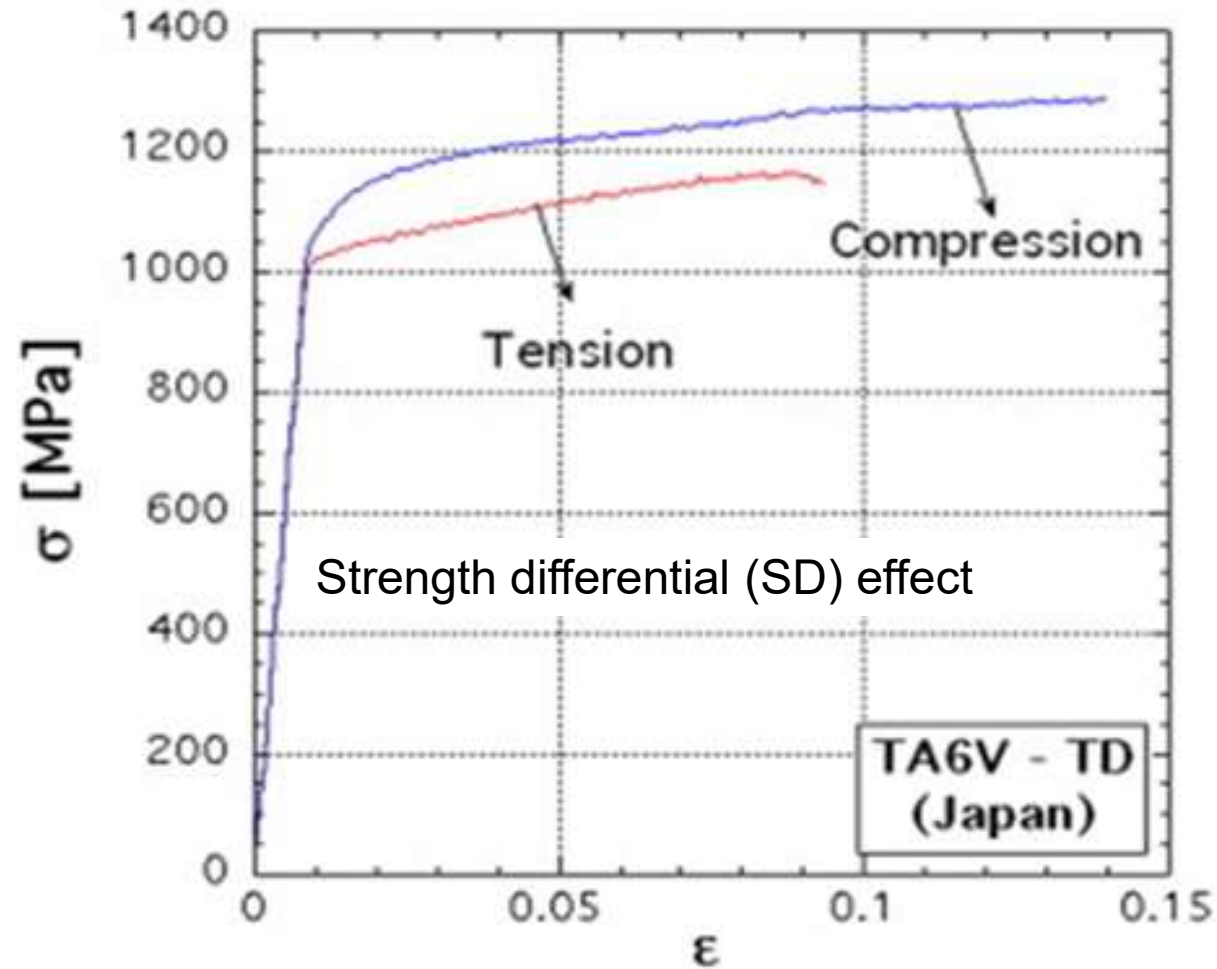
- ▶ Anisotropic hardening



# Introduction

## State of the art: experimental observations

- ▶ Tension/compression asymmetry (yielding)

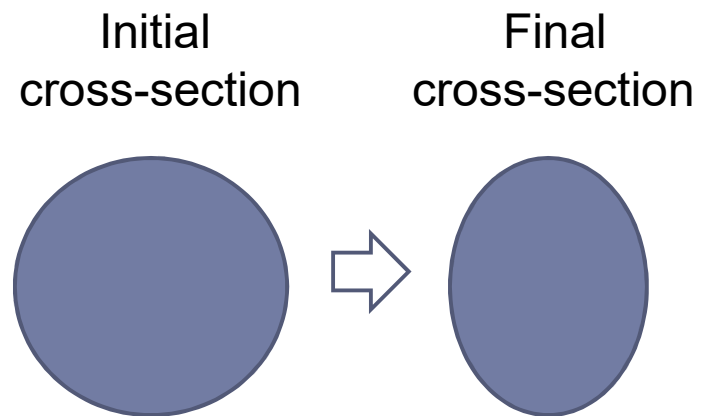


# Introduction

## State of the art: experimental observations

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- ▶ Plastic anisotropy



# Introduction

## State of the art: constitutive modeling

---

- ▶ The macroscopic orthotropic yield criterion CPB06\*

$$F_1 = \left( |\Sigma_1| - k \Sigma_1 \right)^a + \left( |\Sigma_2| - k \Sigma_2 \right)^a + \left( |\Sigma_3| - k \Sigma_3 \right)^a$$

$k$  takes into account the **strength differential effect** (SD)

$a$  is the degree of homogeneity

$\Sigma_1, \Sigma_2, \Sigma_3$  are the principal values of the tensor  $\Sigma = \mathbf{C} : \mathbf{S}$

$\mathbf{C}$  is a fourth-order orthotropic tensor that accounts for the **plastic anisotropy**

$\mathbf{S}$  is the deviator of the Cauchy stress tensor

$$\mathbf{C} = \begin{bmatrix} C_{11} & C_{12} & C_{13} & 0 & 0 & 0 \\ C_{12} & C_{22} & C_{23} & 0 & 0 & 0 \\ C_{13} & C_{23} & C_{33} & 0 & 0 & 0 \\ 0 & 0 & 0 & C_{44} & 0 & 0 \\ 0 & 0 & 0 & 0 & C_{55} & 0 \\ 0 & 0 & 0 & 0 & 0 & C_{66} \end{bmatrix}$$

*CPB06 Implemented in the Lagamine code by G. Gilles*

# Introduction

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## ► Identification of the constitutive model

### 1. Anisotropic elasto-plastic model

#### ► Yield criterion?

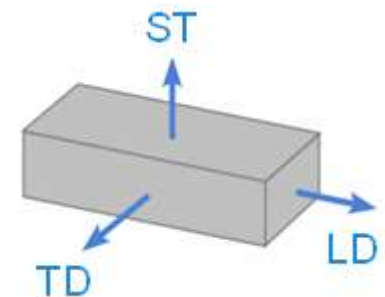
**Orthotropic CPB06** characterized at several plastic work levels, temperatures and at  $10^{-3} \text{ s}^{-1}$

#### ► Hardening law?

**Directional hardening**: interpolation between the several yield surfaces of CPB06

#### ► Experimental tests required for the identification:

- **Tension** LD (several temperatures), TD and ST directions
- **Compression** LD (several temperatures), TD and ST directions
- **Plane strain** LD direction (plane LD-ST)
- **Shear strain** ST direction (plane LD-ST)



# Outline

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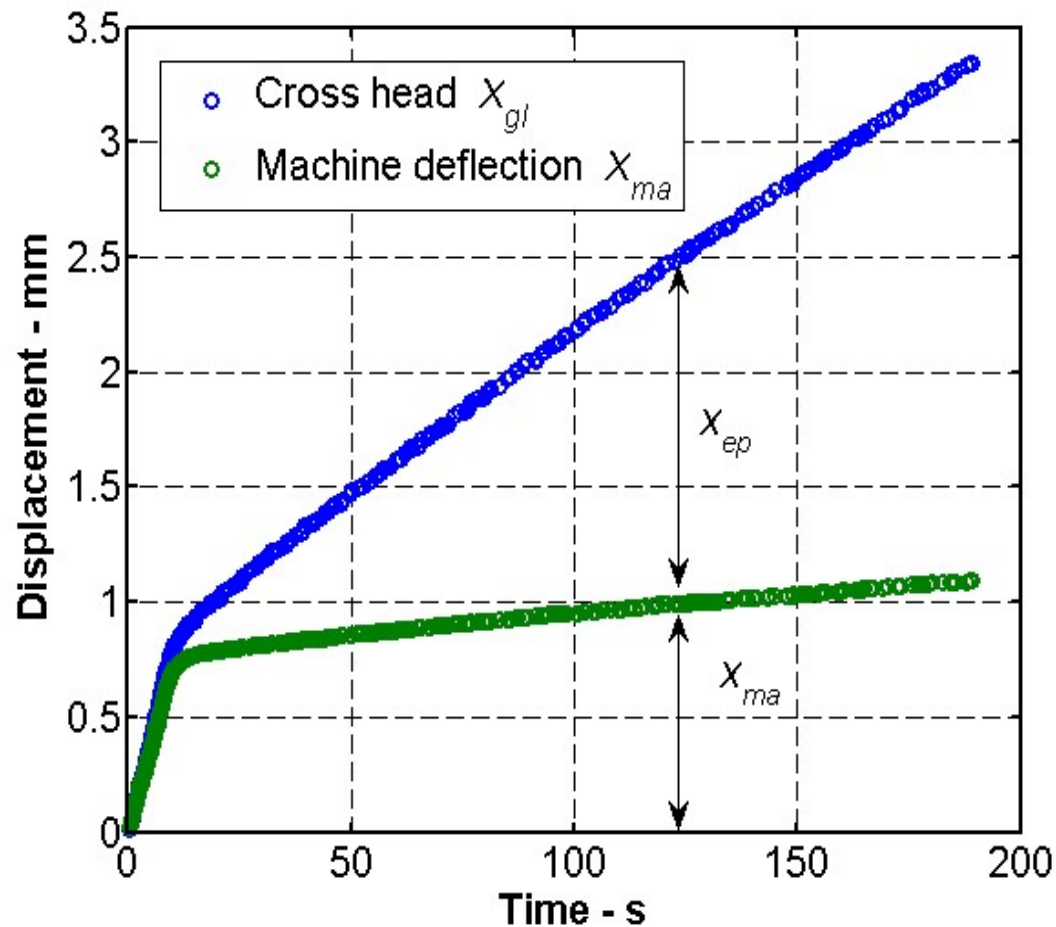
- ▶ Introduction
- ▶ **Method for full range constant strain rate test**
- ▶ Experimental results
- ▶ Validation of the method
- ▶ Effect of the strain rate variations on the mechanical behavior of Ti6Al4V
- ▶ Conclusions and perspectives



# Experimental developments

## Implementation of tests at constant strain rate

- ▶ **Machine vs specimen deformation during compression test**

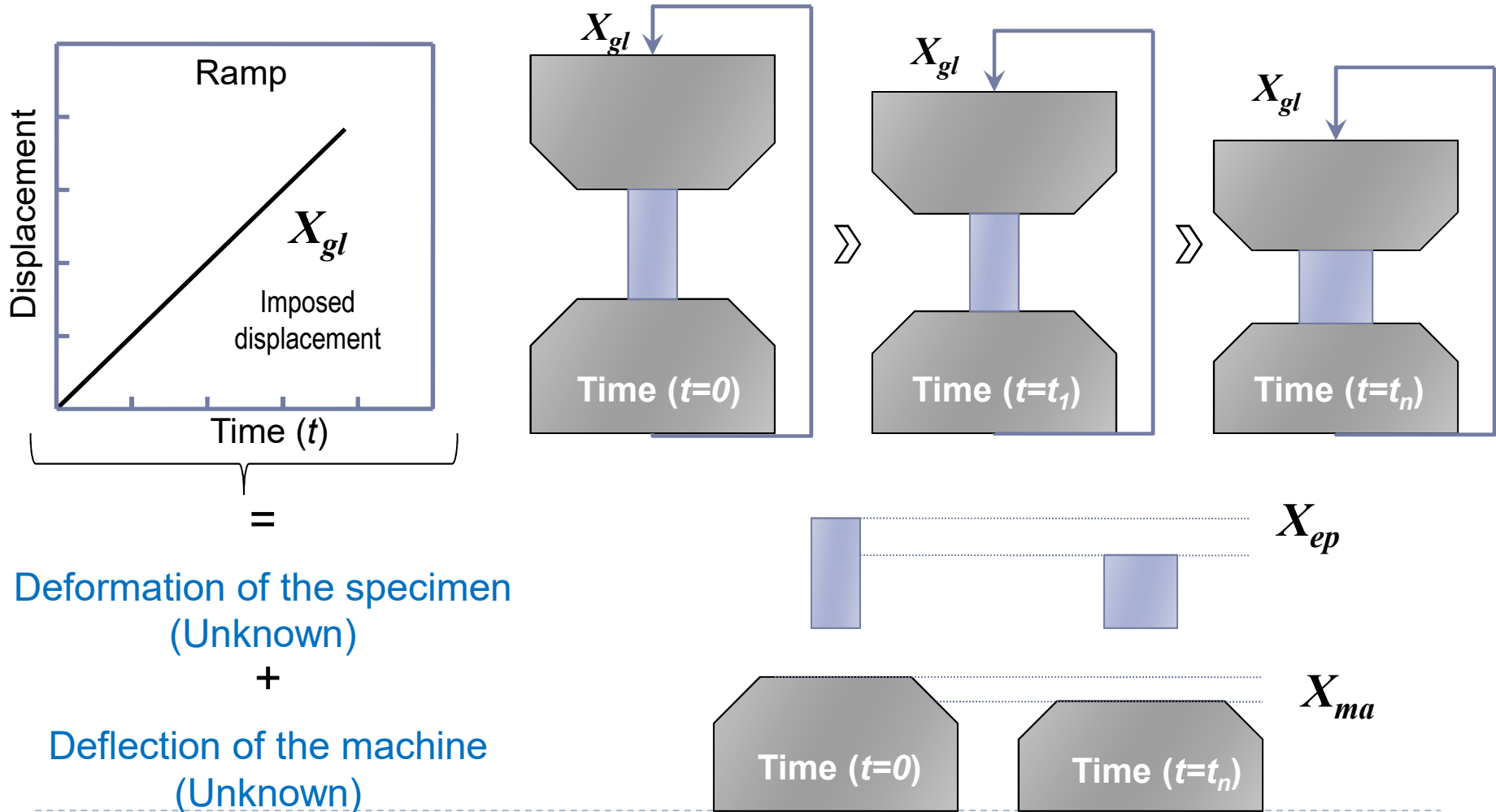


▶ SCHENCK Hydropuls 400 kN press

# Experimental developments

## Implementation of tests at constant strain rate

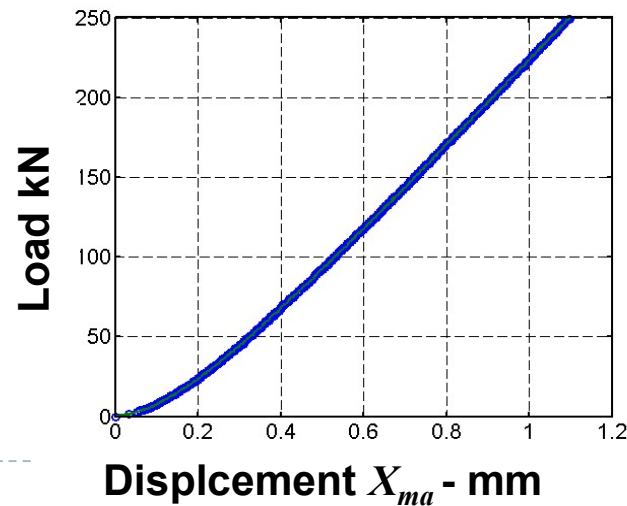
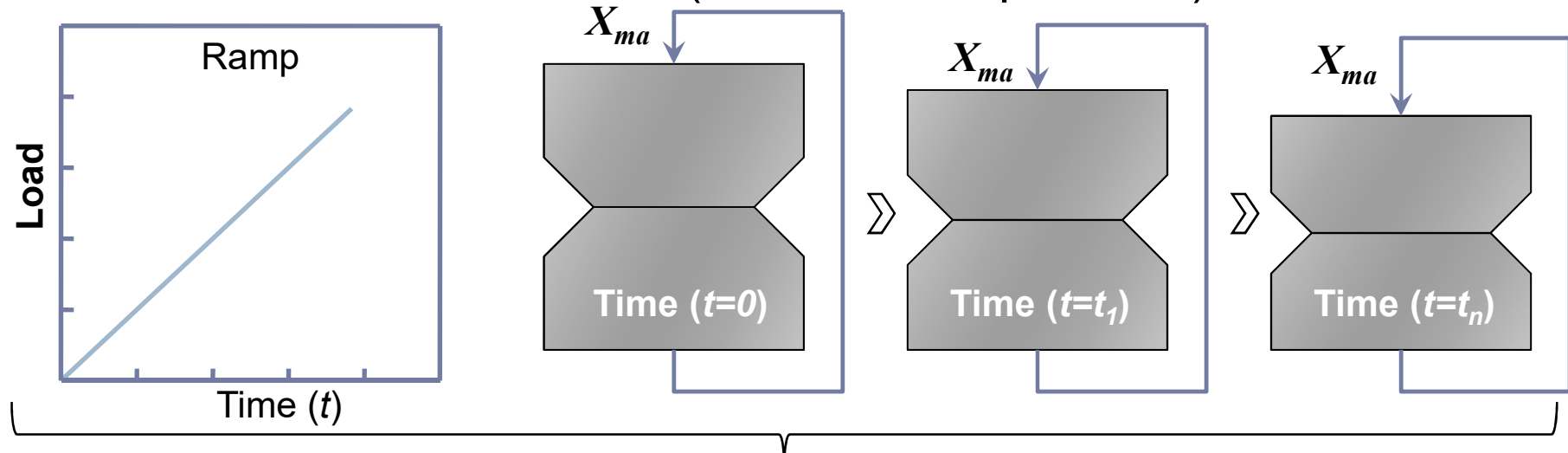
- ▶ **Tests at constant die speed** (former method at MSM lab)



# Experimental developments

## Implementation of tests at constant strain rate

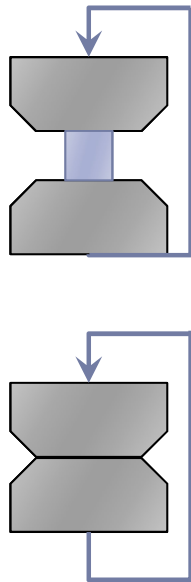
- ▶ Deflection of the machine (test without specimen)



# Experimental developments

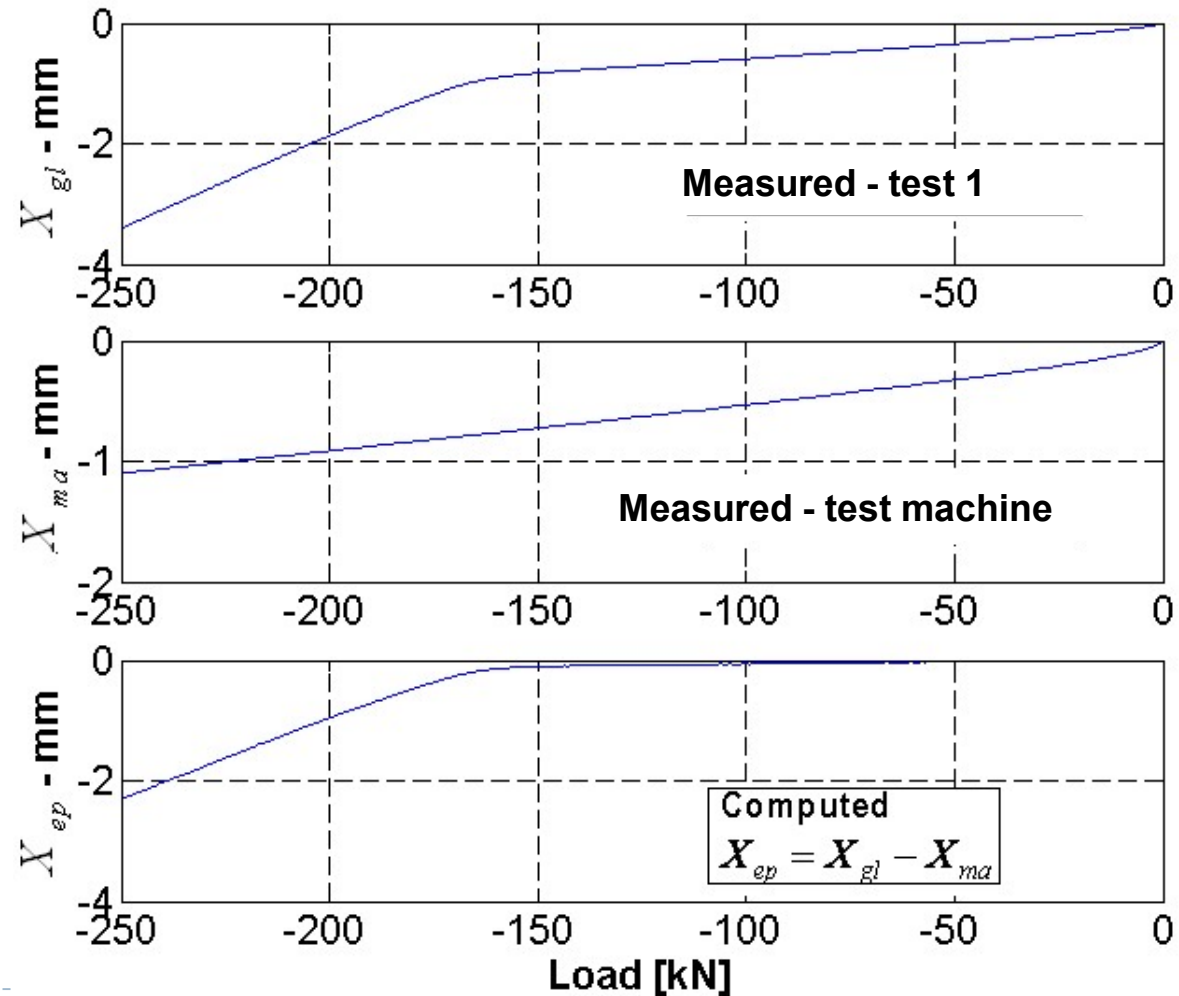
## Implementation of tests at constant strain rate

- ▶ Computation of the deformation of the specimen



Deformation of the specimen is computed

$X_{ep}$  known

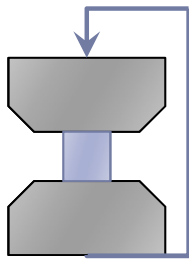


# Experimental developments

## Implementation of tests at constant strain rate

- Strain vs time computation

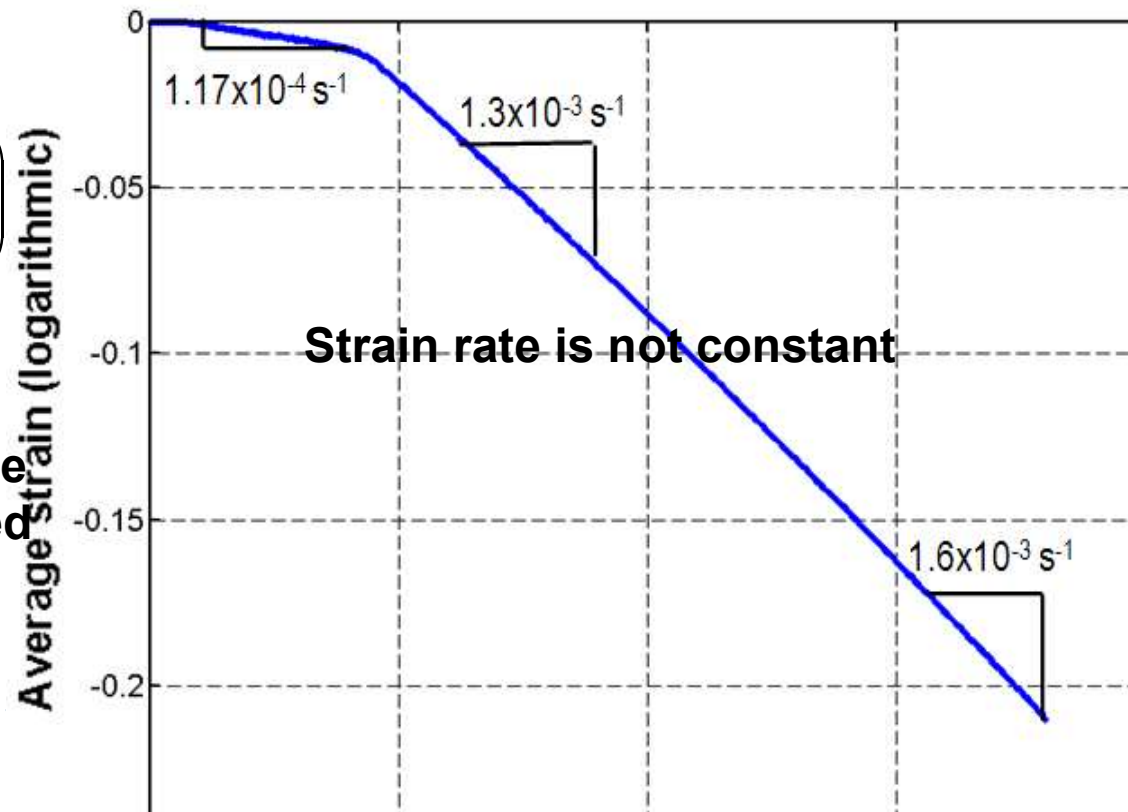
test at constant die speed + machine deflection forgotten



$$\varepsilon(t) = \ln\left(\frac{H_0 + X_{ep}(t)}{H_0}\right)$$

$H_0$  = initial height

Strain evolution on the specimen is computed from  $X_{ep}$  known

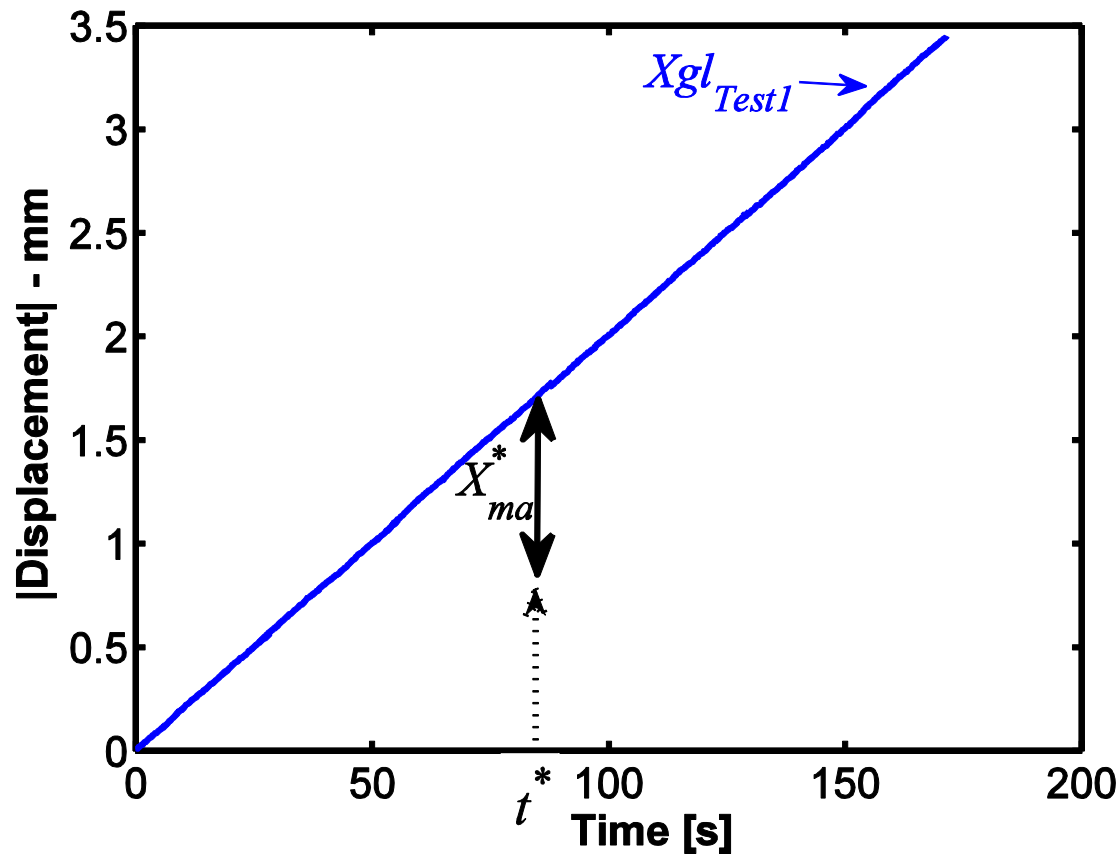


# Experimental developments

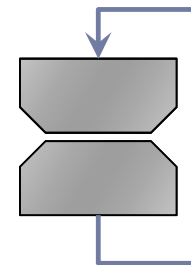
## Implementation of tests at constant strain rate

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- ▶ At the Time  $t^*$  the machine deflection ( $X_{ma}^*$ ) is known  
(for test at constant die speed)



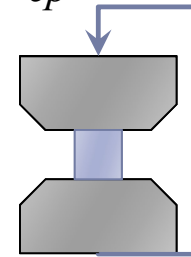
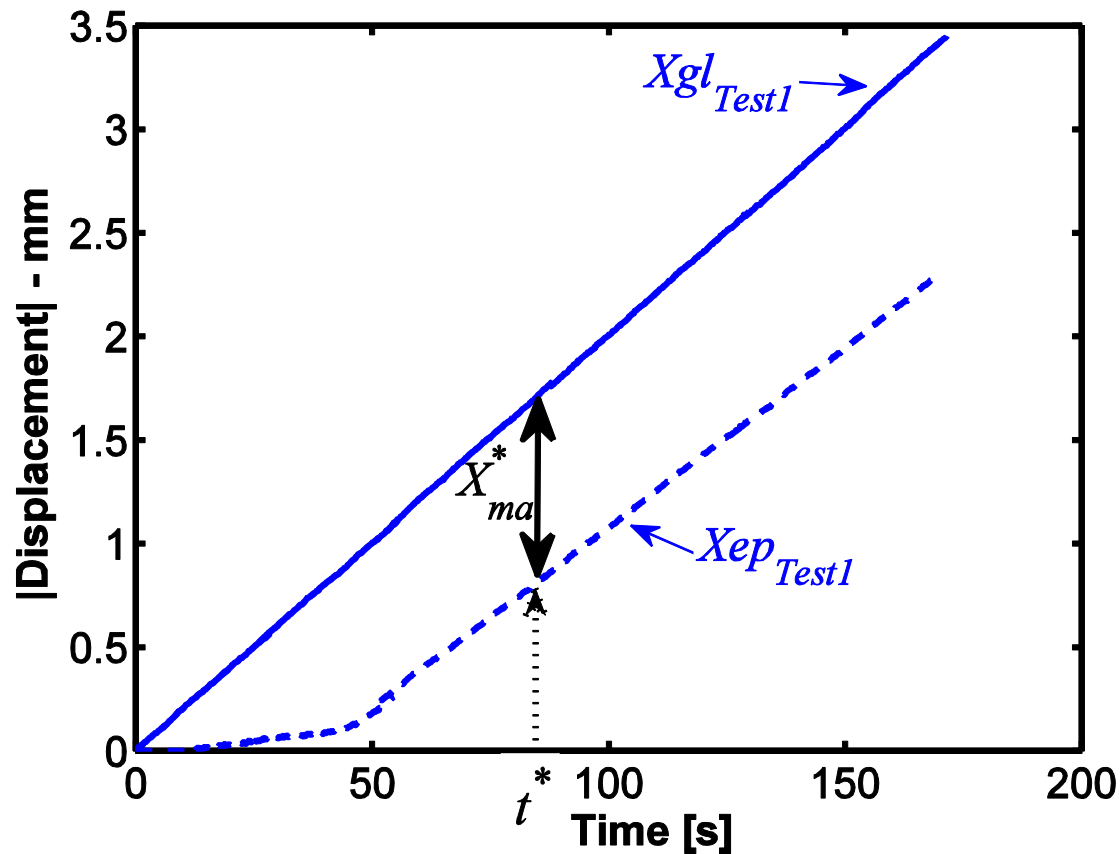
$$X_{ma}(t^*, X_{gl}) = X_{ma}(X_{gl})$$



# Experimental developments

## Implementation of tests at constant strain rate

- ▶ So we can compute the deformation of the specimen ( $X_{ep}$ )  
(for test at constant die speed)

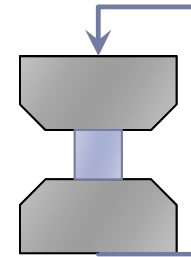


$$X_{ep\_Test1}(t) = X_{gl\_Test1}(t) - X_{ma}(t)$$

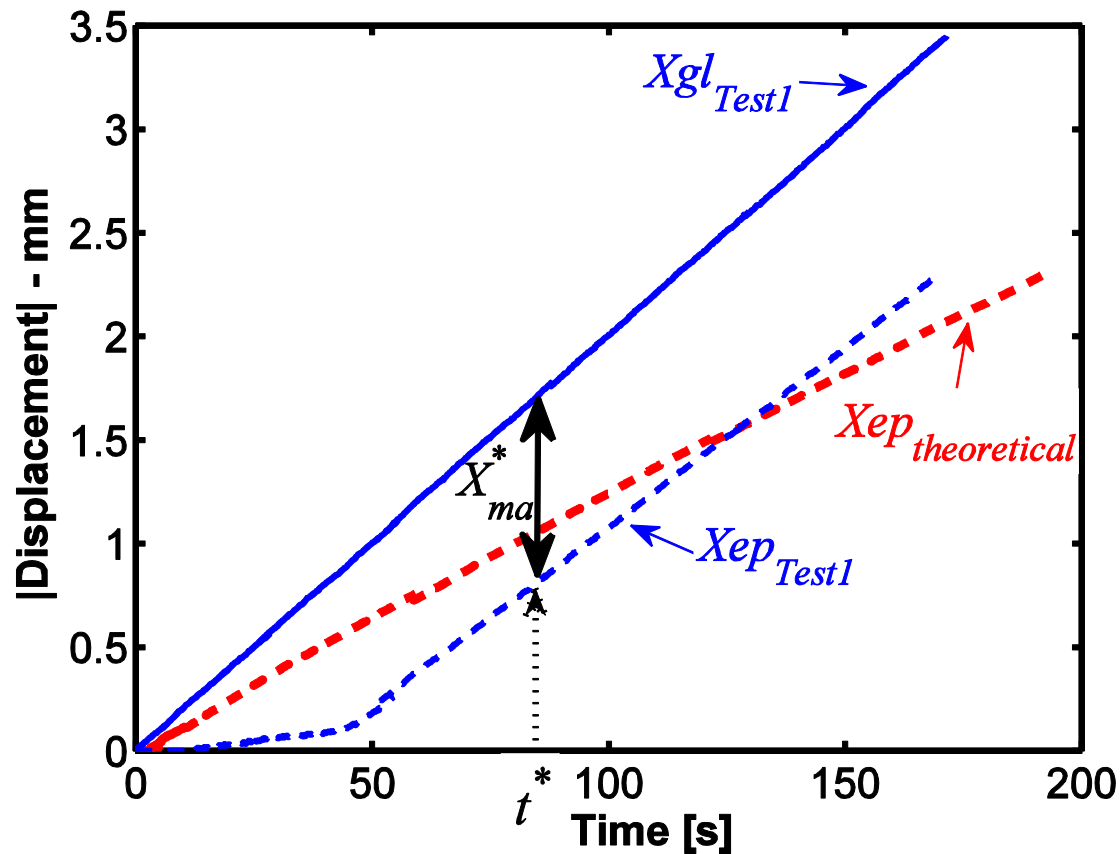
# Experimental developments

## Implementation of tests at constant strain rate

- ▶ Also, theoretically we know ( $X_{ep\ Theoretical}$ ) for constant strain rate  
(for a test at constant strain rate)



$$X_{ep}(t) = H_0(\exp(\dot{\epsilon}t) - 1)$$



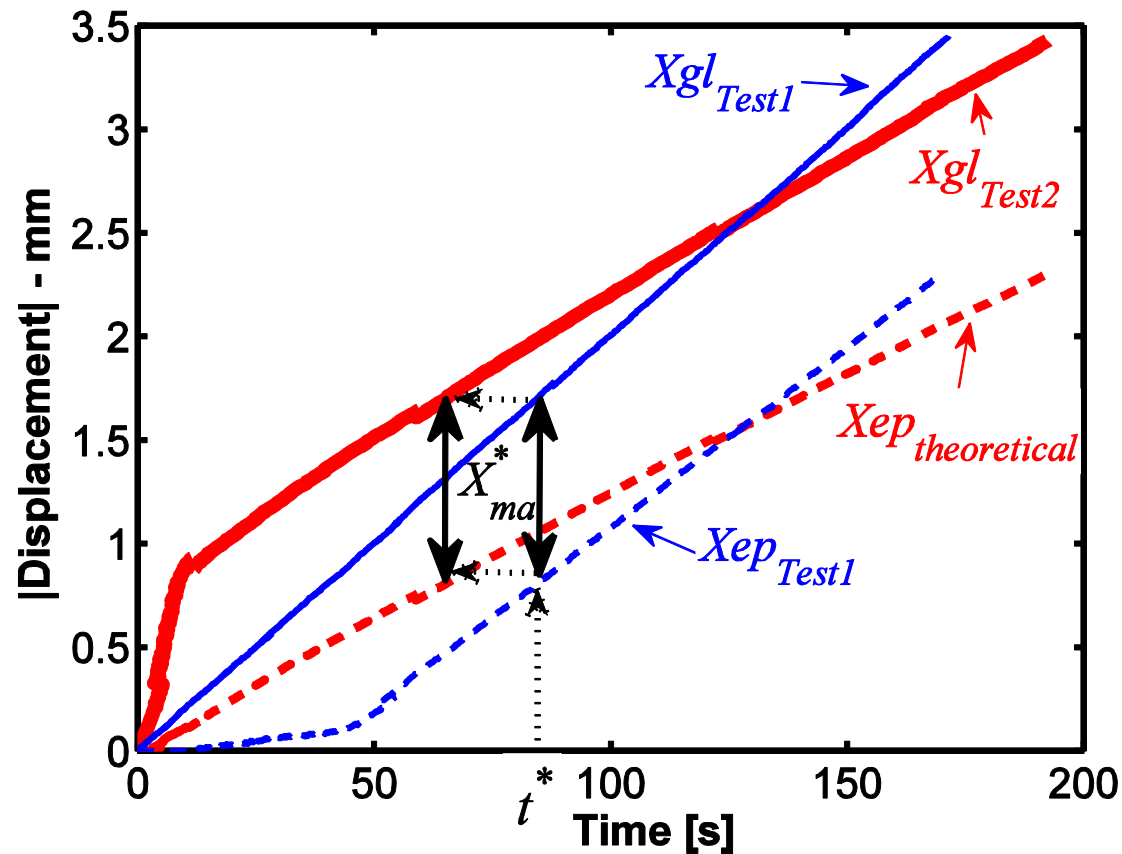


# Experimental developments

## Implementation of tests at constant strain rate

- ▶ Global displacement  $X_{gl\ Test\ 1}$  is computed

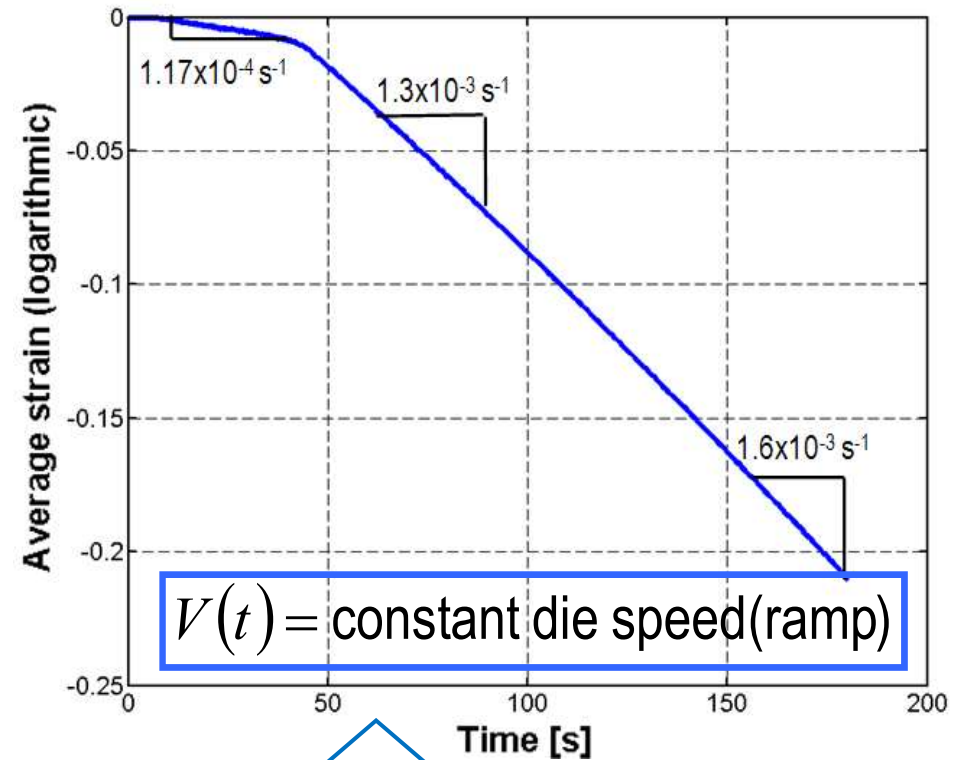
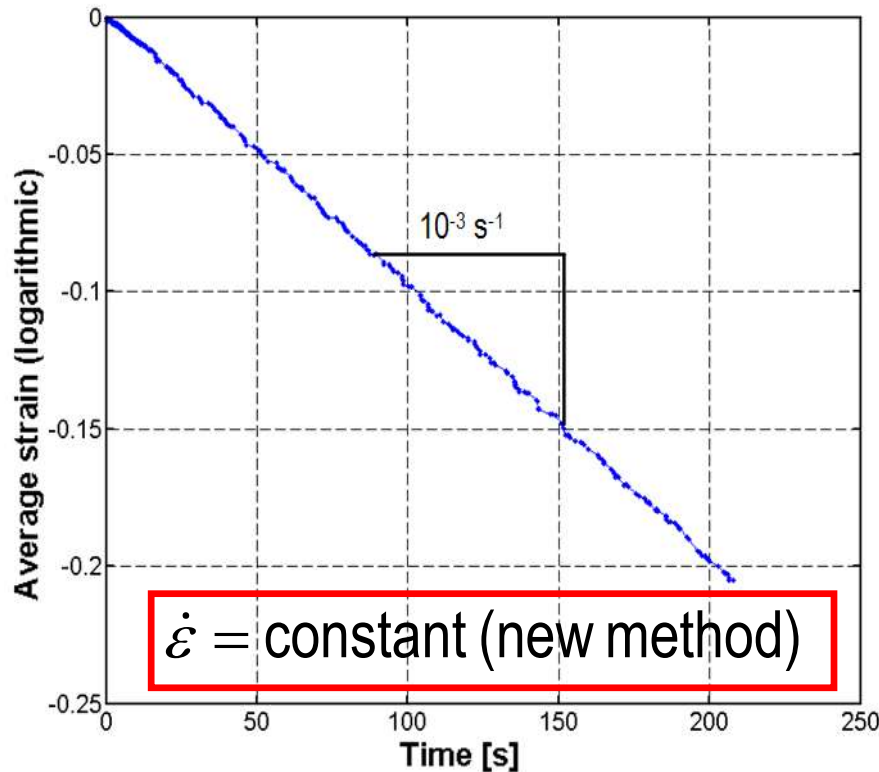
(for the second test at constant strain rate)



# Experimental developments

## Implementation of tests at constant strain rate

- ▶ Comparison constant and non-constant strain rate tests



Commonly used method is wrong

# Outline

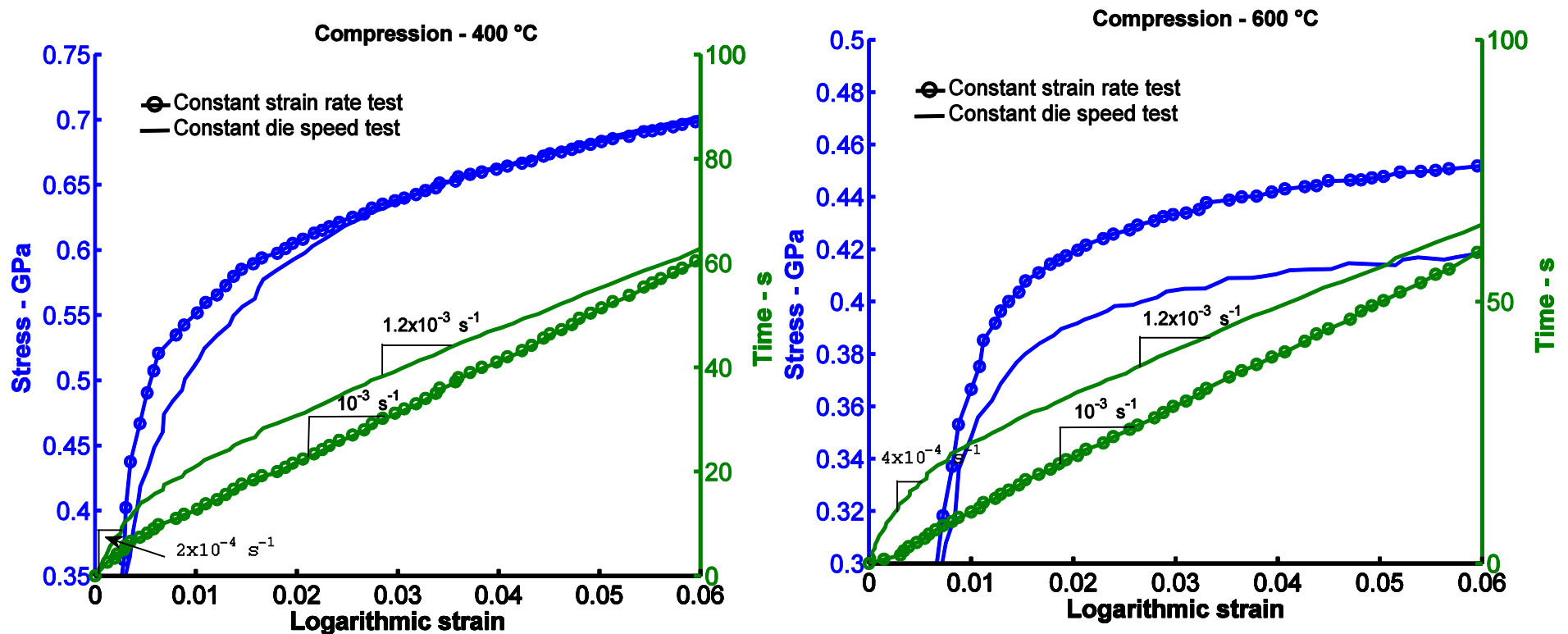
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- ▶ Introduction
- ▶ Method for full range constant strain rate test
- ▶ Effect of the strain rate variations on the mechanical behavior of Ti6Al4V
- ▶ Validation of the method
- ▶ Conclusions and perspectives

# Experimental developments

## Implementation of tests at constant strain rate

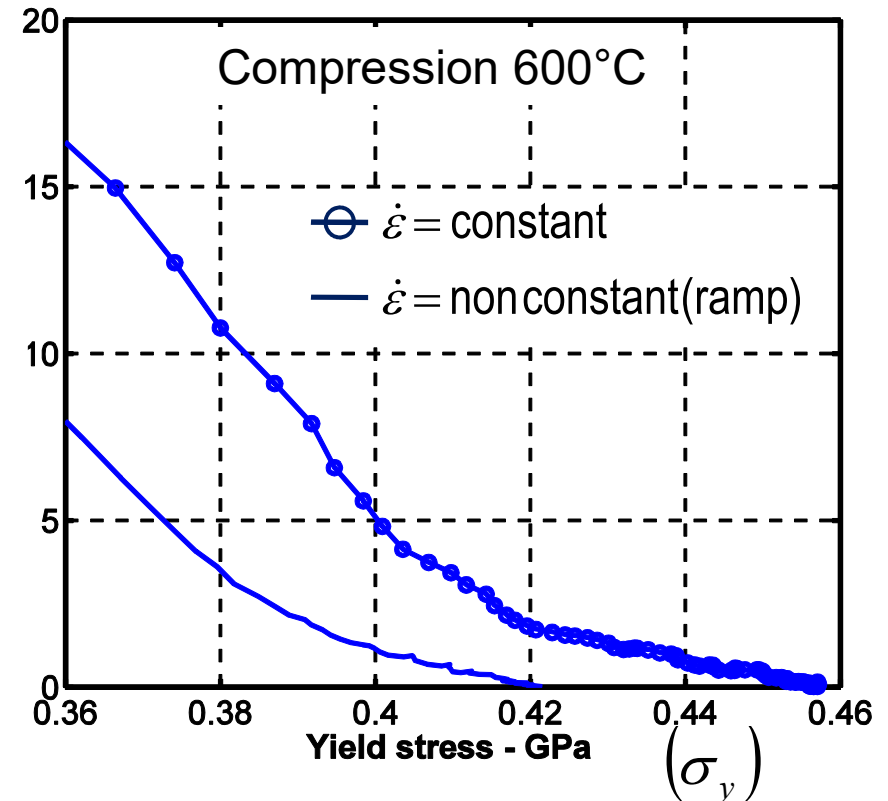
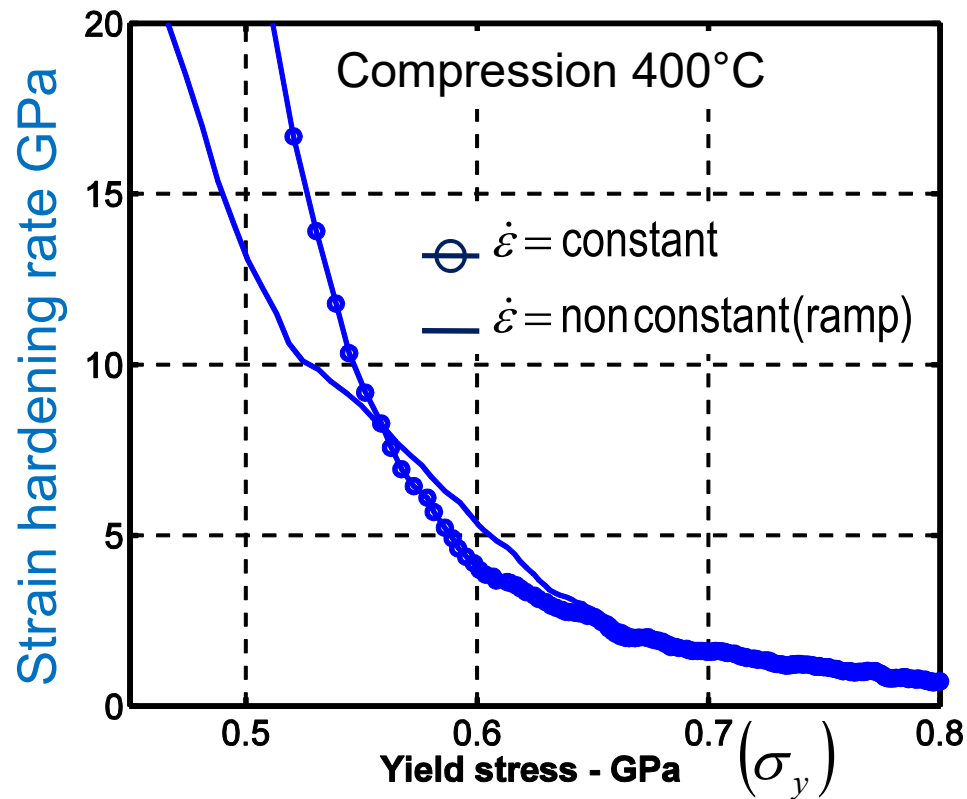
- ▶ Comparison constant and non-constant strain rate tests



# Experimental developments

## Implementation of tests at constant strain rate

- ▶ Important for strain hardening rate



$$\text{strain hardening rate} = \partial\sigma_y / \partial\epsilon_y^p$$

# Outline

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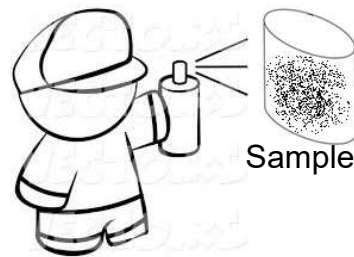
- ▶ Introduction
- ▶ Method for full range constant strain rate test
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- ▶ **Validation of the method**
- ▶ Conclusions and perspectives

# Validation of the method

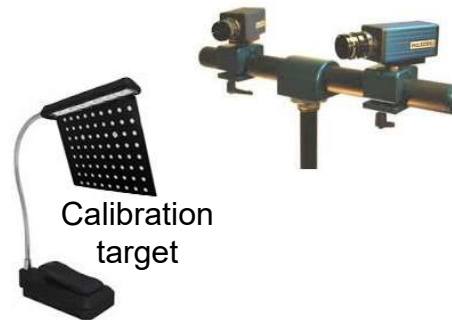
## Digital Image Correlation setup

- Basic concept: DIC is measurement technique for full field non-contacting deformation and strain

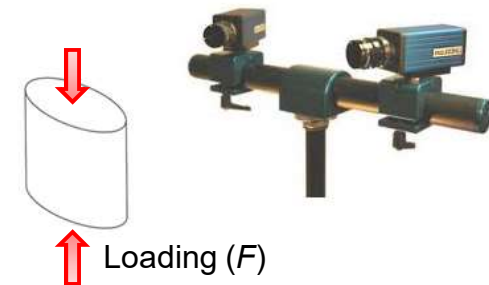
Step #1: spray paint to the object (speckle pattern)



Step #2: calibration of the cameras



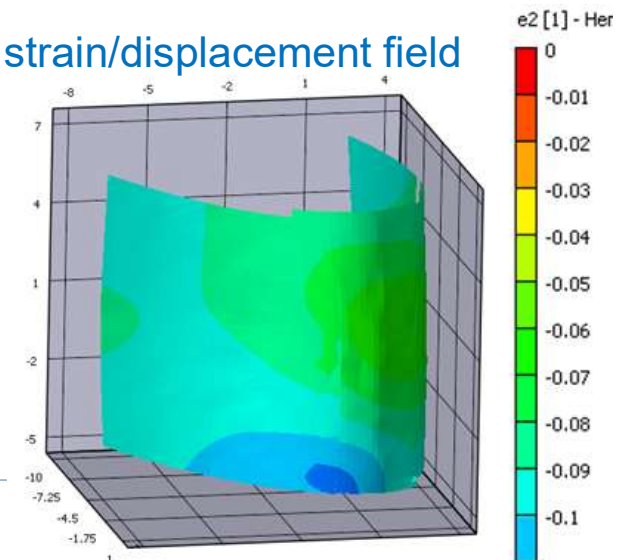
Step #3: record images of the event



Step #4: apply the correlation method



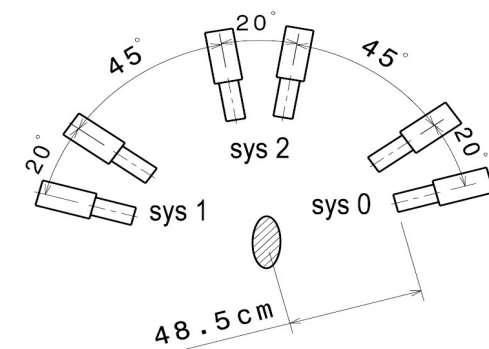
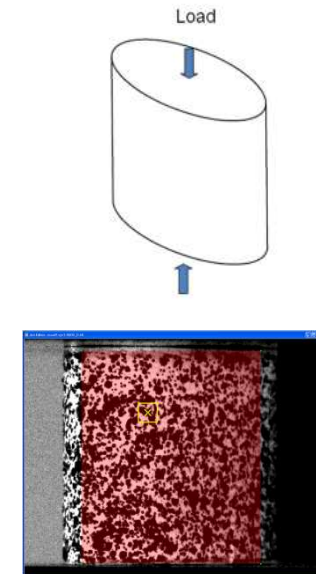
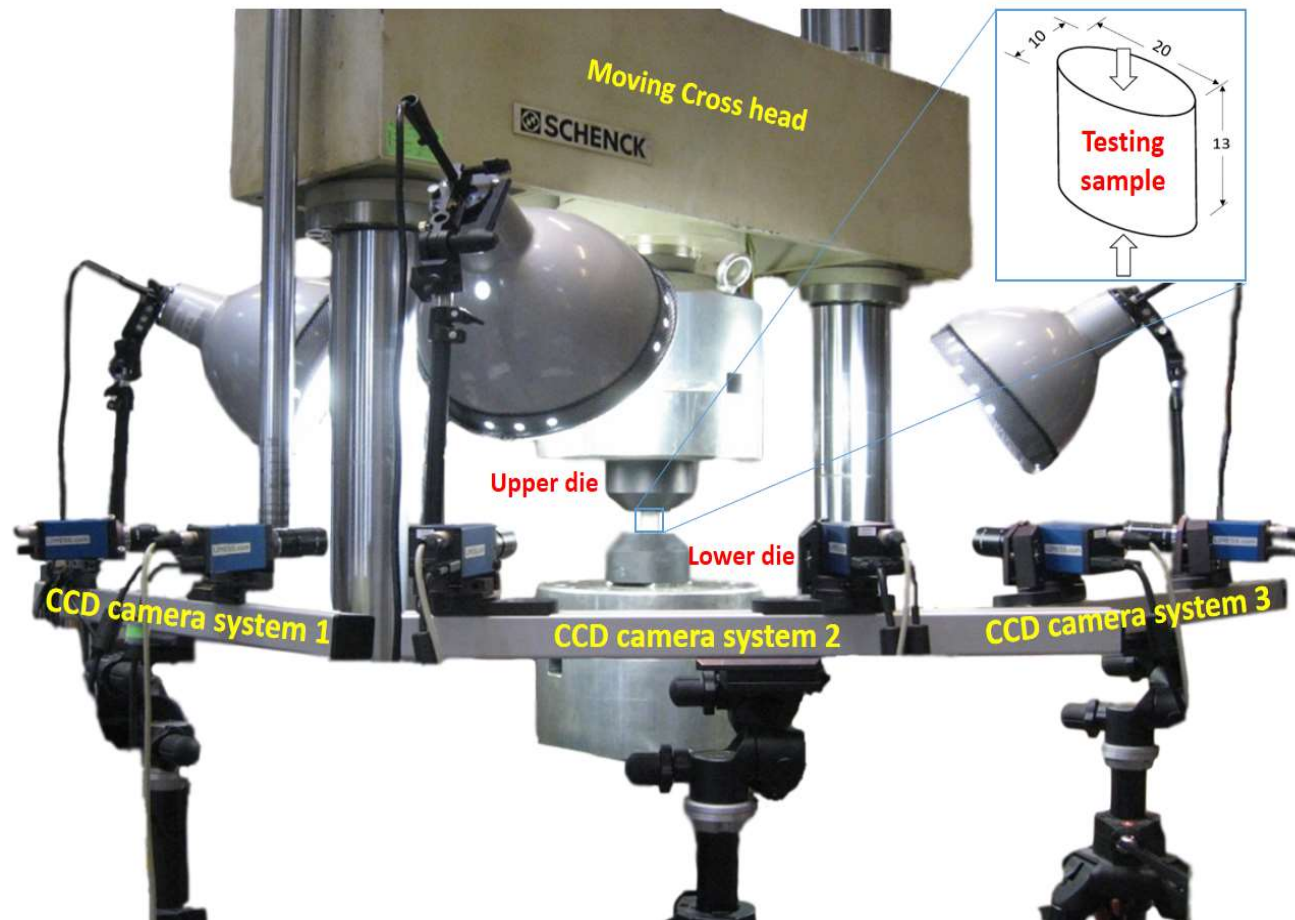
Results: strain/displacement field



# Validation of the method

## Digital Image Correlation setup

- ▶ 3D-DIC systems configuration

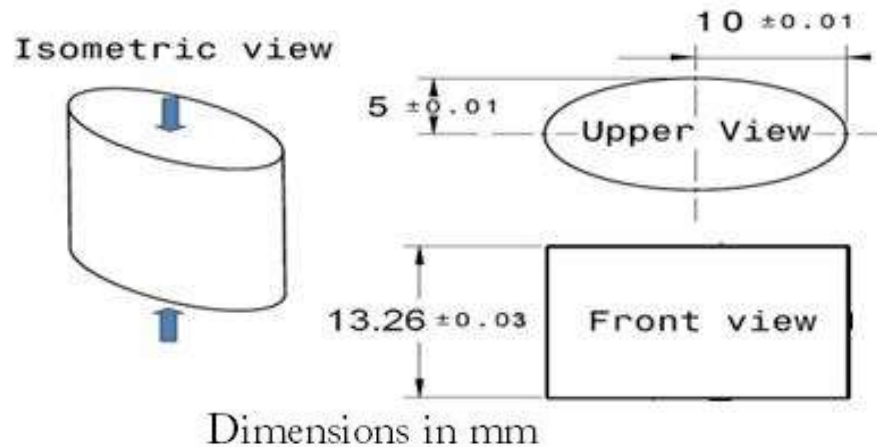
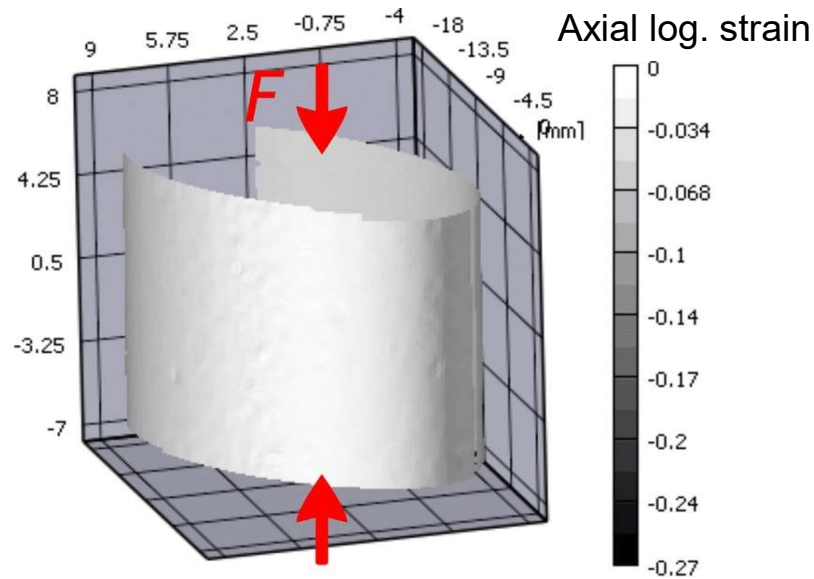




# Validation of the method

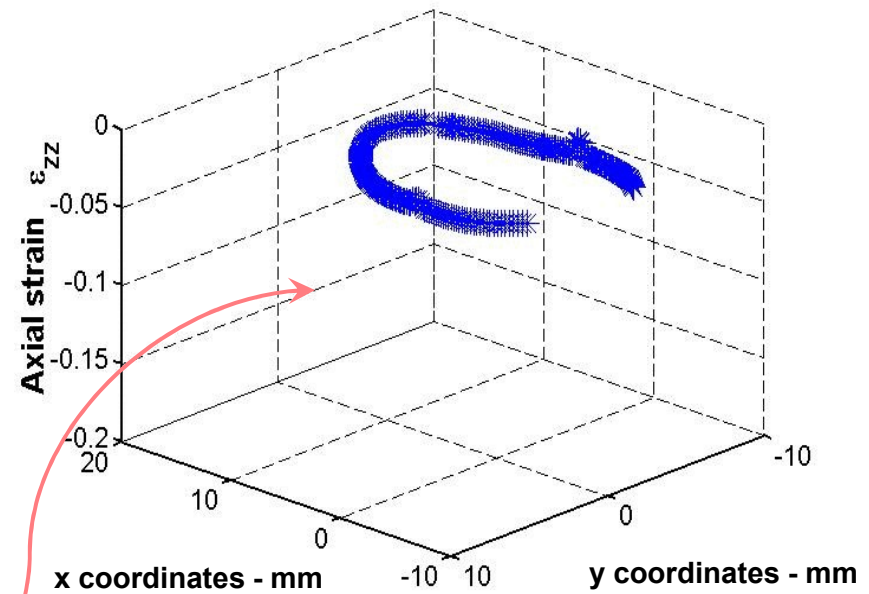
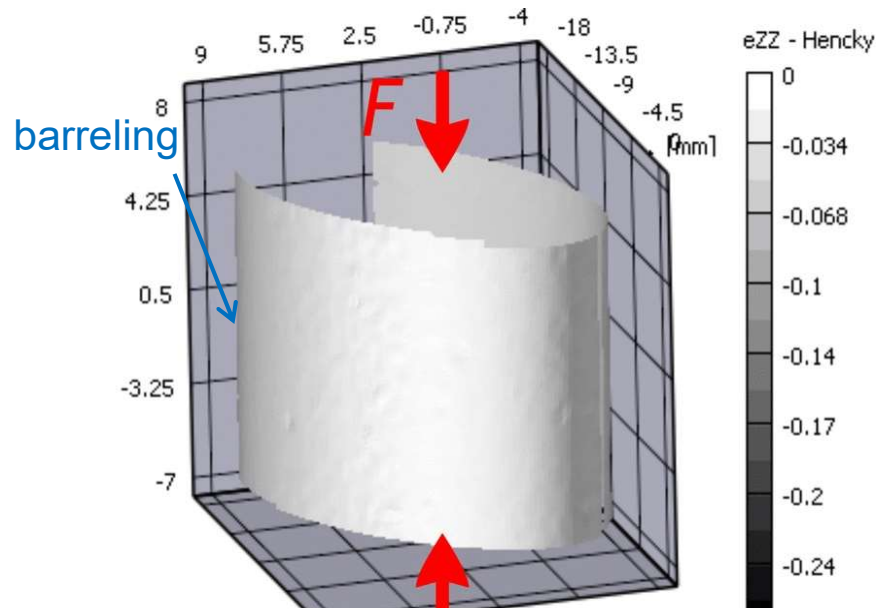
## Strain field by DIC measurements

- ▶ Accurate displacement measurements and strain field computations reached

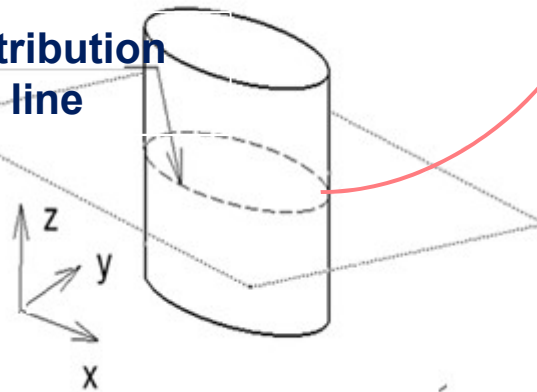


# Experimental results at RT

## Compression test for plastic anisotropy characterization



Strain distribution  
at dashed line



Why axial  $\epsilon_{zz}$  strain is not homogeneous ?

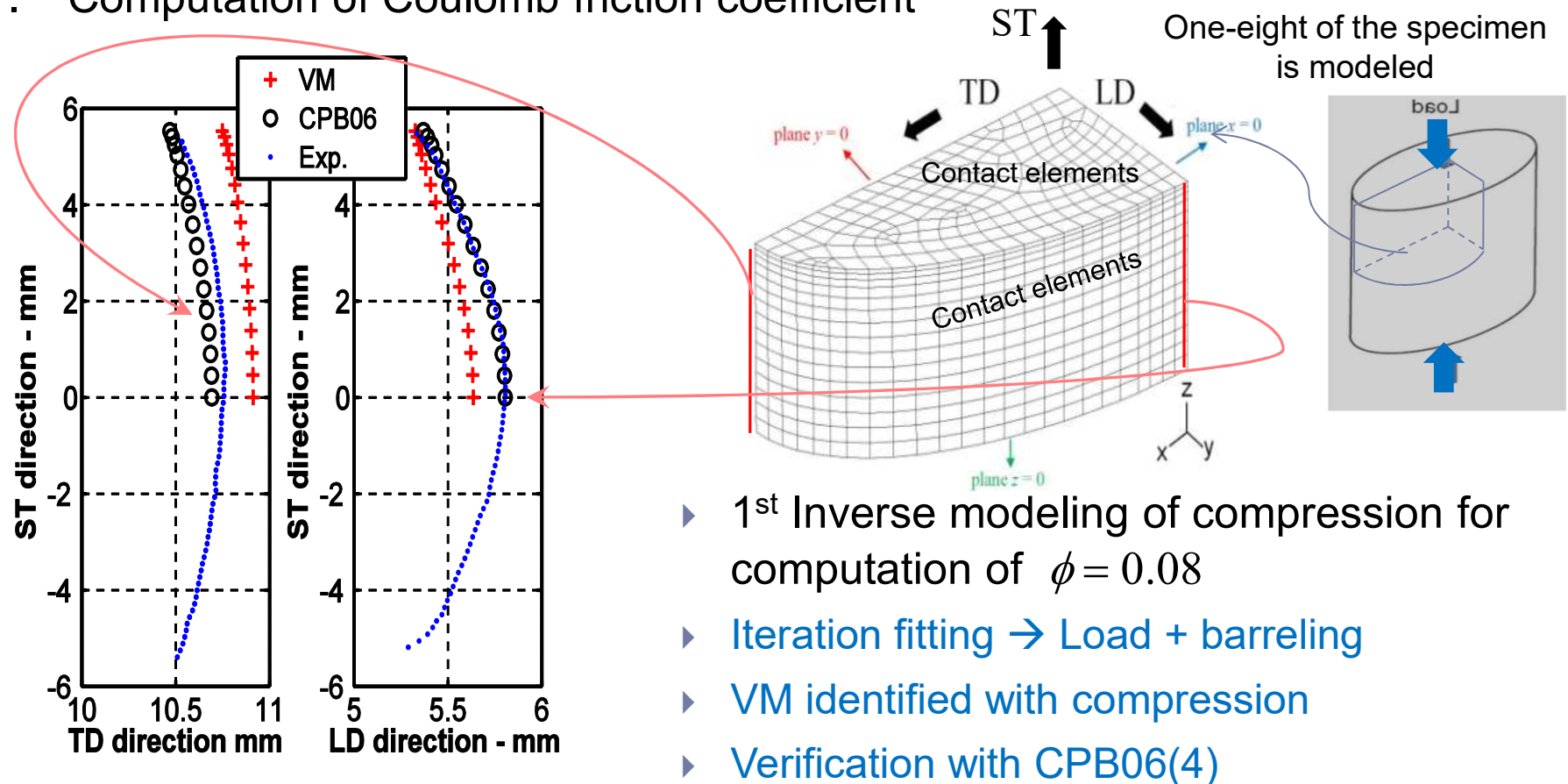
Friction effect?

Plastic anisotropy? both ?

# Why experimental axial $\varepsilon_{zz}$ strain is not homogeneous in compression tests?

## ► Numerical investigations of compression tests

### 1. Computation of Coulomb friction coefficient



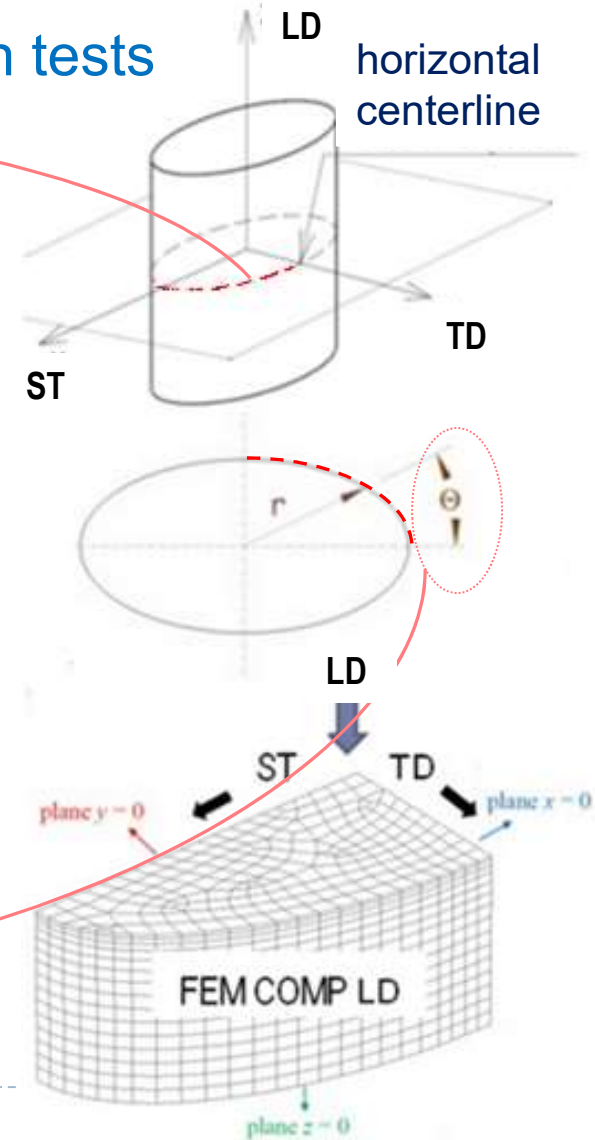
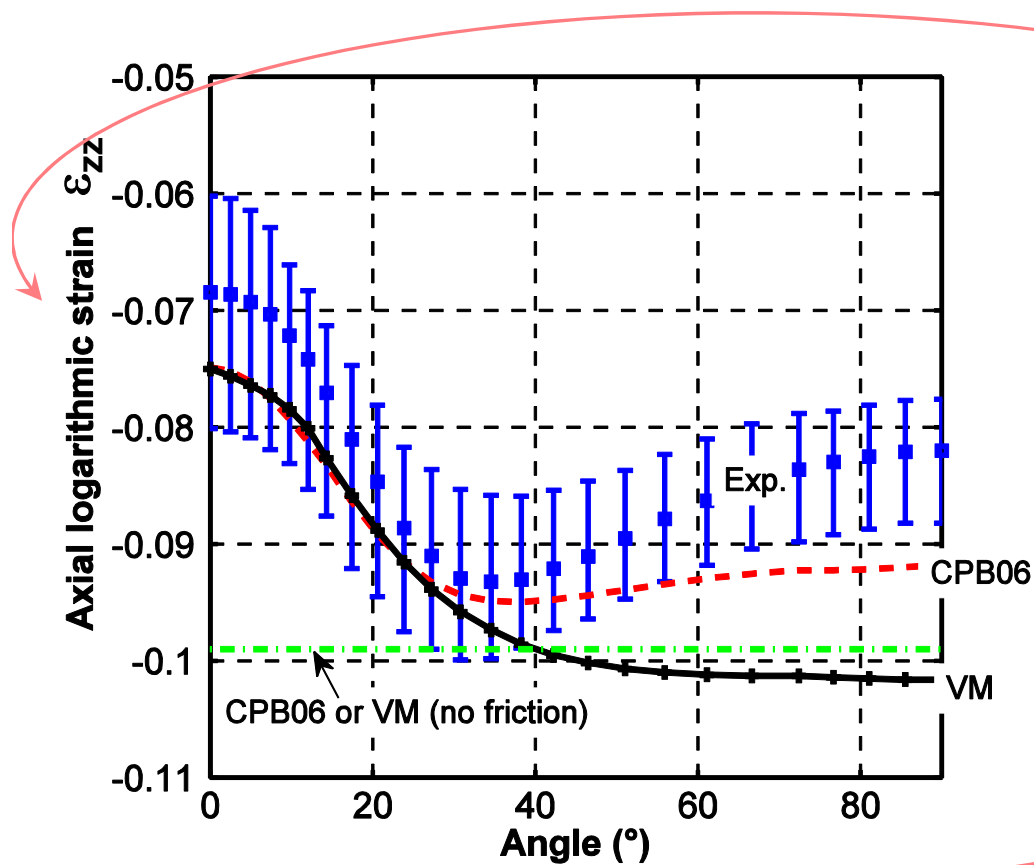
- 1<sup>st</sup> Inverse modeling of compression for computation of  $\phi = 0.08$
- Iteration fitting  $\rightarrow$  Load + barreling
- VM identified with compression
- Verification with CPB06(4)

**barreling is more sensitive to**

► 35 **friction than to anisotropy**

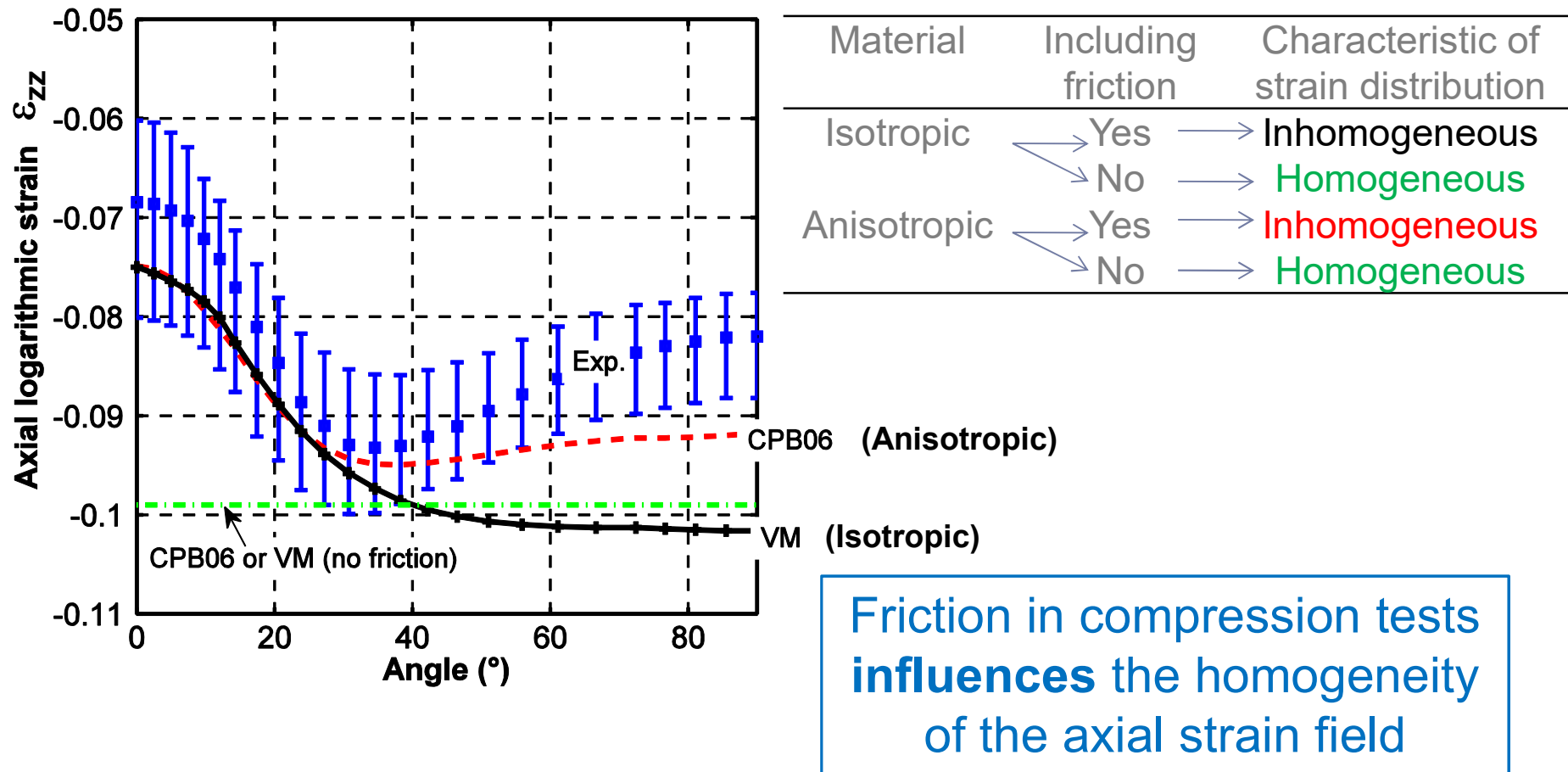
# Why experimental axial $\varepsilon_{zz}$ strain is not homogeneous in compression tests?

- ▶ Numerical investigations of compression tests



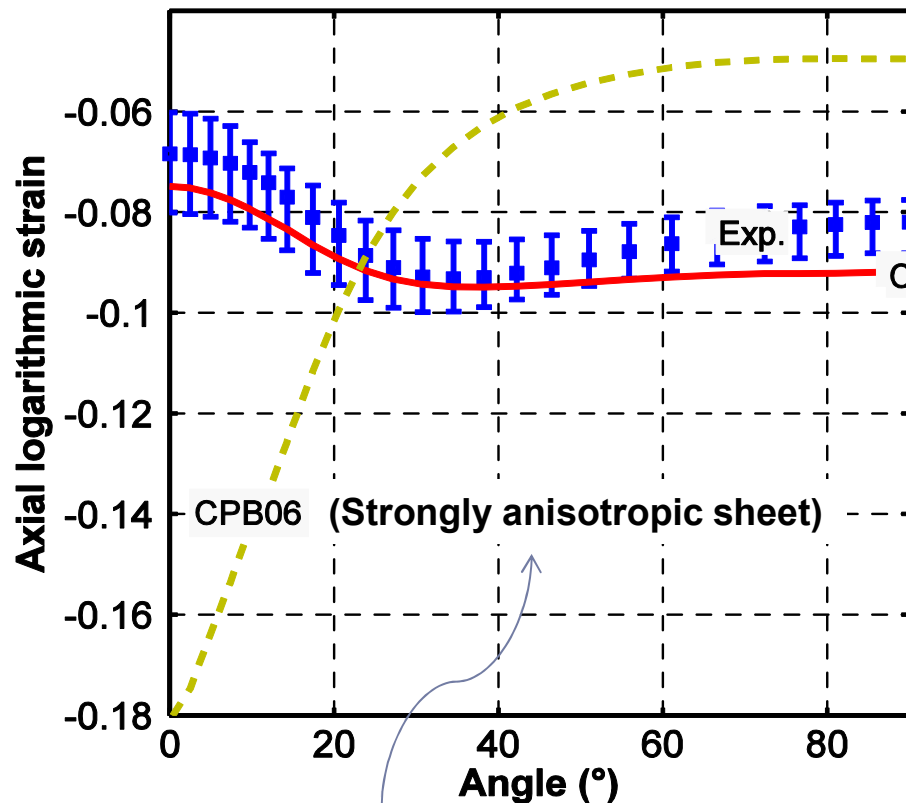
# Why experimental axial $\varepsilon_{zz}$ strain is not homogeneous in compression tests?

- Numerical investigations of compression tests



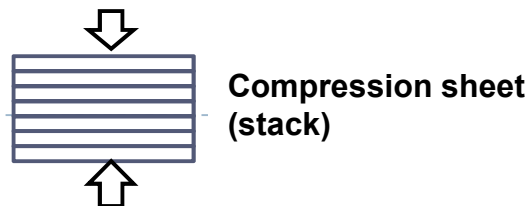
# Why experimental axial $\varepsilon_{zz}$ strain is not homogeneous in compression tests?

- Numerical investigations of compression tests **with friction**



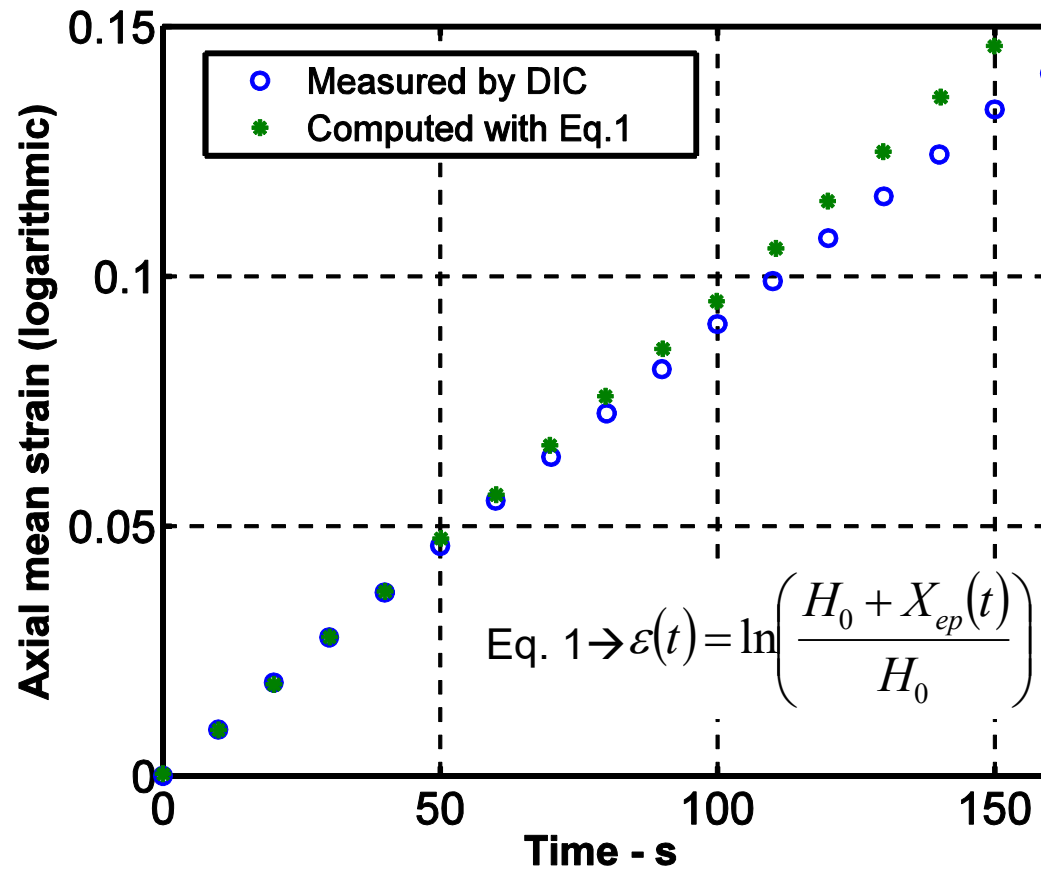
Friction enhances the visualization of the plastic anisotropy through the axial strain field in compression tests

Material	Characteristic of strain distribution
Isotropic	→ Weakly inhomogeneous
Anisotropic	→ Weakly inhomogeneous (different shape than isotropic)
Strongly anisotropic sheet	→ Strongly inhomogeneous



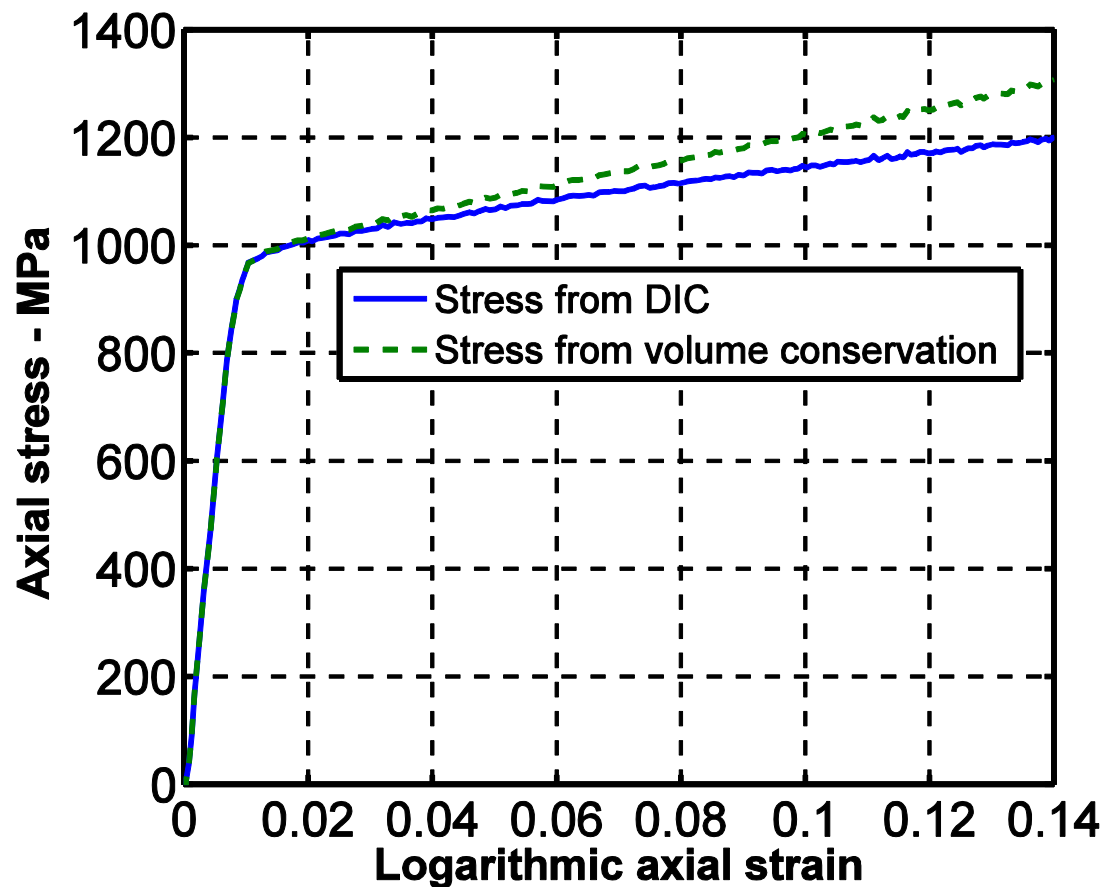
# Validation of the method

- ▶ Two ways of computing the strain:
  - ▶ DIC or volume conservation (Eq. 1)



# Validation of the method

- ▶ Two ways of computing the strain:
  - ▶ DIC or volume conservation (Eq. 1)



Difference caused by barreling of the sample (friction)



# Outline

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- ▶ Introduction
- ▶ Method for full range constant strain rate test
- ▶ Effect of the strain rate variations on the mechanical behavior of Ti6Al4V
- ▶ Validation of the method
- ▶ **Conclusions and perspectives**

# Conclusions and perspectives

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- ▶ Method for compression and tension tests at constant strain rates using testing machine without PID control
- ▶ Validation by two methods, Volume conservation and DIC measurements at RT by measuring the full strain field of the sample during testing
- ▶ Effect of the strain rate variations on the mechanical behavior of Ti6Al4V
  - ▶ Mainly initial yield point
  - ▶ Stress hardening rate
- ▶ Axial strain sensitivity to the plastic anisotropy proposed for inverse identification