

4-1-2019

# Thermal-Mechanical Numerical Modeling of Friction Element Welding

Ankit Varma  
*Clemson University*

Xin Zhao  
*Clemson University*

Follow this and additional works at: [https://tigerprints.clemson.edu/grads\\_symposium](https://tigerprints.clemson.edu/grads_symposium)

---

## Recommended Citation

Varma, Ankit and Zhao, Xin, "Thermal-Mechanical Numerical Modeling of Friction Element Welding" (2019). *Graduate Research and Discovery Symposium (GRADS)*. 286.  
[https://tigerprints.clemson.edu/grads\\_symposium/286](https://tigerprints.clemson.edu/grads_symposium/286)

This Poster is brought to you for free and open access by the Student Works at TigerPrints. It has been accepted for inclusion in Graduate Research and Discovery Symposium (GRADS) by an authorized administrator of TigerPrints. For more information, please contact [kokeefe@clemson.edu](mailto:kokeefe@clemson.edu).



# Thermal-Mechanical Numerical Modeling of Friction Element Welding

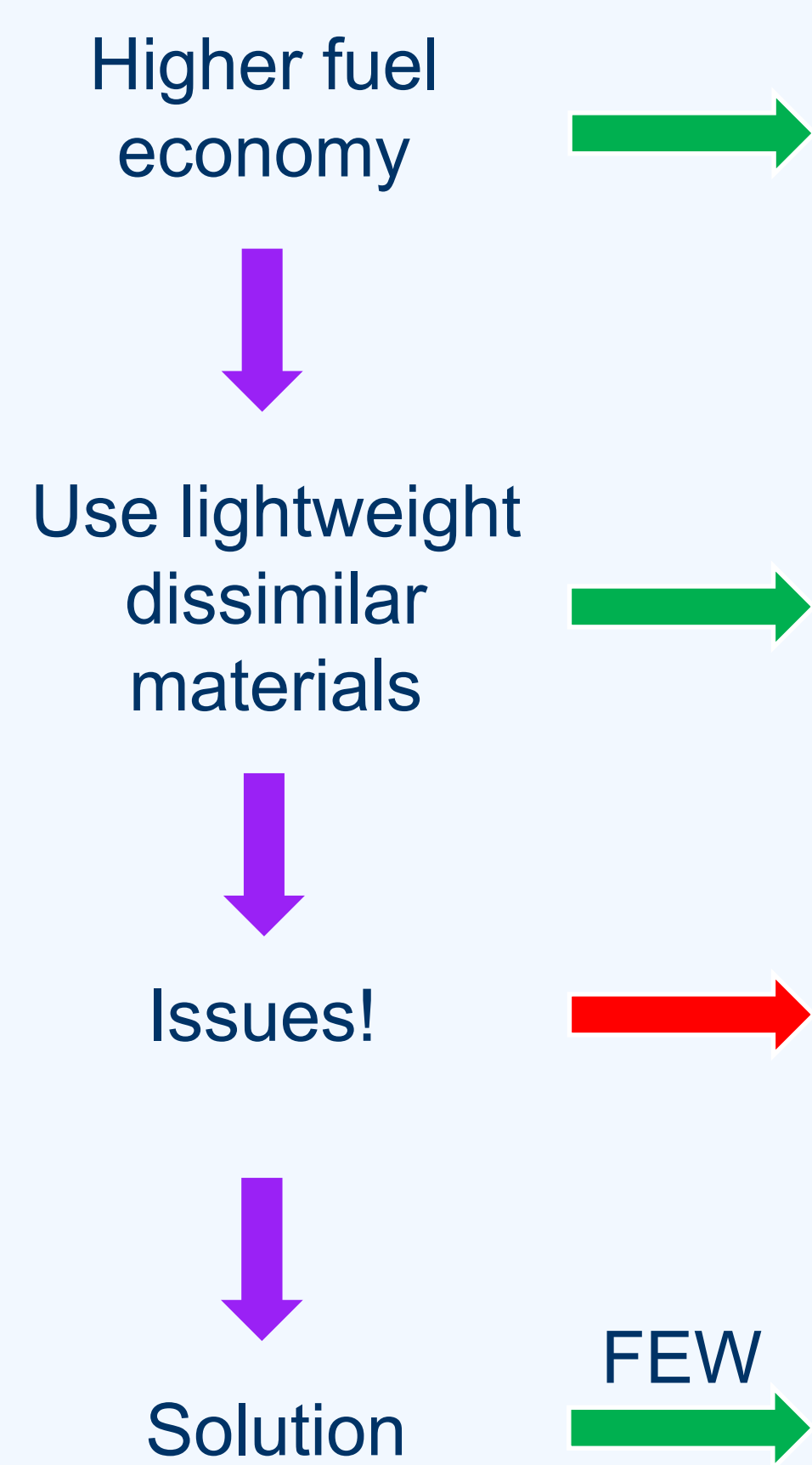
Ankit Varma (aankitv@clmson.edu), Dr. Xin Zhao (xzhao5@clmson.edu)  
Laser-Based Manufacturing and Materials Processing Lab,  
Department of Mechanical Engineering, Clemson University



## ABSTRACT

A coupled thermal-mechanical finite element model (FEM) is developed using ABAQUS software to simulate friction element welding (FEW) process. The FEM will be used for investigating underlying mechanisms of FEW in joining aluminum alloys to steel alloys.

## MOTIVATION

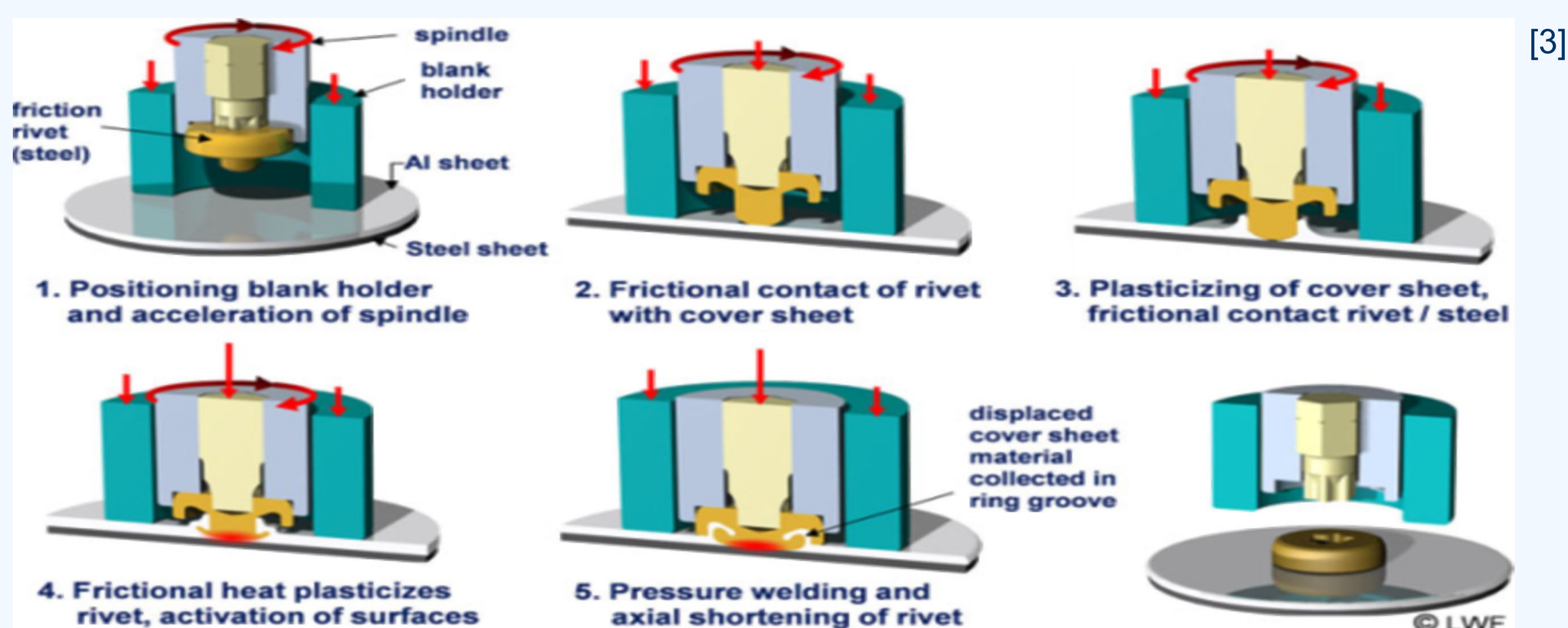


Fuel Economy Standards 2016	Fuel Economy Standards 2025
Passenger Cars: 37.8 MPG	The fleet-wide average will be <b>54.5</b> MPG
Light Trucks: 28.8 MPG	Consumers will have saved <b>\$1.7 TRILLION</b> at the pump over the life of the program.



- Inter-metallic compounds (IMC) formation
  - Highly dissimilar properties. For example: melting point, thermal conductivity, etc.
- Low process time (1 to 1.5 sec).
  - Can join dissimilar materials.
  - High weld strength.

## FRICITION ELEMENT WELDING PROCESS



## INTELLECTUAL MERIT

- Real-time analysis of underlying mechanisms using FEM.
- Novel implementation of coupled Eulerian-Lagrangian scheme in ABAQUS.
- Ability to capture extreme deformation of friction element without facing mesh distortion issues.
- Prediction of temperature, deformation, and final weld quality for given set of process parameters.
- Optimization of parameters for a given set of materials.

## PROGRESS MADE

- Entire FEW process simulated using coupled Eulerian Lagrangian scheme in ABAQUS.
- Friction element (tool) defined as Eulerian part having fixed mesh allowing to capture extreme deformation.
- Using time scaling and efficient mesh design, total computation time was reduced from months to about 40 hours.
- The developed FEM was validated against experimental results for deformation of parts and temperature measurements.

## REFERENCES

- <https://doi.org/10.1557/mrs.2015.268>
- <http://www.dierk-raabe.com/dual-phase-steels/>
- DOI 10.1007/s40194-013-0098-3

## NUMERICAL MODELING

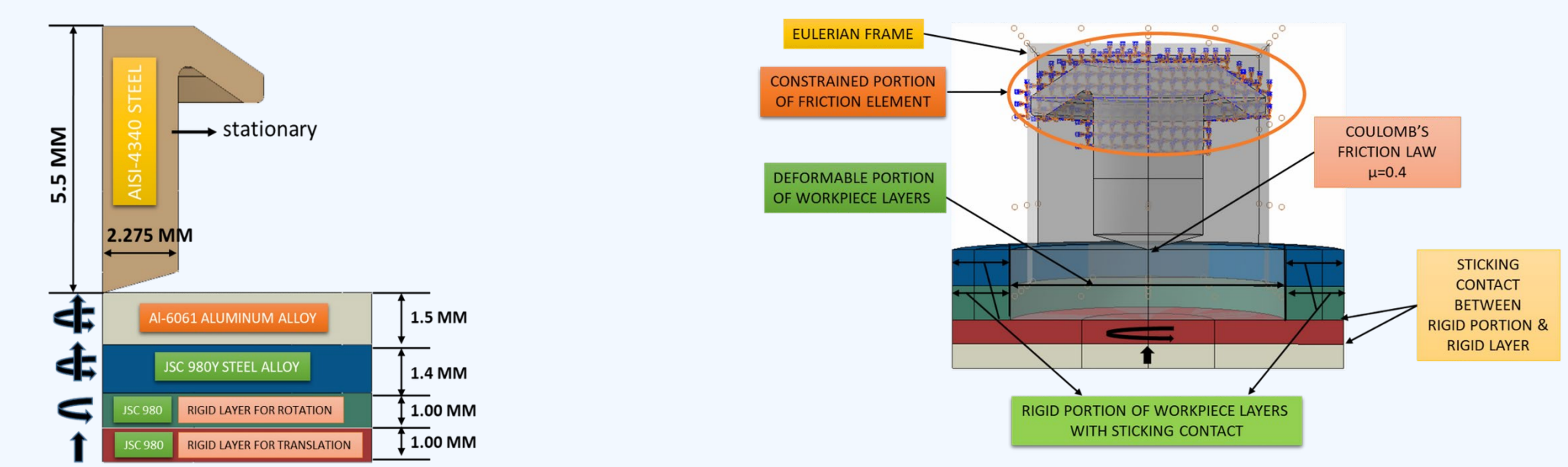


Figure 1: Cross-section of FEM set-up

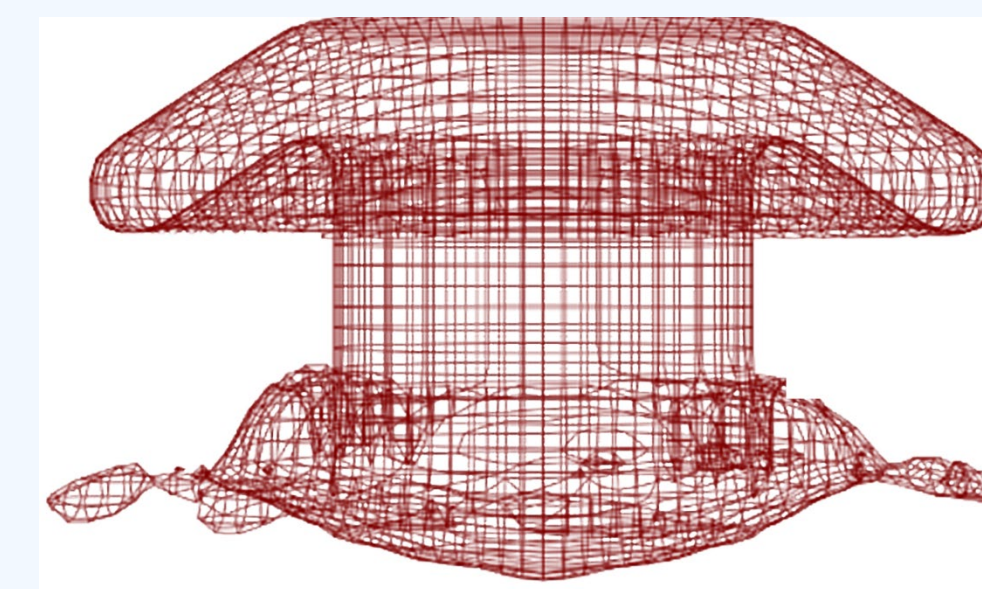


Figure 2: Deformed eulerian friction element

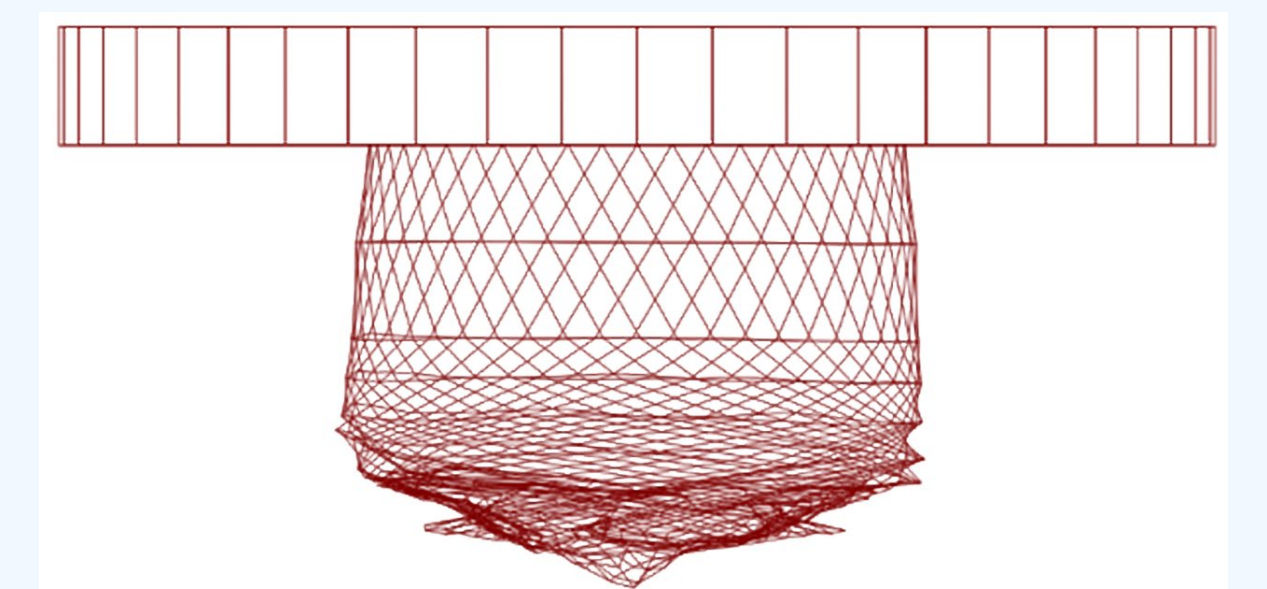
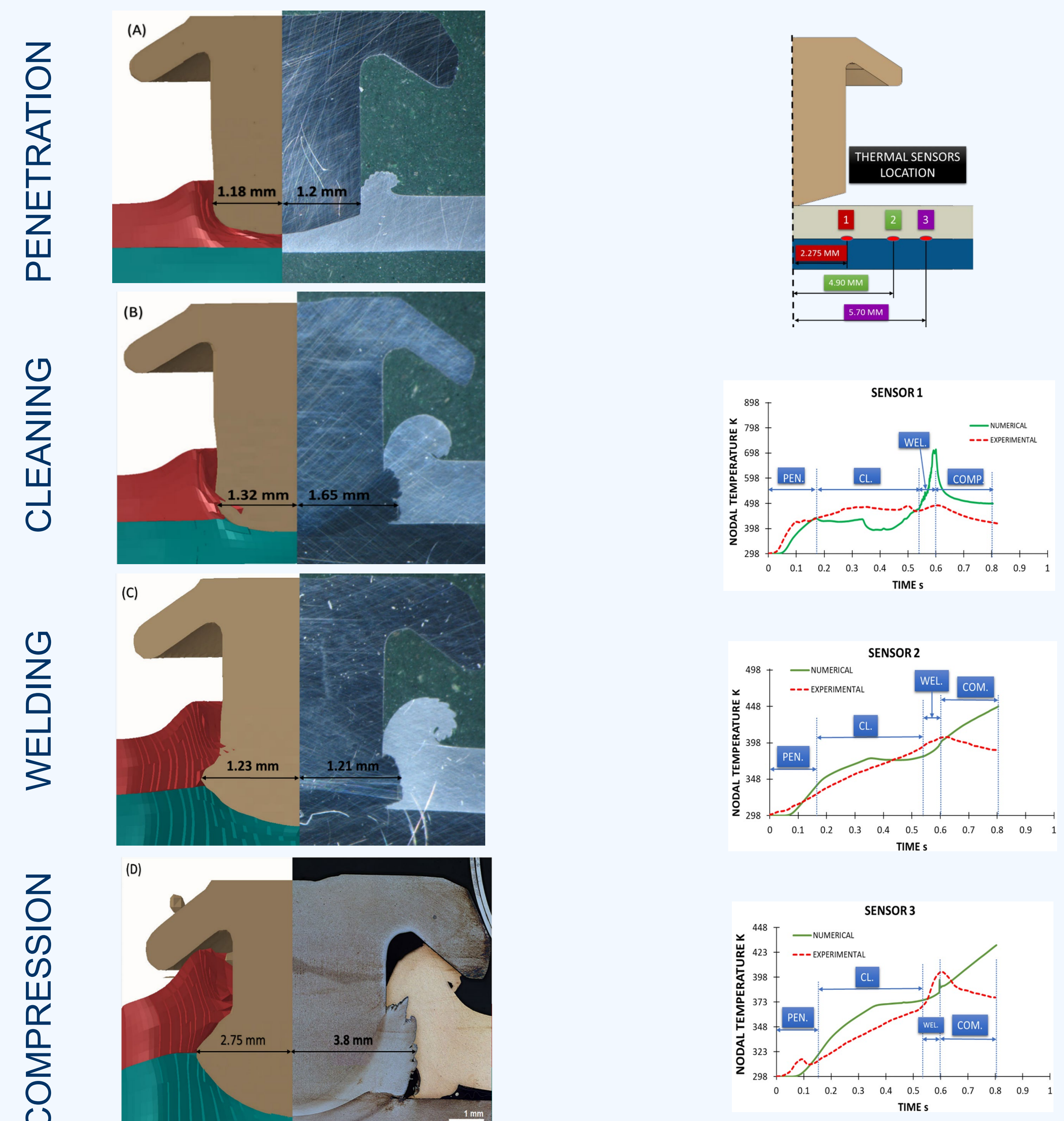


Figure 3: Distorted eulerian friction element

## VALIDATION OF NUMERICAL MODEL

Numerical result (left)  
Vs  
Experimental result (right)

Comparison of temperature history for numerical model and thermal sensors measurements



## FUTURE WORK

- Study the effect of variation of process parameters on temperature evolution, plastic deformation, and stress-strain evolution.
- Use FEM to identify regions of interest experiencing high temperatures for microstructure analysis.
- Examining microstructure to determine any inter-metallic compound formation.

## ACKNOWLEDGEMENTS

The authors would like to thank Honda R&D Americas for their computing & experimental resources and Dr. Hongseok Choi & his group for providing thermal sensors measurements.