

Finite Element Modeling Of An Aluminum Tricycle Frame

Advances in Engineering Design Preeti Joshi
2021-03-31 This book presents select proceedings of the International Conference on Future Learning Aspects of Mechanical Engineering (FLAME 2020). The book focuses on latest research in mechanical engineering design and covers topics such as computational mechanics, finite element modeling, computer aided engineering and analysis, fracture mechanics, and vibration. The book brings together different aspects of engineering design and the contents will be useful for researchers and professionals working in this field.

Finite Element Modeling of Multiscale Transport Phenomena Vahid Nassehi 2010

Finite Element Modeling of a Cantilever Beam Jerry F. Kuzanek 1967

3-D Finite Element Modeling of Ductile Crack Growth in Thin Aluminum Materials

RW. Hampton 2000 This work describes the development and verification of a 3-D model to predict stable, Mode I crack growth in thin, ductile aluminum alloys. The model extends the standard 2-D form of the crack tip opening angle (CTOA) methodology, which determines crack extension based on obtaining a critical angle at the crack tip. When the CTOA reaches the critical value, all the nodes along the current, 3-D crack front are released simultaneously, thereby growing the crack in a self-similar manner. Evaluation of the CTOA occurs at a specified distance behind the crack tip; this decouples CTOA evaluation from mesh refinement. The CTOA-based model also includes adaptive load control strategies to minimize the effects of discrete load increments on the growth response. To evaluate the effectiveness of the described approach, this work describes a validation study using load-crack extension data from 2.3-mm-thick Al 2024-T3 specimens tested at NASA-Langley. The test matrix includes C(T) and M(T) specimens, with varying widths (50 to 600 mm), a/W ratios, and levels of constraint to suppress out-of-plane bending. Comparisons of load-crack extension curves from experiments and analyses of a constrained 150-mm C(T)

specimen provide a calibrated critical CTOA value of 5.1° . Analyses using the calibrated CTOA value for constrained and unconstrained specimens provide predictions of peak load in good agreement with the experimental values. Experimental Validation and Calibration of Nonlinear Finite Element Models for Use in Design of Aluminium Structures Exposed to Fire Nina Kristin Langhelle 1999

Journal of Scientific and Industrial Research 2010

A Finite Element Model for Primary and Secondary Analysis of Frames with Variable Flexural Rigidity Sanjiv Balkrishna Gokhale 1984

A Dynamic Finite Element Modeling Technique for Frame Structures Nagamanickam Ganesan 1991

Through Process Modelling of Aluminium as a Tool for the Prediction of Plastic Anisotropy Using Microstructure Models Luc Neumann 2007

Constitutive Modeling for Polycrystalline Aluminum Alloy Extrusions and Application to Hydroforming of Thin-walled Tubes Yabo Guan 2003

Finite Element Modeling of Superplastic Forming of High Strength Aluminium Alloys (Weldalite TM 049) Ihab Farouk Nabil Ragai 2000

System Variation Analysis of MIG Welded Aluminum Structural Frames Christopher Donald Painter 1998

Finite Element Model Generation of Statistically Accurate 7075-T651 Aluminum Alloy Microstructures Michael Gilbert Veilleux 2007

Finite Element Analysis of Bicycle Frame Composed of Different Materials Wangdo Kim 2014

Finite Element Analysis of Bicycle Frame Wangdo Kim 1986

Finite Element Modeling of Crack Tip Plastic Anisotropy with Application to Small Fatigue Cracks and Textured Aluminum Alloys Gabriel Petru Potirniche 2003 For the characterization of crack advance in mechanical components and specimens under monotonic

and fatigue loading, many engineering approaches use the assumption that the plastic deformation at the crack tip is isotropic. There are situations when this assumption is not correct, and the modeling efforts require additional correction factors that account for this simplification. The goal of this work is to study two cases where the plastic anisotropy at the crack tip is predominant and influences the magnitude crack-tip parameters, which in turn determine the amount of crack advance under applied loading. At the microstructural level, the small crack issue it is a long-standing problem in the fatigue community. Most of the small crack models consider that the plastic deformation at the crack tip is isotropic. The proposed approach for analyzing small crack growth is to perform finite element simulation of small cracks growing in a material that is assigned single crystal plastic properties. The nature of the plastic deformation of the material at the crack tip in the intra-granular regions could be accurately described and used for modeling small crack growth. By employing finite element analyses for stationary and growing cracks, the main characteristics of the plastic deformation at the crack tip, such as plastic zone sizes and shapes, crack-tip opening displacements, crack-tip opening stresses, are quantified and crack growth rates are determined. Ultimately, by using this crystal plasticity model calibrated for different microstructures, important time and financial resources for real experiments for the study of small cracks can be spared by employing finite element simulations. At macroscale, it is widely known that the manufacturing processes for aluminum alloys results in highly anisotropic microstructures, known as textures. The plastic behavior of these types of materials is far from isotropic and even the use of classical anisotropic yield criteria, such as that on Hill (Hill, 1950), is far from producing accurate results for describing the plastic deformation. Two of these anisotropic yield functions are implemented into finite element code ANSYS and stationary cracks are studied in a wide variety of textures. Significant variations of the plastic deformation at the crack due to the anisotropy are revealed. *ANSYS finite element analysis of a bicycle frame* Anthony M. Leckie 1992

Proceedings of the First International Airborne Remote Sensing Conference and Exhibition 1994
Three Dimensional Finite Element Analysis of a Bike Frame Mazen El Sarouni 2006
Finite Elements for Truss and Frame Structures Andreas Öchsner 2018-07-16 This book is intended as an essential study aid for the finite element method. Based on the free computer algebra system Maxima, the authors offer routines for symbolically or numerically solving problems in the context of plane truss and frame structures, allowing readers to check classical 'hand calculations' on the one hand and to understand the computer implementation of the method on the other. The mechanical theories focus on the classical one-dimensional structural elements, i.e. bars, Euler-Bernoulli and Timoshenko beams, and their combination to generalized beam elements. Focusing on one-dimensional elements reduces the complexity of the mathematical framework, and the resulting matrix equations can be displayed with all components and not merely in the form of a symbolic representation. In addition, the use of a computer algebra system and the incorporated functions, e.g. for equation solving, allows readers to focus more on the methodology of the finite element method and not on standard procedures.

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