

3D stress fields for beams with arbitrary cross-sections using the Unified Formulation with Serendipity Lagrange polynomial expansions

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Outline

□ Motivation & Objective

□ Carrera Unified Formulation (CUF) for refined 1D models

□ Various cross-section expansion models

- Taylor expansions (TE)
- Lagrange expansions (LE)
- Serendipity Lagrange expansions (SLE)

Numerical examples

□ Node-dependent kinematics (NDK)

□ Conclusions and future developments



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Motivation

Classical to Refined Kinematic Models



Motivation

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Numerical Results



DOFs ~550k



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Numerical Results (*T-section beam structure*)



Shear stress along the flange at mid-span



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Numerical Results

(T-section beam structure)



Through-thickness shear stress in the web at mid-span



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Numerical Results (*T*-section beam structure)

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Through-thickness shear stress in the flange at various locations along the beam

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Numerical Results (*T*-section beam structure)



Through-thickness shear stress in the web at various locations along the beam



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Numerical Results

(T-section beam structure)



Distribution of transverse shear and normal stress in the cross-section at 2% of the beam length from the clamped end



Node-Dependent Kinematics (NDK)



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Node-Dependent Kinematics (NDK)



Model	$\mathbf{u_z} (\mathrm{mm})$	Error (%)	\mathbf{DOFs}
ANSYS	8.055	-	66471
SL-9	8.054	0.01	18375
SL-8	8.040	0.18	14925
SL-7	8.011	0.55	11850
SL-6	7.990	0.80	9150
SL-5	7.947	1.34	6825
SL-4	7.923	1.64	4875
Expansion order for each beam element			
E7	$\mathbf{E8}$		
SL-Z	SL-9 8.047	0.10	5874
2 SL-6	$-\underline{SL}_{-9} - \underline{O} - \underline{O} - \underline{O}_{-0} - $	0.1P	5550
2 SL-4	SL-9 O Low order m	odel <u>0.15</u>	5037
2 SL-3	SL-9 Pofinod mod	0.20	4848
	Model <u>ANSYS</u> <u>SL-9</u> <u>SL-8</u> <u>SL-7</u> <u>SL-6</u> <u>SL-5</u> <u>SL-4</u> ansion orde <u>E7</u> <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> ansion orde <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> <u>SL-7</u> <u>SL-4</u> <u>SL-6</u> <u>SL-4</u> <u>SL-7</u> <u>SL-4</u> <u>SL-7</u> <u>SL-4</u> <u>SL-7</u> <u>SL-4</u> <u>SL-7</u> <u>SL-4</u> <u>SL-8</u> <u>SL-4</u> <u>SL-8</u> <u>SL-4</u> <u>SL-8</u> <u>SL-4</u> <u>SL-7</u> <u>SL-4</u> <u>SL-6</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-4</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-7</u> <u>SL-6</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u> <u>SL-7</u>	Model u_z (mm) ANSYS 8.055 SL-9 8.054 SL-8 8.040 SL-7 8.011 SL-6 7.990 SL-5 7.947 SL-4 7.923 ansion order for each beam element E7 E8 $\sum SL-6$ SL-9 SL-6 SL-9 SL-6 SL-9 SL-4 SL-9 SL-4 SL-9 SL-4 SL-9 SL-3 SL-9	Model u_z (mm) Error (%) ANSYS 8.055 - SL-9 8.054 0.01 SL-8 8.040 0.18 SL-7 8.011 0.55 SL-6 7.990 0.80 SL-5 7.947 1.34 SL-4 7.923 1.64 ansion order for each beam element $E7$ $E8$ 2 $SL-6$ $SL-9$ 8.047 0.10 2 $SL-6$ $SL-9$ 0.10 0.11 2 $SL-6$ $SL-9$ 0.00 0.10 2 $SL-6$ $SL-9$ 0.00 0.10 2 $SL-6$ $SL-9$ 0.00 0.10 2 $SL-6$ $SL-9$ 0.00 0.11 2 $SL-3$ $SL-9$ 0.20 0.20



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Conclusions

- The <u>Serendipity Lagrange expansion (SLE) model</u> is introduced within the framework of Carrera Unified Formulation.
- Able to capture <u>full 3D stress fields</u> and accuracy is <u>not limited to Saint-</u> <u>Venant's Principle</u>.
- The SLE model retains benefits of both the Lagrange model (<u>cross-section</u> <u>discretization</u>) and the Taylor model (<u>order of expansion</u>), without retaining any of their disadvantages.
- □ The SLE model discretises cross-sections locally, and therefore, is *able to capture localised stress fields* unlike the Taylor expansion model.
- Local refinement can be achieved using <u>Node-dependent kinematics</u> technique with SLE model.



18/19 Ongoing Developments & Future Extensions

□ CUF-SLE model for laminated composite structures.

- □ Extension of CUF to Tow-Steered Composite structures.
- Introduction of CUF-SLE model to analyse curved cross-section beams.



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This research has been developed in the framework of the FULLCOMP project. The H2020 Marie Sklodowska-Curie European Training Network is gratefully acknowledged.

For more details visit: <u>www.fullcomp.net</u>



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ANY QUESTIONS?



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