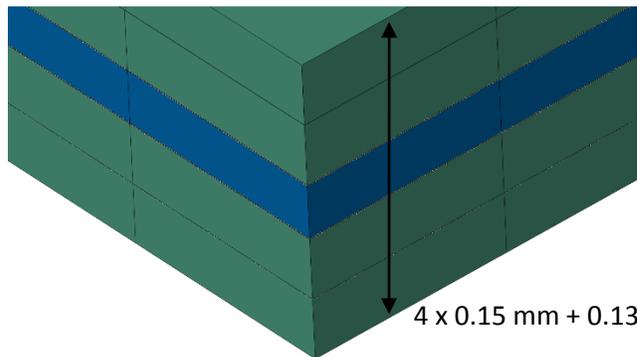


Virtual LVDT:
 Second node defined on the laminate to determine bolt strain value.

Relating bolt torque to bolt tension:
 $T = K \times F \times d$ (Shigley, Eq. 8.27) with $K \approx 0.2$
 $\rightarrow F = 1360 \text{ Nmm} / (0.2 \times 3.175 \text{ mm})$
 $\rightarrow F = 2145 \text{ N}$
 Only $F/2 = 1072.5 \text{ N}$ are applied to the reference node (red dot) that governs the kinematics of both the bolt and the washer (rigid bodies).
Assumption: Reference point displacement is equal to the displacement of the nodes directly in front of the bolt.

Boundary Conditions:

- Clamping of the probe end
- Symmetric BC in x-direction
- Symmetric BC in z-direction
- Bolt is clamped except for the z-direction
- Bolt is moved in positive y-direction in loading step

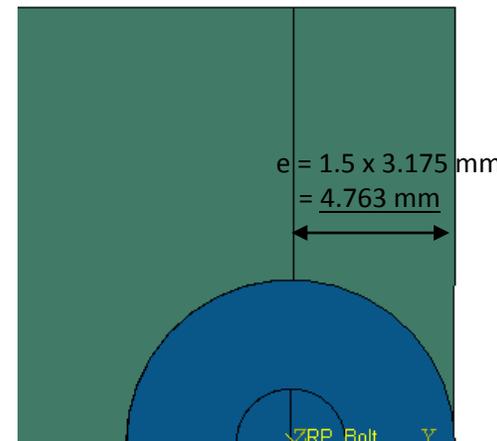


$4 \times 0.15 \text{ mm} + 0.132 \text{ mm} + 2 \times 0.002 \text{ mm} = 0.736 \text{ mm}$, so $h = 2 \times 0.736 \text{ mm} = 1.472 \text{ mm}$

31.8 mm

$101.6 \text{ mm} - 19.1 \text{ mm} = 82.5 \text{ mm}$

$W/2 = 25.4 \text{ mm} / 2 = 12.7 \text{ mm}$



$e = 1.5 \times 3.175 \text{ mm} = 4.763 \text{ mm}$

$d = 3.175 \text{ mm}$
 (bolt / hole diameter)
 9.53 mm
 (washer diameter)

Laminate composition from top to bottom:

CFRP	0°
CFRP	+45°
CZM	(0°)
Titanium	(0°)
CZM	(0°)
CFRP	-45°
CFRP	90°

Material Properties CFRP (Elastic -> Engineering Constants):

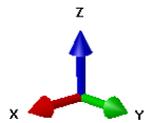
$E_{11} = 151690 \text{ MPa}$ | $E_{22} = E_{33} = 6900 \text{ MPa}$ | $\nu_{12} = \nu_{13} = 0.3$ | $\nu_{23} = 0.41$
 $G_{12} = G_{13} = 2410 \text{ MPa}$ | $G_{23} = 2450 \text{ MPa}$

Material Properties Titanium (Elastic / Isotropic Plasticity):

$E = 146930 \text{ MPa}$ | $\nu = 0.3$ | $\text{Sig}_y = 268.05 \text{ MPa}$
 $\text{Sig}_{\text{max}} = 382.34 \text{ MPa}$ at a plastic strain value of 0.0844

Material Properties CZM (Traction Separation / Initiation / Evolution):

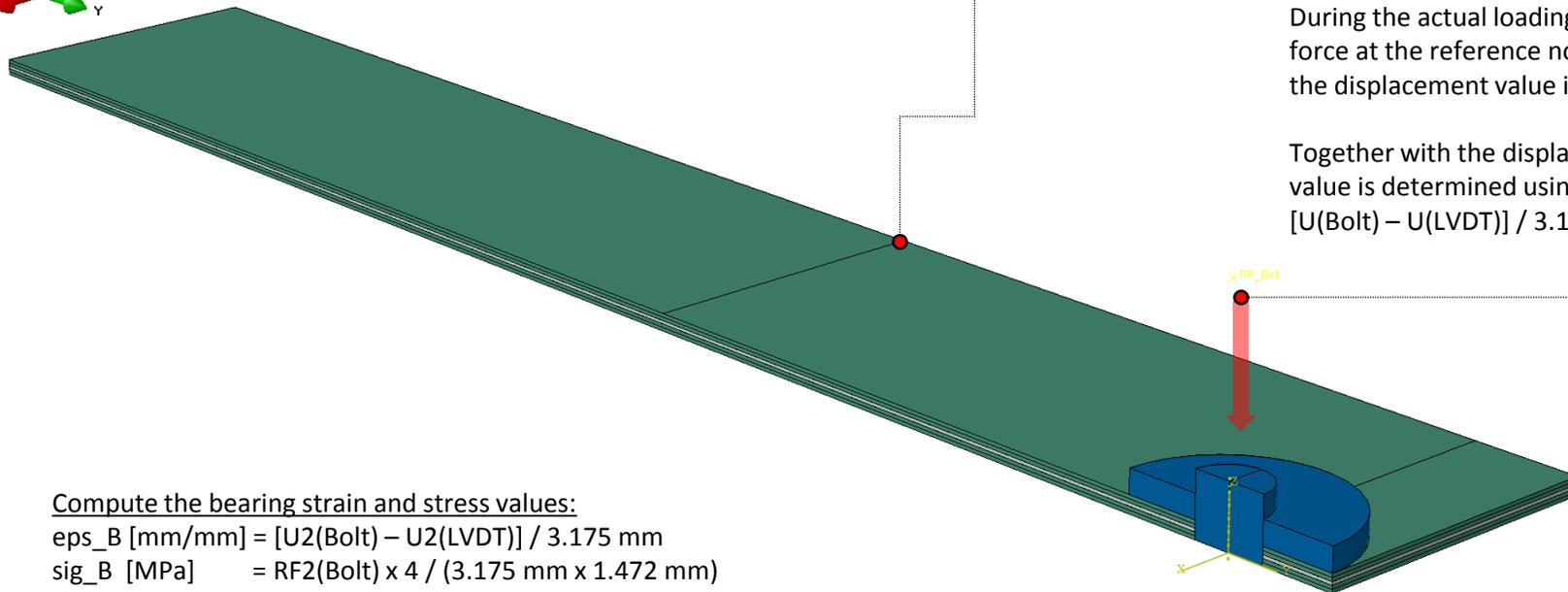
Elastic values divided by $t = 0.002 \text{ mm}$: $E/\text{Enn} = 1855000 \text{ Mpa/mm}$ | $G_1/\text{Ess} = G_2/\text{Ett} = 2060000 \text{ Mpa/mm}$
 Quads Damage: $R_{33} = 22.08 \text{ MPa}$ | $R_{13} = R_{23} = 26.32 \text{ MPa}$
 Evolution (linear, energy): $G_c = 0.68 \text{ N/mm}$



Virtual LVDT:
Second node defined on the laminate to determine bolt strain value.

Bolt/washer reference node:
During the actual loading step (bolt/washer movement in y-direction) the bolt reaction force at the reference node of the rigid body in y-direction is monitored together with the displacement value in y-direction.

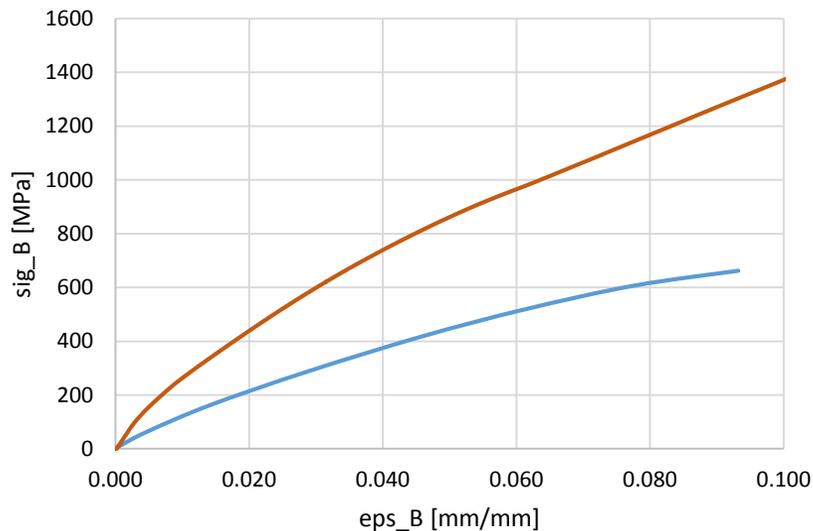
Together with the displacement in y-direction of the virtual LVDT node the bearing strain value is determined using $[U(\text{Bolt}) - U(\text{LVDT})] / 3.175 \text{ mm}$.



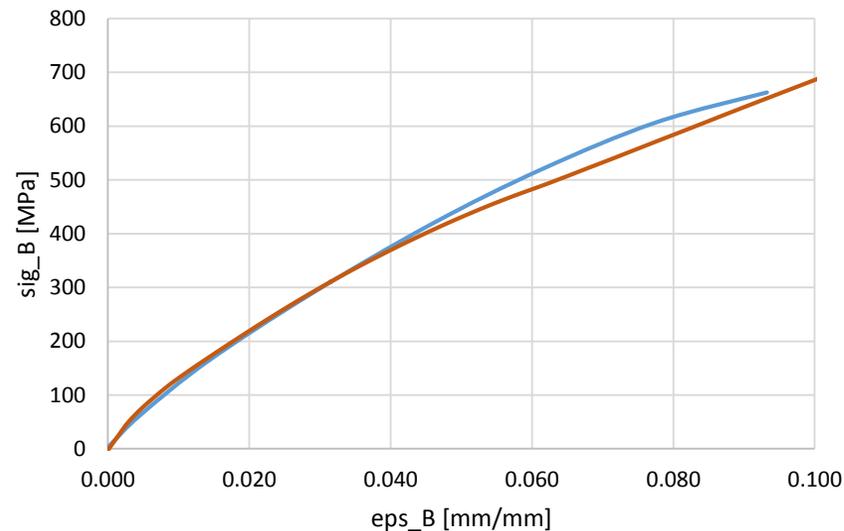
Compute the bearing strain and stress values:

$$\text{eps}_B \text{ [mm/mm]} = [U2(\text{Bolt}) - U2(\text{LVDT})] / 3.175 \text{ mm}$$

$$\text{sig}_B \text{ [MPa]} = \text{RF2}(\text{Bolt}) \times 4 / (3.175 \text{ mm} \times 1.472 \text{ mm})$$



sig_B x 1/2



Discussion of the results:

Comparing the obtained results for the $e/D = 1.5$ model with the results presented by Mr. Hundley shows that my model is approximately twice as stiff as it should be according to the Hundley results (numerically and also experimentally).

The effect of twice the stiffness can be demonstrated by dividing the obtained bearing stress values by factor 2 (see right graph).

What went wrong?

— Hundley SigEps-Graph — Simulation (1/4 Model)

— Hundley SigEps-Graph — Simulation (1/4 Model)