

Analysis of the Flexure Behavior and Compressive Strength of Fly Ash Core Sandwiched Composite Material

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ABSTRACT

A woven glass fabric is utilised as the outer skin, while epoxy is used as the matrix/adhesive substance in this article's core material." For testing the flexural and compressive strength of epoxy and fly ash sandwiched composites, three different mixtures were employed. Composites having 65-35 percent fly ash and epoxy resin, 60-40 percent fly ash and resin, and 55-45 percent epoxy resin are only a few examples of this kind of material (fly ash and epoxy resin). The 60-40 percent composite specimen fared better in flexure and compression tests than the 60-40 percent metal specimen. The findings of the investigation are discussed and presented in this publication. Just a few of the criteria utilised to evaluate this product include epoxy resin, compressive strength, and flexural strength.

Introduction

The macroscopically joined components of two or more chemically distinct kinds of materials generate a functional substance, which is known as a composite. An interface between two or more distinct materials may be seen in a composite material. Electrical, thermal, tribological, and environmental properties of composites are also important considerations. Materials that have a continuous matrix element binding together and giving shape to an array of stronger, stiffer reinforcing constituents may be considered composites. Fiber or particle phases in composites are usually stiffer and stronger than matrix phases in these materials. A lower coefficient of thermal expansion (CTE) than the matrix is characteristic of several reinforcement forms, as is strong wear resistance. Core is a lightweight, thick slab that is sandwiched between two thin, yet robust, face sheets. There are several ways to define these materials, but the most important characteristic is the lightweight core, which decreases the sandwich structures that have been extensively used in aviation applications over the previous few decades. A structural sandwich's design is influenced by the material it is made of. Rather of relying just on geometric design, an integrated approach to material selection must be taken into consideration.

Due to their high specific stiffness structure, glass-fibre skins and eco-cores are often used in aerospace sandwiches because their flat surfaces can withstand exceptionally high compression stress without buckling. Ideally, control surfaces should remain smooth even when subjected to high levels of stress. Regardless of tensile or compressive pressures, the sandwich structure will experience stress fluctuation over its service life.. The research investigates the effects of different loading conditions on the face-sheet of the sandwich structure. In order to better understand the mechanical properties of glass fibre face sheet with an eco-core sandwich composite, the primary objective is to meet ASTM standards.

A REVIEW OF THE BOOKS.

The influence of fly ash filler on HDPE mechanical properties was investigated by Ahmad and Mahanwar (2010). Fly ash was used in three different particle sizes. Up to 40% of the fly ash's weight was changed. Injection moulding was used to manufacture test specimens after the composites were made using a twin screw extruder. The qualities of tensile, flexural, and impact

strength were examined. Fly ash was shown to boost the tensile and flexural strengths and moduli of the composite. Fly ash concentration more than 10% lowered tensile elongation significantly. Impact resistance decreased by 15% or more when fly ash content increased. After being multiplied a second time, the value didn't change significantly. Smaller fly ash particles resulted in the highest increases in strength and relative elongation in composites containing these particles. Two layers of 1808 E-glass fabric were sandwiched between 12.5mm thick core materials using vacuum-infusion and hand-layup laminates. It was possible to choose between two different densities of cross-linked PVC foams, two types of extruded PET foam, an extruded polypropylene honeycomb core, an extruded polyurethane honeycomb core, and an extruded polyurethane honeycomb core, as well as one density of SAN foam. Materials in the second and third categories had kerfs cut by knife or saw. Polyurethane foam cores were used in place of scrimping. The initial density of the core, the laminated weight per unit area, the average thickness, and flexural and "flat-wise" tensile strength and stiffness were all analysed. As a result of vacuum-infusion processing, the overall panel thickness and weight were significantly reduced, along with subtle differences in the flexural strength, significantly lower flexure stiffness, and slightly greater flatwise tensile strength and significantly greater flatwise tensile moduli. VARTM was utilised by Shivakumar to make a sandwich panel and two laminated panels (VARTM). Woven E-glass and vinyl-ester resin were utilised in one laminated panel while carbon and vinyl-ester resin were used in the other two. E-glass was woven with vinyl-ester resin and PVC foam to make the sandwich panel. Fibres make up 42% of the E-glass panel. The carbon fibre volume of the panel is estimated to be 50%. Compression, shear, and tension tests were used to assess the mechanical characteristics of composite panels. The tensile modulus is 23.03 Gpa; the ultimate tensile strength is 325 Mpa; and the Poisson's ratio is 0.111. The shear modulus of the E-glass panel was measured at 3.86 GPa. The carbon panel has a Poisson's ratio of 0.04 and a maximum strength of 436 MPa. The carbon panel has a shear modulus of 2.81 GPa. We tested sandwich beams made from sandwich panels for three- and four-point bending. Actual beam deflection measurements at four places were found to be pretty close based on face-sheet and core parameter projections.

They weren't designed for three-point bends [3].

An Enrico Papa (2001) lightweight composite sandwich with marine engineering applications underwent experimental testing of its mechanical characteristics. Glass microspheres and polymer matrix make form the core of a three-dimensional glass fiber/polymer matrix fabric with transverse pile binding the skins together. The exterior face of the filled fabric is strengthened using Glass Fiber Reinforced Plastics (GFRP). Experimental and computational methods will be used by researchers to better understand the mechanical characteristics of this composite sandwich [4]. Kunigal Shivakumar (2007) studied the Eco-mechanical Core's environmental and fire-resistant qualities, comparing it to Type X SHEETROCK, a commonly used commercial material. In this investigation, the average increase in Eco-compression, Core tension, and flexural strength was between four and eight times. The density has been reduced by 40%, yet the fire resistance has not changed. [5,] has all the information you need to know about this study. In order to investigate the effects of weathering on mechanical qualities such as flexural strength, S K Acharya, P Mishra, and SC Acharya employed a composite made of fly ash, jute, and epoxy resin. Scanning electron microscopy is used to evaluate the specimen's fracture surfaces. According to the analysis, fibre removal seems to be the most common failure mechanism. Interfacial bonding was increased because fly ash particles bonded to one other.

Composites, according to the study, might be employed as structural materials in homes and automobiles, as well as low-cost construction materials. It's Kishore S.M. (2002) This research investigates the compressive characteristics of fly ash and fibre epoxy composite materials with different aspect ratios. Incorporating fly ash preserves the strength and modulus of a broader variety of fibre volume fractions. As the amount of fly ash in the composites increased, it became clear that they were suited for weight-specific applications. Samples containing fibres were shown to lose more strength than those containing just ash, according to the results. The decrease was attributed to the propensity of fibres to cluster. Increased strength and modulus may be attributed to the use of ash filler, which seems to minimise fibre clustering. Over the next weeks and months, further research will take place.

SEM (Scanning electron microscopy) was used to evaluate fibres and fillers in failed samples. In the case of glass reinforced polyamide 6,6, Thomsons J L. asserts that the diameter and strength of the fibres have an effect on the mechanical quality balance (2000). Fiber sizes in the 10-17 micron range have little effect on the elastic characteristics of injection-molded short glass-fiber-reinforced polyamide 6,6 resin. The quantity of S-2 glass® fibre and the diameter of the fibres had a significant effect on their characteristics (i.e., strength and Izod impact). All three tensile, flexural, and unnotched Izod impact properties were significantly reduced in the 10-17 micron diameter range of materials. Because Notched Izod had a greater overall impact, its effect was only marginally reduced in the same time frame. The composite's strength increased by 8% when 20 percent w/w S-2 glass® was added to the 17 micron E-glass. [8]. Glass reinforced polymeric (GRP) composites have been used by Shah Khan M.Z. in naval mine countermeasure surface ships since 2000. It has been examined how ship constructions react to the shock waves generated by sea mine explosions. So, a test was done to examine how GRP composites, which are the same as real structural materials, react to increasing strain rates. Hydraulic testing equipment was used to conduct compression strain rate tests of 10 to 101 per second and loading rate tests of 2 to 1000 kilogrammes per second per second. For their trials, the researchers employed solid cylindrical and cube samples that had dimensions of 10 mm by 10 mm to illustrate how strain rate affects the maximum strain, maximum strength, and elastic modulus of the material. A notched three-point bend specimen was used to measure the composites' fracture toughness in response to loading rate.

THE METHODOLOGY.

The production process adheres to ASTM C271 guidelines.

Projects like this one need a lot of time and attention to detail. In the first step, a square frame made of mild steel with dimensions of is needed to be built (304x304x12.5mm).

Fig. 1 shows how the core is covered in aluminium foil for easy removal after curing.



Figure 1: Aluminum foil is wrapped around the frame.

The quantity of fly ash that is needed is collected and measured.

Resin and hardener are also weighed to determine the exact amount needed.

As illustrated in Fig. 2, the measured fly ash is combined with the measured hardener and resin.



Mixing of Fly Ash, Resin, and Hardener in Figure 2

Fly ash, resin, and hardener are combined and then poured into the mould. Fig.3

Figure 3: Filling the Aluminum Frame with the Mixture

The next step is to cure the newly combined mixture for 8-12 hours before using it.

The final product is made after curing.

Fly ash and epoxy resins are used in a variety of ratios, including the following:

Either 65 percent or 35 percent fly ash or epoxy resin by weight

(For example, 1.027 kilogrammes of fly ash, 331.8 kilogrammes of resin, and 221.2 kilogrammes of hardener)

Epoxy resin and fly ash make about 60% of the mixture by weight.

A total of 1.050kg of Fly Ash, 330g Resin, and 220g Hardener were used in this process.

Fly ash makes up 55% of the weight, while epoxy resin makes up 45%.

The total weight of the materials is 891 kilogrammes of fly ash, 437.4 grammes of resin, and 291.6 grammes of hardener

Face Sheet to Core Bonding

The epoxy resin glue is used to adhere five layers of glass fibre to the core.



Figure 4 depicts the process of attaching the Glass Fabric to the Core.

Face sheet and bottom side of face sheet are layered around the core. The face sheet may be made up to five layers thick using the same processes. Sandwich panels are made heavier to provide a solid connection between the core and the glass fibres. The sandwich is left at room temperature for 24 hours before to serving in order to cure. When everything else fails, a specimen may be chopped down to the necessary size for analysis. Here, the core is attached to the glass fabric as seen in Figure 4.

TESTS AND TRIAL AND TESTING.

The thickness of the sandwich material is measured in grammes per square metre.

The sandwich composite may be described by its density and other physical properties. Quality control, acceptance specification testing and research may all benefit from this way of assessing sandwich core and density.

There are 300mm long and 300mm wide examples with different thicknesses depending on the core and sandwich material used. For testing and research reasons, it is now possible to get simulated density data thanks to ASTM standard C 271. Procedure

Determine the weight of the specimen.

Millimeters are the unit of measurement for specimens' plan dimensions.

Samples should be measured in millimetres in terms of thickness.

The following formula may be used to compute density:

Calculation

$$\rho = \frac{W_i \times 10^3}{V} \tag{1}$$

In kilogrammes per cubic metre, grammes and millilitres are used to measure density, mass, and volume. Smart Compression testing of Sandwich Flat.

Sandwich panel construction relies on the flatwise compressive strength and modulus of sandwich cores. Using a complete load deformation curve and deformation data, the compressive stress at every load may be computed to determine the core's effective modulus (such as compressive stress at proportional limit load or maximum load).

Sandwich panel design and development may benefit from the ASTM C 365 standard test method, which assesses compressive strength and modulus on a flat surface.

A moving top fixture pulls in the same direction as the facing plane during flatwise compression tests, while a fixed bottom fixture remains stationary. The computer stores data on the weight and deflection of loads. Procedure

Vernier callipers were used to measure the specimen's dimensions, including its length, breadth, and thickness.

A self-aligning spherical loading block hung from the exterior and was used for loading. A specimen's loading surface is uniformly spread when this kind of block is used.

Consistent speed loading and movement of machine's cross-head are necessary for testing

The elastic modulus was calculated using the deflection curves of the loads.

Calculation

The formula for flat wise compressive strength:

$$\sigma_{Fc} = \frac{\rho_{max}}{A} \tag{2}$$

Where σ_{Fc} is flat wise compressive strength in MPa, ρ_{max} is ultimate load in N, and A is cross sectional area in mm² (where A=LXW).

Flat wise compressive strain:

$$\epsilon_{Fc} = \frac{\Delta_t}{t} \tag{3}$$

Where ϵ_{Fc} is compressive strain, t is original thickness in mm and Δ_t is change in thickness in mm

Flat wise compressive modulus:

$$E_{Fc} = \frac{\Delta\sigma_{Fc}}{\Delta\epsilon_{Fc}} \tag{4}$$

Where E_{Fc} is the compressive modulus in MPa and

$\frac{\Delta\sigma_{Fc}}{\Delta\epsilon_{Fc}}$ is the slope of initial linear portion of stress strain curve in N/mm².

Sandwich composites flexural testing.

In this test, the core shear strength and modulus of a flat sandwich structure may be determined. The ASTM C 393 standard procedure simplifies the testing of sandwich flexure panels.

Procedure

Vernier callipers were used to measure length, breadth, thickness, and span length.

Second, mid-span load is continuously supplied.

The stiffness and core shear modulus of a sandwich may be determined using load-deflection curves.

Calculation

Core shear stress:

$$\tau_c = \frac{P_{max}}{(1+t_c)w} \tag{5}$$

Where τ_c core shear stress in MPa is, P_{max} is maximum load in N, t is sandwich thickness in mm.

Facing Bending Stress:

$$\sigma_{fb} = \frac{P_{max}L}{2t_f(t+t_c)w} \tag{6}$$

Where, σ_{fb} is facing bending stress on MPa, t_f is facing thickness in mm and L is span length in mm.

Explanation of the findings and results of the study. Sandwich composites density research results

The density data in Table 1 and Table 2 may be used to show how the sandwich core influences overall density.

The sandwich and core densities are shown side by side in Figure 5.

Sandwich composite core density is shown in Table 1.

Specimen	Dimensions (mm)			Weight kg	Volume mm ³	Density Kg/m ³
	L	t	w			
65%-35%	298	301	13	1.583	1166074	1357.54
60%-40%	304	304	12.5	1.604	1155200	1388.5
55%-45%	303	302	12.5	1.624	1143825	1419.8
AVG				1.603		1388.61

Table 2. Density of the Whole of sandwich composite

Specimens	Dimensions (mm)			Weight Kg	Volume mm ³	Density Kg/m ³
	L	w	t			
65%-35%	298	301	15	1.834	1345470	1363.1
60%-40%	304	304	14.5	1.954	1340032	1458.6
55%-45%	303	302	14.5	1.974	1326837	1487.74
AVG				1.921		1436.48

Where L-length of specimen, w-width of specimen, t-thickness of specimen

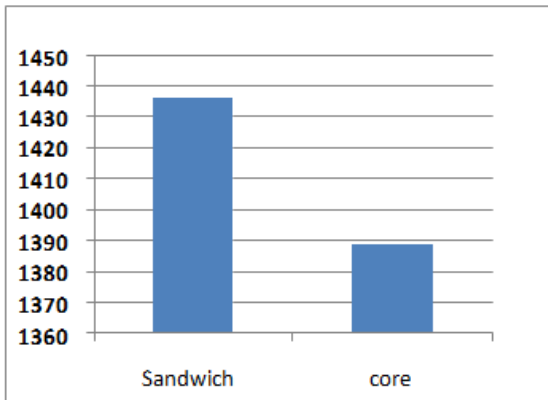


Figure 5: Comparison result of core and sandwich composite results

Bending test

Experimental Results of bending test for composition 65%-35%

Fig.6 Shows the load versus deflection graph of bending for composition 65%-35%. Table 3 shows the bending test results for the composition 65%-35%

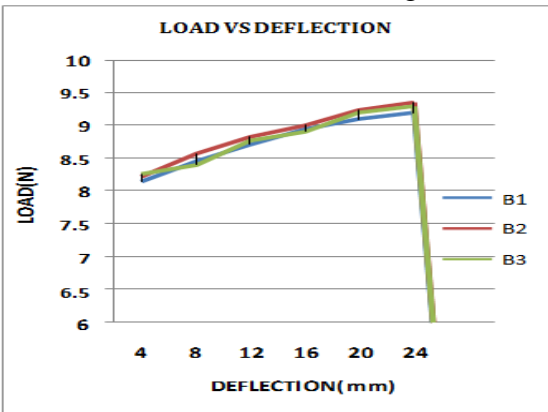


Figure 6: Load vs Deflection graph of bending for composition 65%-35%

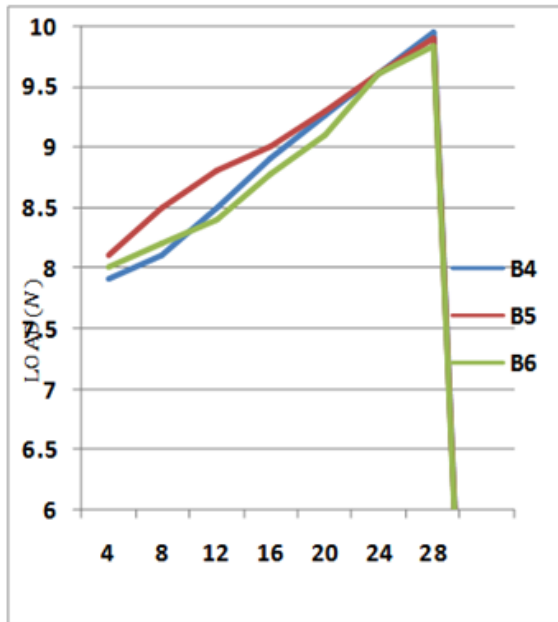


Figure 7: Load vs Deflection graph of Three Point bending for composition 60%-40%

Table 3 Bending Results for composition 65%-35%

Specimen	Span length (mm)	Width (mm)	Thickness (mm)	Max Load (kN)	Facing Stress (MPa)	Core Shear Stress (MPa)
B1	200	40	15	9.2	410.71	8.214
B2				9.36	417.85	8.357
B3				9.3	415.17	8.304
AVG				9.28	414.58	8.29

Experiments on the Bending test for the 60-40% composition Bending load versus deflection is shown in Fig.7, with the composition 60% -40%. Bending test results for the 60%-40% composition are shown in Table 4.

Table 4 Bending Results for composition 60%-40%

Specimen	Span length (mm)	Width (mm)	Thickness (mm)	Max Load (kN)	Facing Stress (MPa)	Core Shear Stress (MPa)
B4	200	40	14.5	9.95	460.64	9.212
B5				9.9	458.33	9.166
B6				9.84	455.55	9.111
AVG				9.9	458.17	9.163

Bending test results for a composition of 55% to 45%.

Bending load versus deflection is shown in Fig.8 for a composition of 55%–45%.

bending test results for the 55%-45% mixture are shown in Table 5.

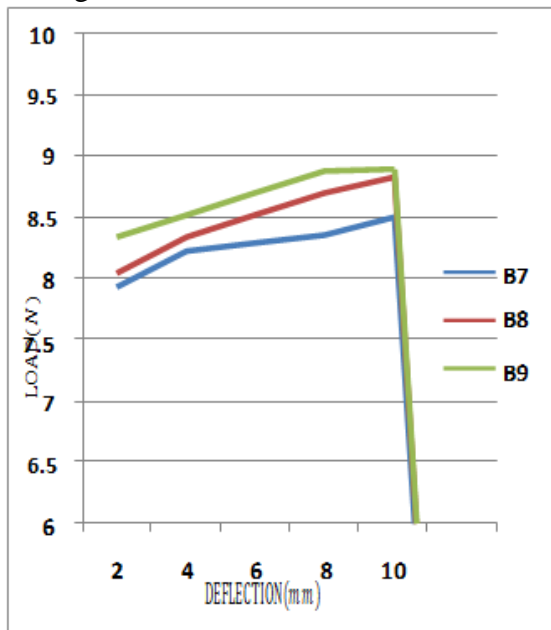


Figure 8: Load vs Deflection graph of bending for composition 55%-45%

Table 5 Bending Results for composition 55%-45%

Specimen Code	Span length (mm)	Width (mm)	Thickness (mm)	Max Load (kN)	Facing Stress (MPa)	Core Shear Stress (MPa)
B4	200	40	14.5	8.5	393.51	7.870
B5				8.82	408.33	8.166
B6				8.9	412.03	8.240
AVG				8.74	404.62	8.092

The following is a list of possible causes of failure during a bending test.

A precise centre load is applied during a bending test. After the first contact with the loading fixture, the face sheet delamination from the core occurs, and therefore the face sheet bears the majority of the load. At a core failure stress of 9.28kN for 65-35 percent compositions, 9.9kN for 60--40 percent compositions, and 8.74kN for 55-45 percent compositions, sandwich composites deflection occurs.

Using Flat Wise for Compression Experiments

Fig. 10 shows the relationship between the applied load and deflection; Fig. 9 shows the stress-strain relationship in a flat plane; and Fig. 10 shows the experimental data (Table 6).

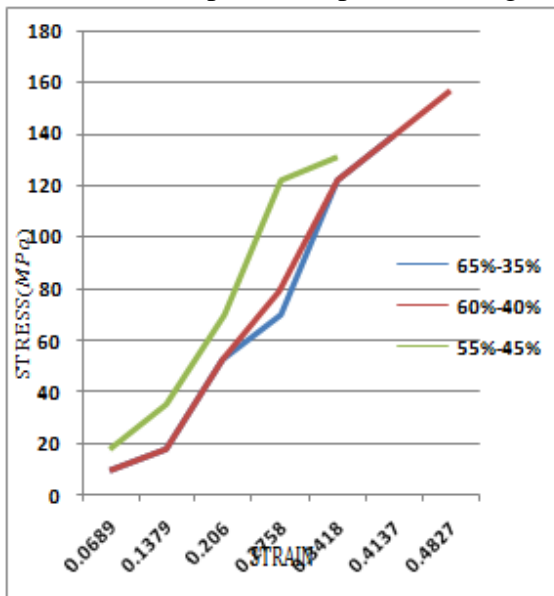


Figure 9: Stress vs Strain graph of flat wise compression for all three compositions

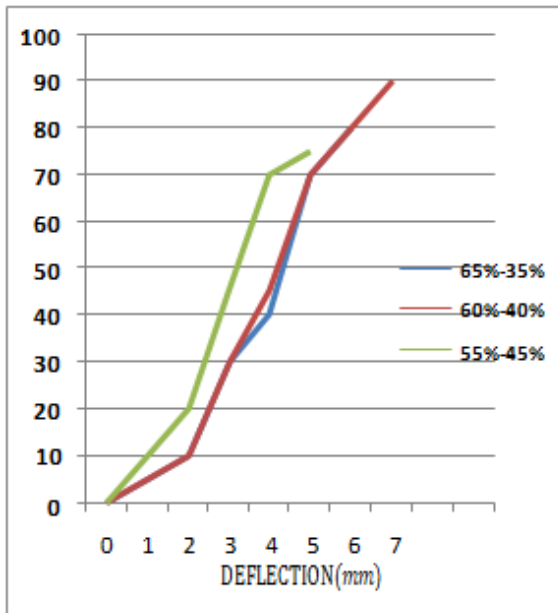


Figure 10: Load vs Deflection graph of flat wise compression for all three compositions

Table 6 Experimental Results Flat Wise Compression test

Specimen	Dimension (mm)			Max Load (kN)	Max Stress (MPa)	Max Strain (%)	Modulus of Elasticity (MPa)
	L	w	t				
65%-35%	75	75	15	784.8	139.52	40	399.12
60%-40%	75	75	14.5	882.9	156.96	48.3	562.40
55%-45%	75	75	14.5	735.75	130.8	34	580.55

A flatwise compression test resulted in failure.

During flatwise compression failure, the core's centre fracture propagates, crushing the core and creating bulges at the margins of the sandwich. These samples all fail to perform as expected. Sandwiches will become thinner as their weight increases. The highest average load that the sandwich composite can sustain under flatwise compression is 784.8 kN for 65 percent -35 percent, 60 percent -40 percent, and 55 percent -45 percent by weight of fly ash and epoxy resin; for 882.9 kN; and for 735.75 kN; the maximum average load is 784.8 kN.

CONCLUSION

Fly ash, a byproduct of thermal power plant combustion, was utilised as a filler in epoxy resin and binder to make a core, which was then covered with two glass fibre face sheets. It was found

that the fly ash and epoxy resin sandwich composite specimens were exposed to a variety of tests, ranging from 65 to 35 percent by weight. Bending and compression findings are better for 60% of specimens, compared to 40% of specimens, in this study. When fly ash is added to epoxy resin, the compressive strength of the composite rises. For this increase, we may thank fly-ash particles' hollowness and the high interfacial energy that exists between resin and fly-ash. Compressive and impact strength have both been improved as a result of the energy absorbed by the fibre pull out. A high compressive strength and high impact strength were found in the material, which may be employed in locations where compressive strength is needed, such as wood, as a replacement.

Everything from software to flooring to ceilings is covered.

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