



# The modelling and 3D printing of functionally graded foams for tunable crushing performance

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# Outline

- **Background/Motivation**
- **Goals**
- **Results**
  - **Numerical/experimental approach**
  - **Model fitting and comparisons**
  - **Design space exploration**
- **Conclusions**

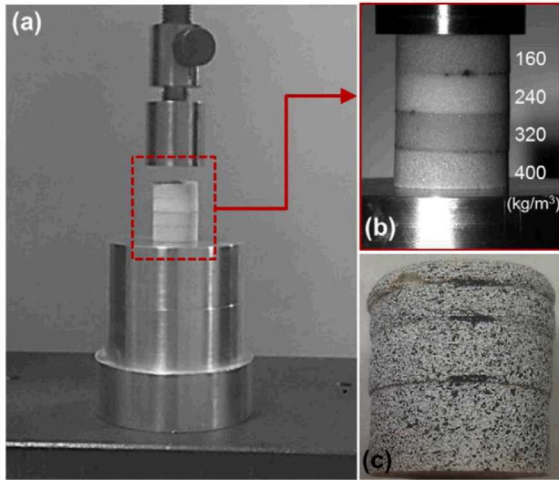
- **This work was partially supported by the Laboratory Directed Research and Development program at Sandia National Laboratories. Sandia National Laboratories, a multimission laboratory managed and operated by National Technology and Engineering Solutions of Sandia LLC, a wholly owned subsidiary of Honeywell International Inc. for the U.S. Department of Energy's National Nuclear Security Administration under contract DE-NA0003525.**
- **We also thank the Air Force Office of Scientific Research for Grant AFOSR, FA-20-1-0306, FA9550-19-1-0151.**

# Acknowledgements

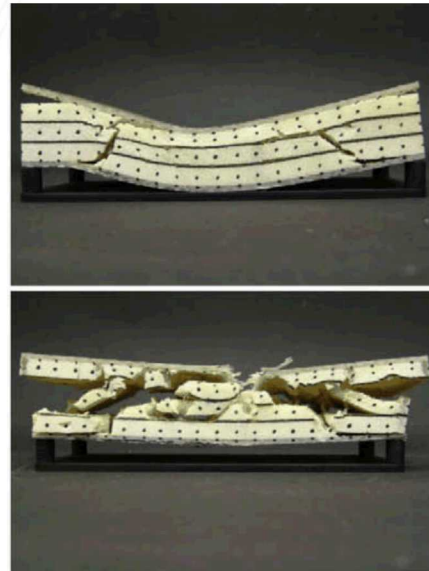
- **Sandia National Labs**
- **AFOSR, FA-20-1-0306, FA9550-19-1-0151.**

# Motivation

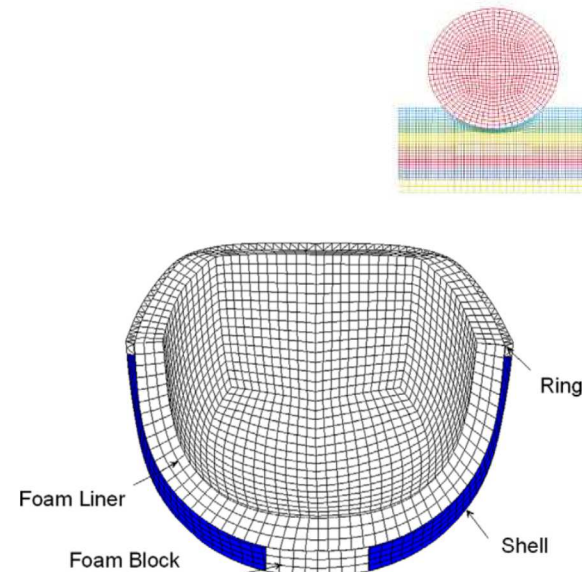
- Most safety/packaging applications require designing for a variety of impact scenarios
- FGFs are introduced to overcome limitations of uniform foams
- FGFs have their own limitations
  - Little microstructural control, limited to simple gradients, large design space, hard to model accurately



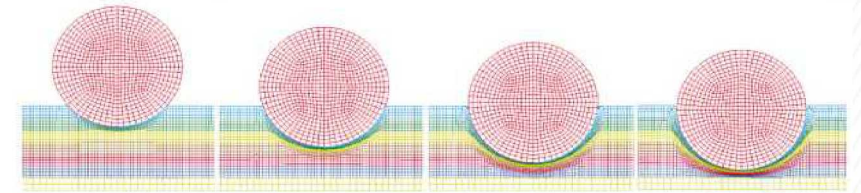
[1] Koohbor and Kidane (2016)



[2] Wang *et al.* (2009)



[3] Cui *et al.* (2009)

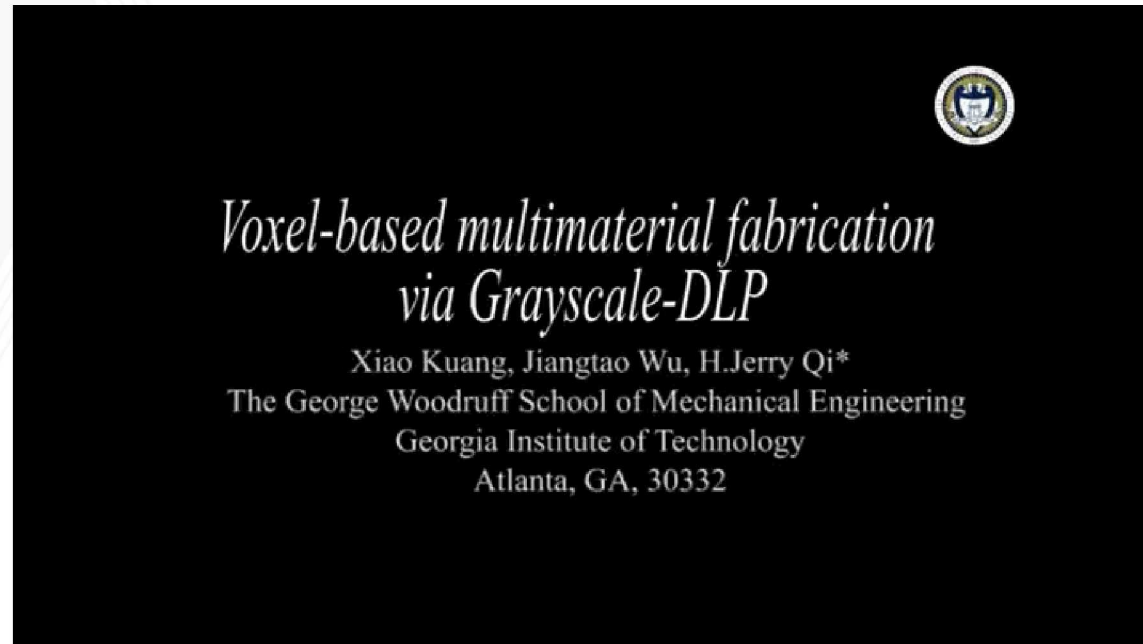


[4] Zhang and Zhang (2013)



# Grayscale Digital Light Processing (g-DLP)

- In DLP, a projector shines light onto a build platform submerged in resin
- Build platform is slowly lowered into the resin, building the final part layer-by-layer
- The brightness of each image will determine the material properties



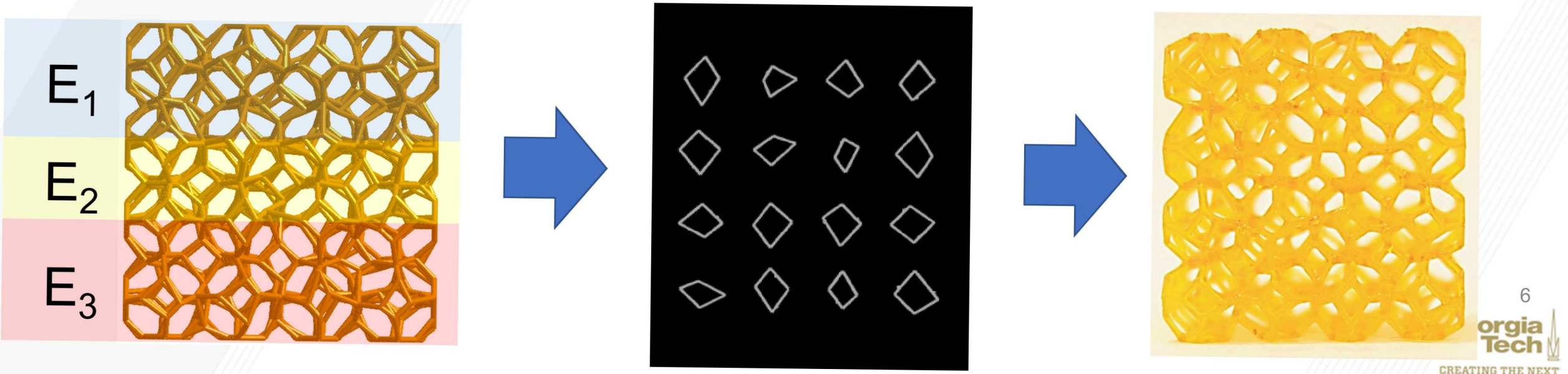
[5] Kuang *et al.* (2019)

# Goals

- **Develop a numerical model that can accurately predict the response of 3D-printed viscoelastic foams**
- **Use this model to better understand the benefits of FGFs**
- **Use this model to explore the graded foam design space**
- **Display its usefulness as a design guide to select the right foam for a certain use case**

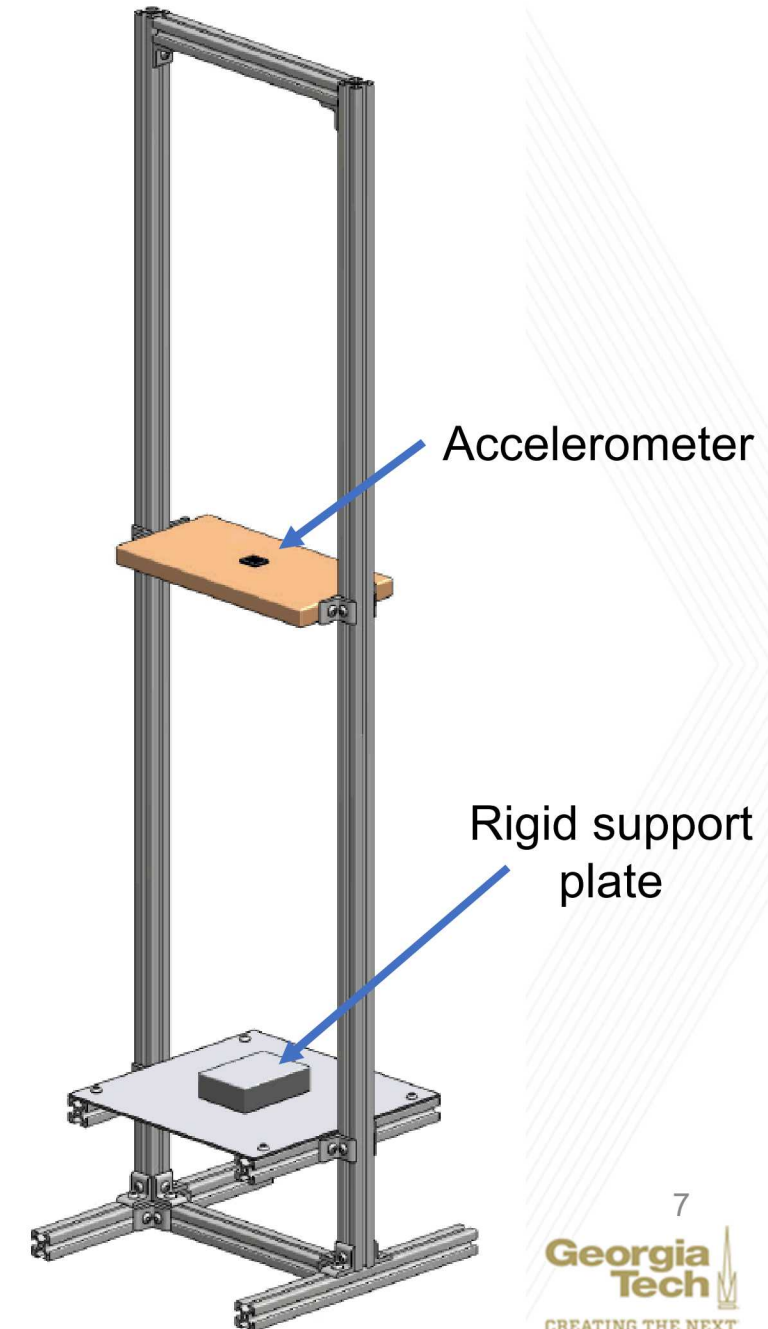
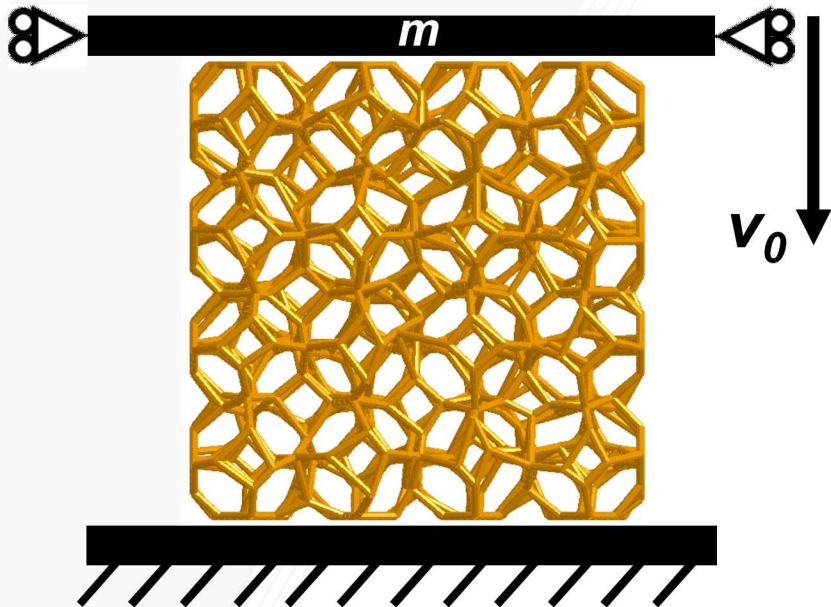
# Grayscale Foam Structure

- Modeled as Kelvin cells with uniform circular beam cross-sections
- Arranged as 4x4x4 cell RVEs
- Cell vertices are randomly perturbed
- Graded foams are assigned 3 properties



# Testing Configuration

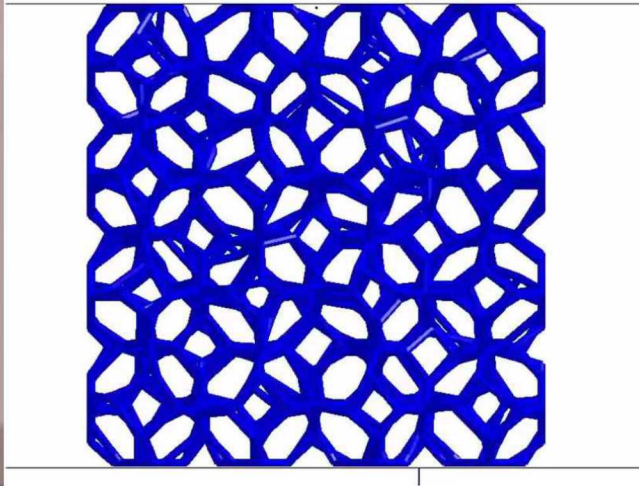
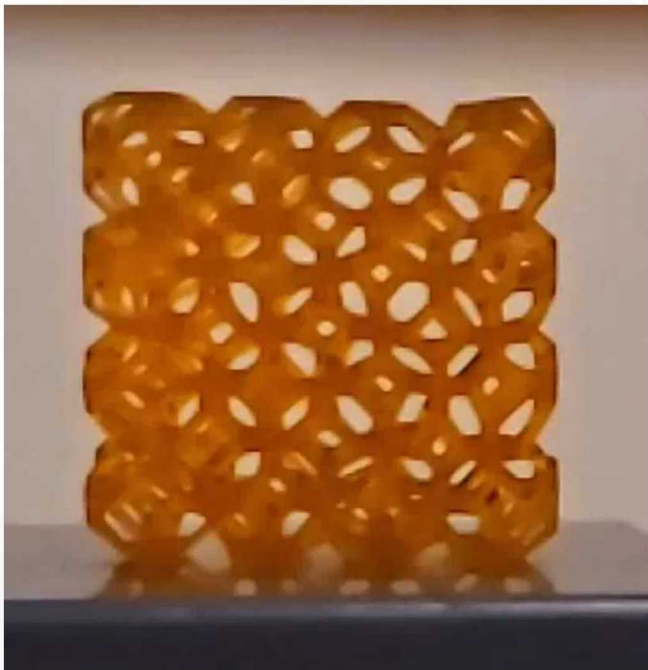
- A plate of prescribed mass  $m$  and initial velocity  $v_0$  is dropped onto a foam
- Bottom plate has a rigid boundary
- In the experimental setup, the mass is fixed, and the velocities represent a height of 1ft or 3ft



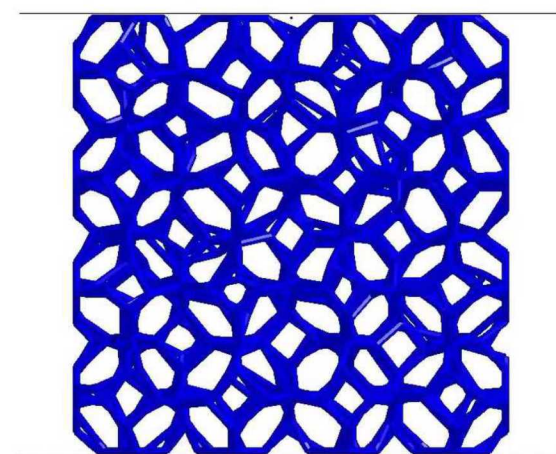
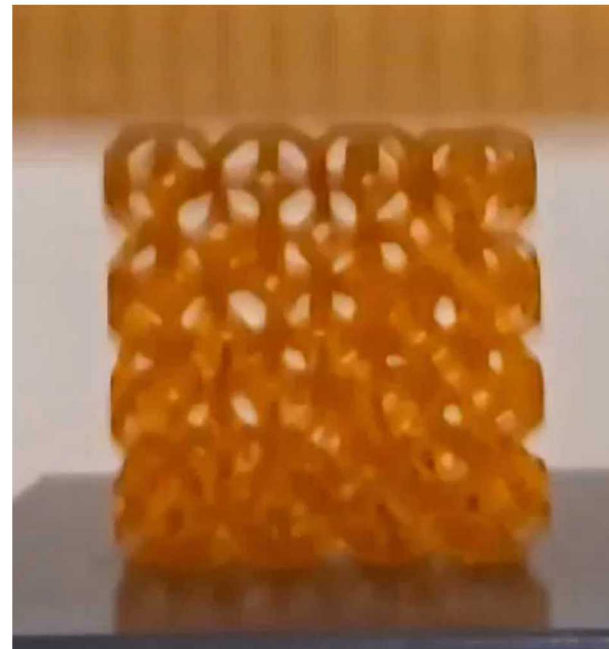


# Model Qualitative Comparisons

4.23m/s



2.44m/s

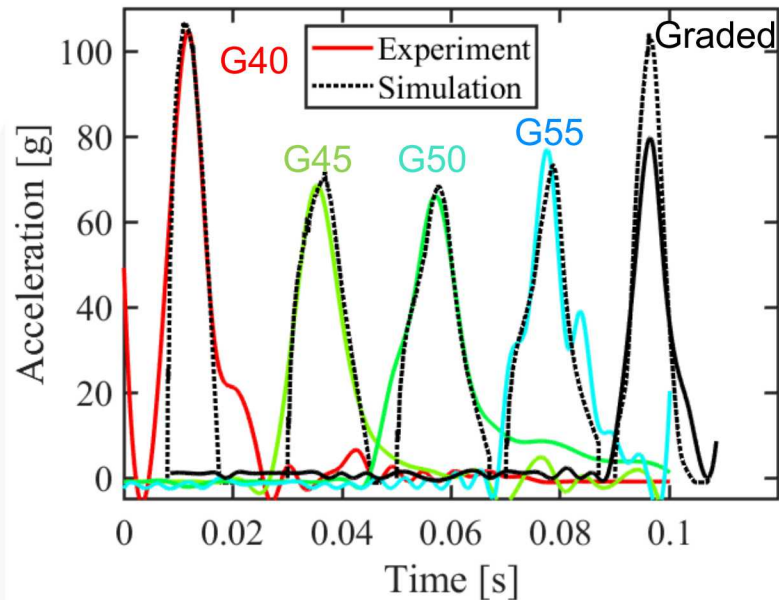




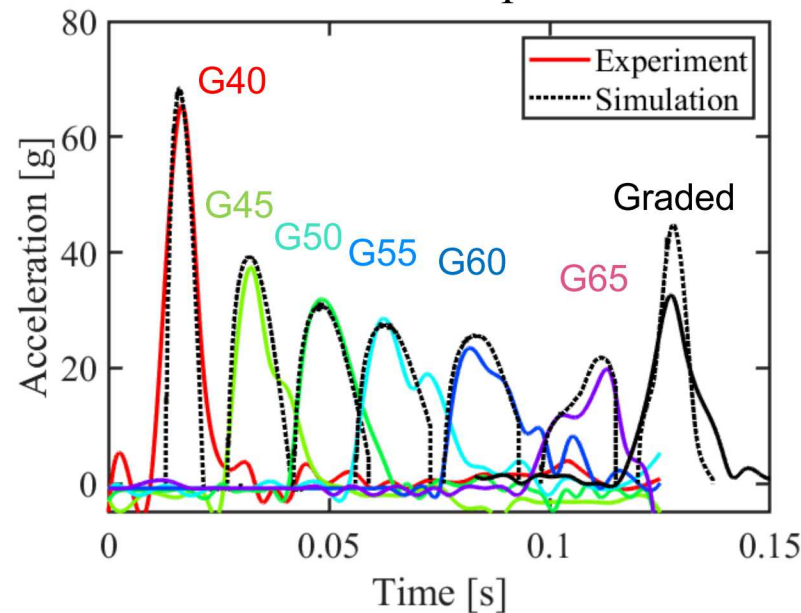
# Model Quantitative Comparisons

- The viscoelastic data is fit to the model at multiple strain rates
  - 170x difference in fastest and slowest rates
- This strong agreement gives us confidence in our properties

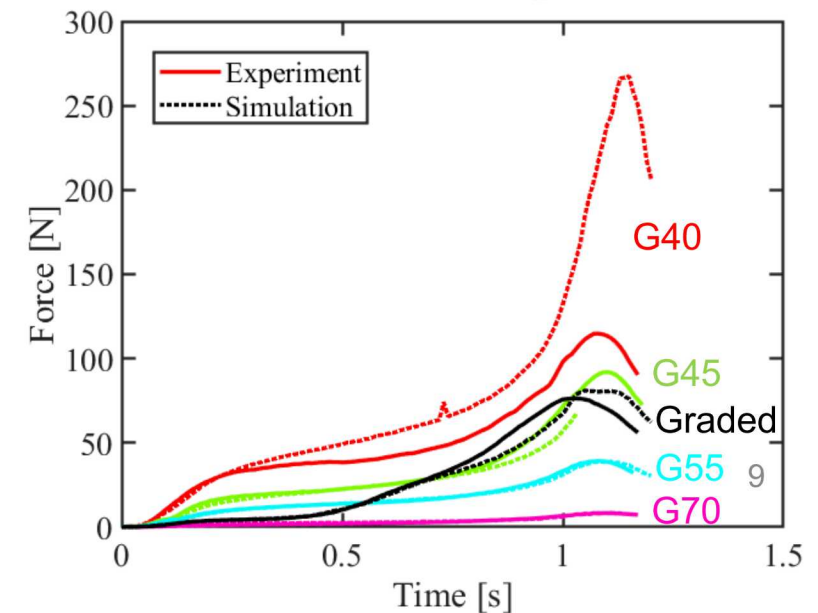
4.23m/s Impact



2.44m/s Impact

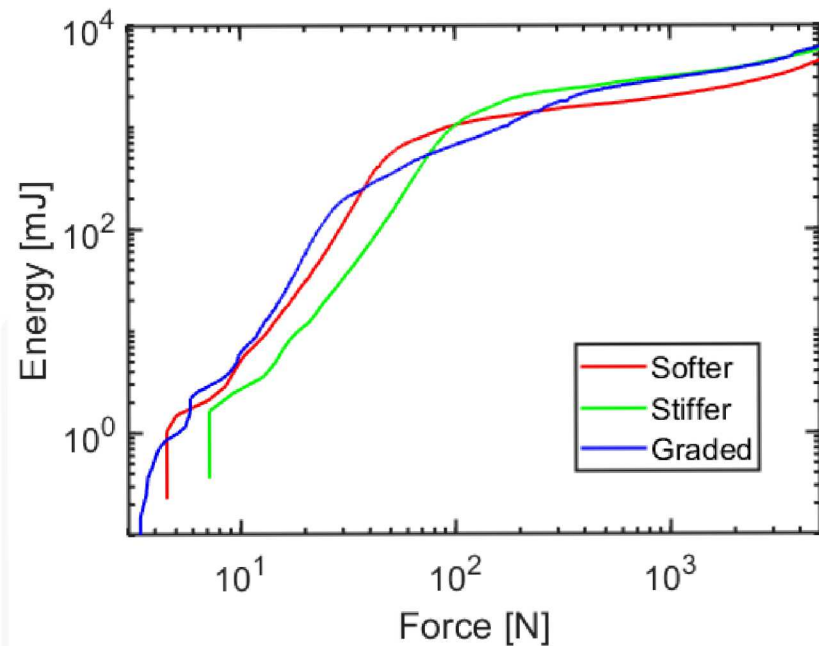


0.025m/s Compression

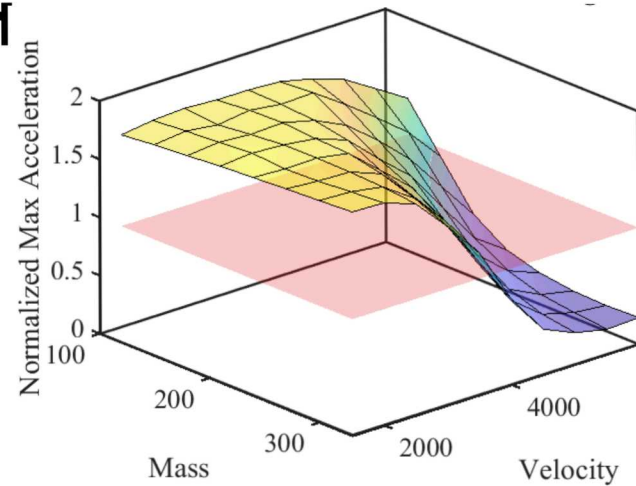


# Exploring the Design Space

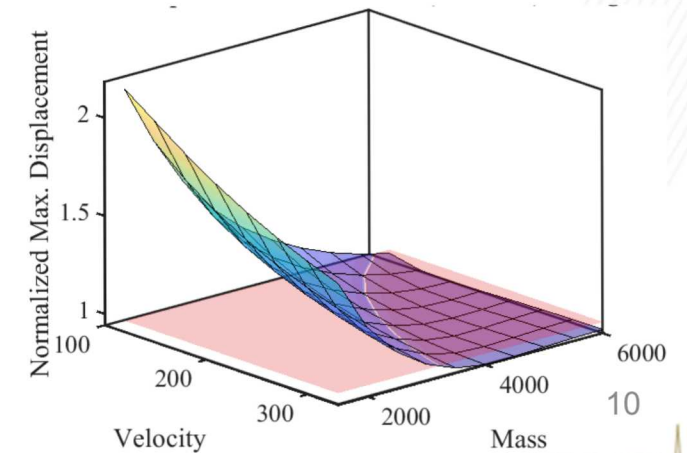
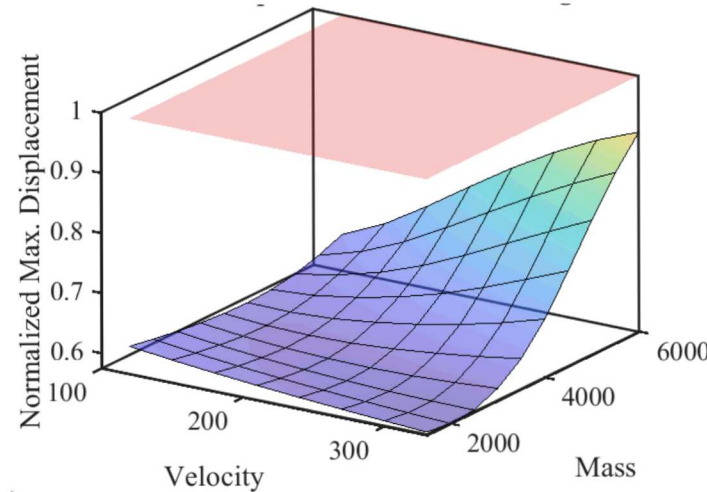
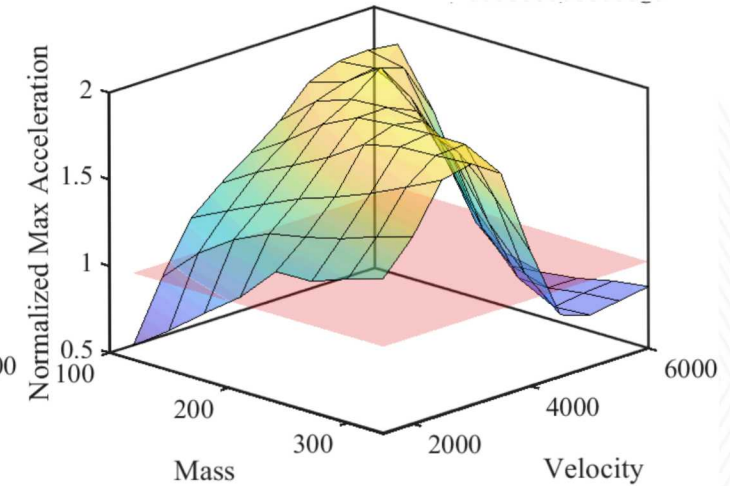
- **This accurate model give us insight the performance of graded foams**



Stiff vs. Soft Foam



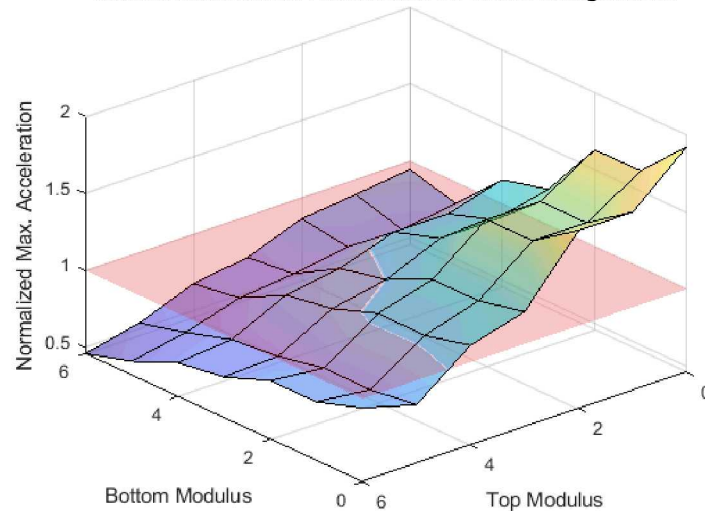
Graded vs. Soft Foam



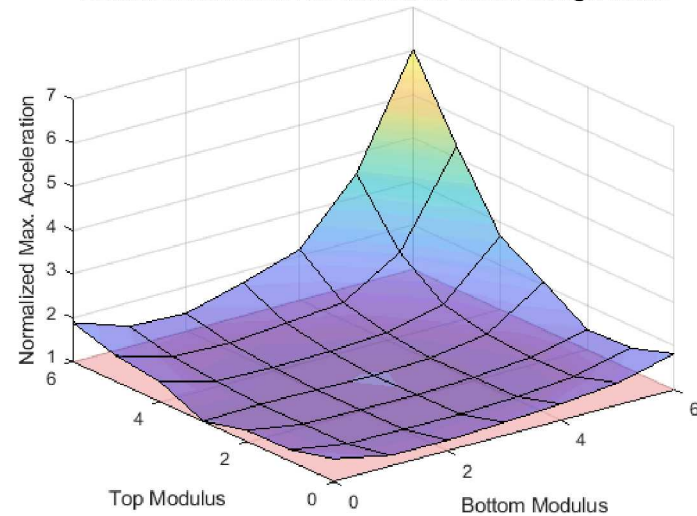
# Design Application

- The accurate model allows us to also explore graded configurations we have not printed and compare them

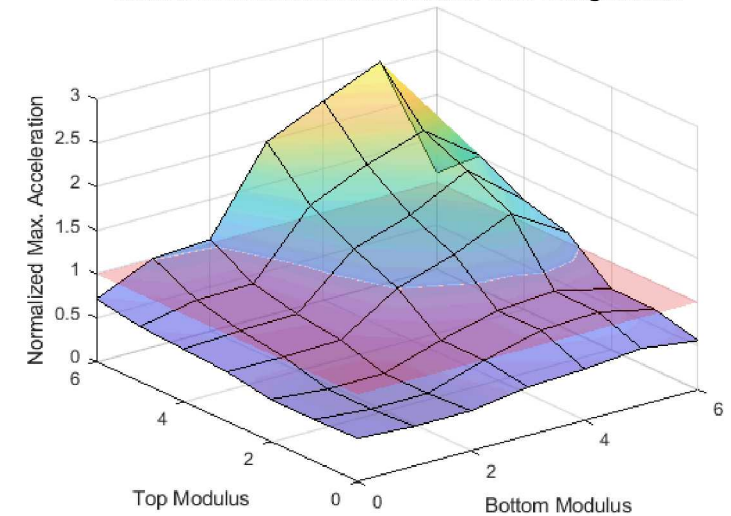
Normalized Maximum Acceleration for 1.5m/s configurations



Normalized Maximum Acceleration for 4.5m/s configurations



Normalized Maximum Acceleration for 6m/s configurations



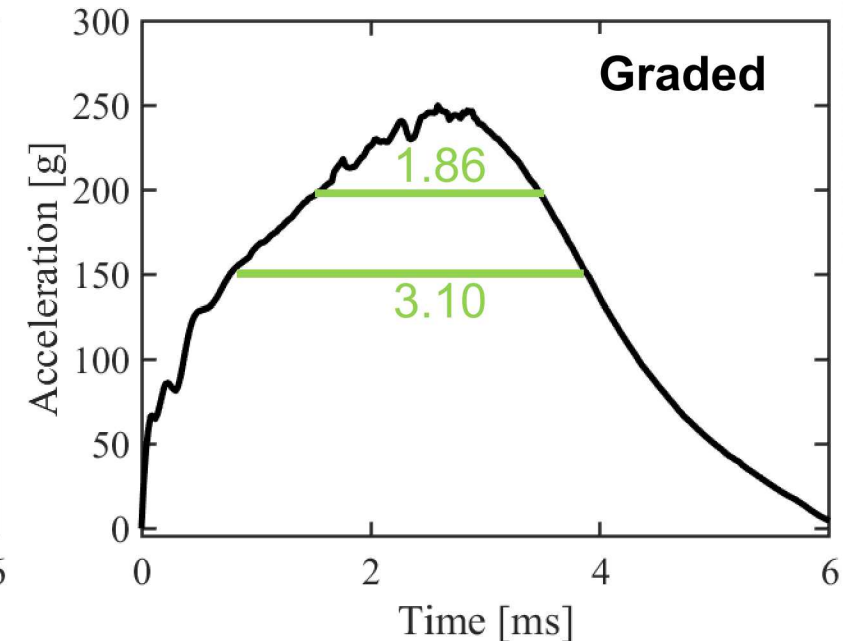
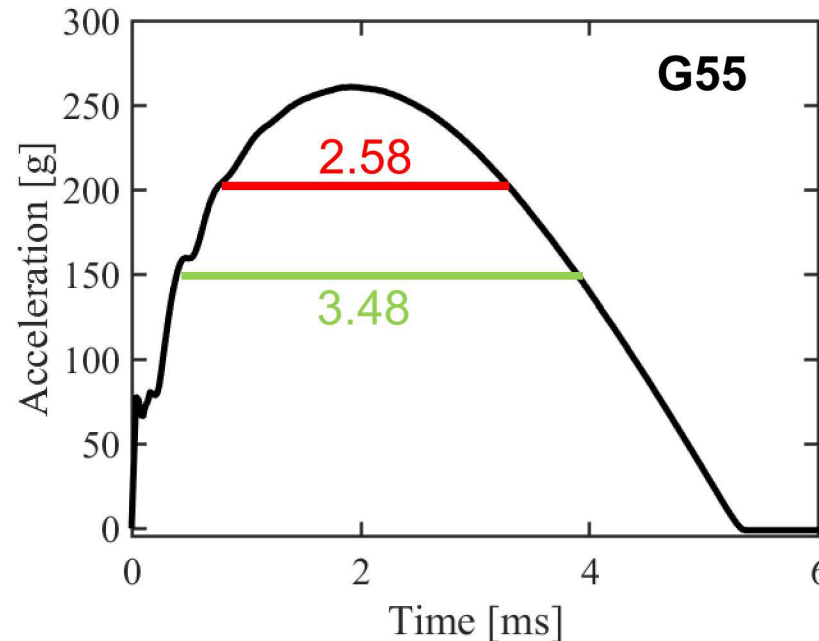
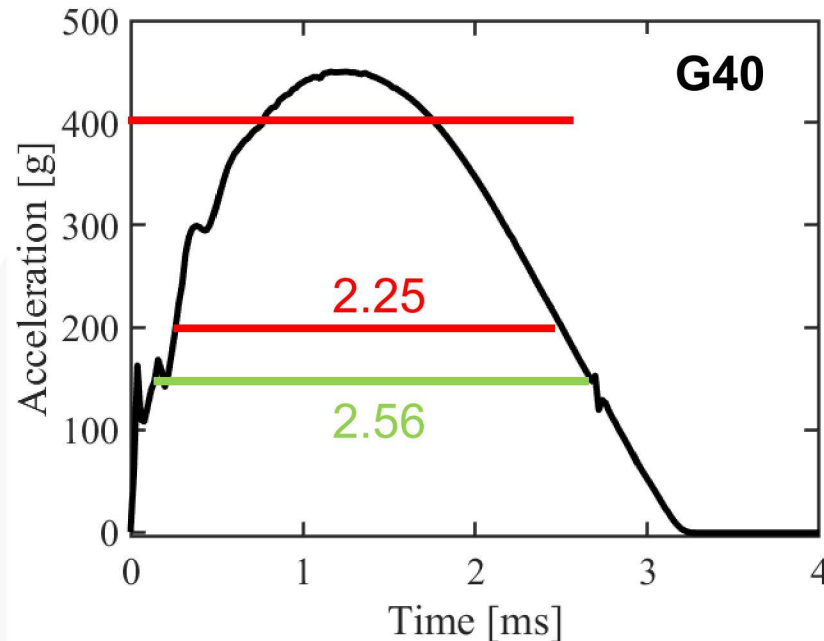


# Helmet Design Scenario

- **Simulations Performed in accordance with National Highway Traffic Safety Administration (NHTSA) Test Procedure TP-218-07**

Test Parameters	
Mass	4.9 – 5.1kg
Velocity	5.8 – 6.2m/s
400g Limit	0ms
200g Limit	< 2ms
150g Limit	< 4m/s

[6] TP-218-07 (2011)



# Conclusions

- **A beam element model can be used to accurately predict highly viscoelastic foam responses across wide range of strain rates**
- **Property gradients decrease the maximum efficiency but extend the effective range of foams**
- **This model can be used to explore the design space to predict relative performance like a design guide**

# Citations

1. **Koohbor, B. and A. Kidane (2016). "Design optimization of continuously and discretely graded foam materials for efficient energy absorption." Materials & Design 102: 151-161.**
2. **Wang, E., et al. (2009). "The blast resistance of sandwich composites with stepwise graded cores." International Journal of Solids and Structures 46(18): 3492-3502.**
3. **Cui, L., et al. (2009). "Optimisation of energy absorbing liner for equestrian helmets. Part II: Functionally graded foam liner." Materials & Design 30(9): 3414-3419.**
4. **Zhang, X. and H. Zhang (2013). "Optimal design of functionally graded foam material under impact loading." International Journal of Mechanical Sciences 68: 199-211.**
5. **Kuang, X., et al. (2019). "Grayscale digital light processing 3D printing for highly functionally graded materials." Science Advances 5(5): eaav5790.**
6. **(2011). LABORATORY TEST PROCEDURE FOR FMVSS No. 218 Motorcycle Helmets. D. o. Transportation, Office of Vehicle Safety Compliance**



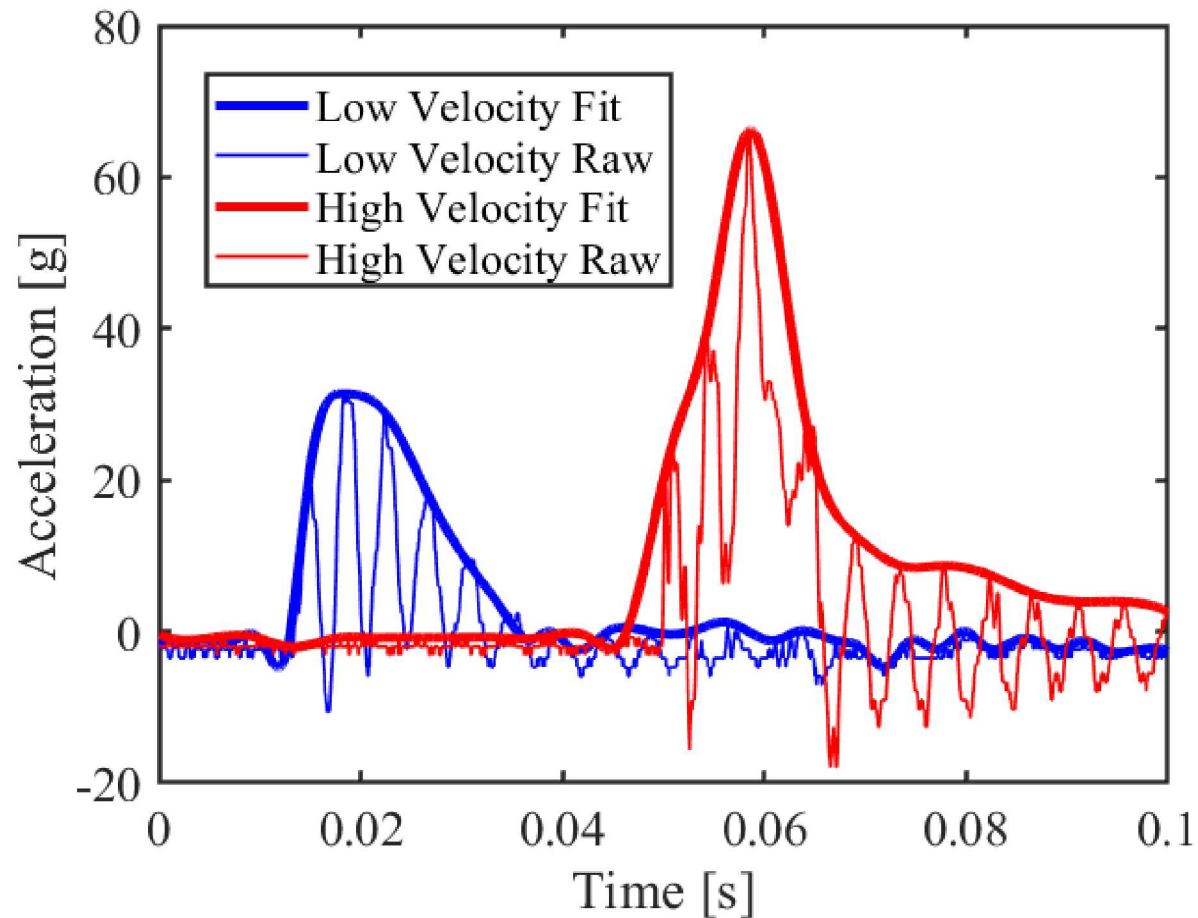
**Thank you!**

**Questions?**

# Appendix

# Acceleration Data Fitting

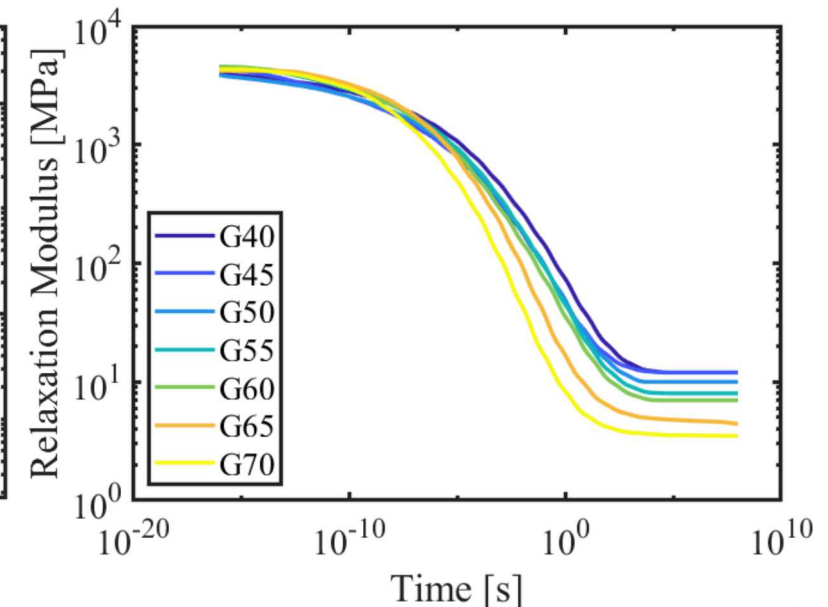
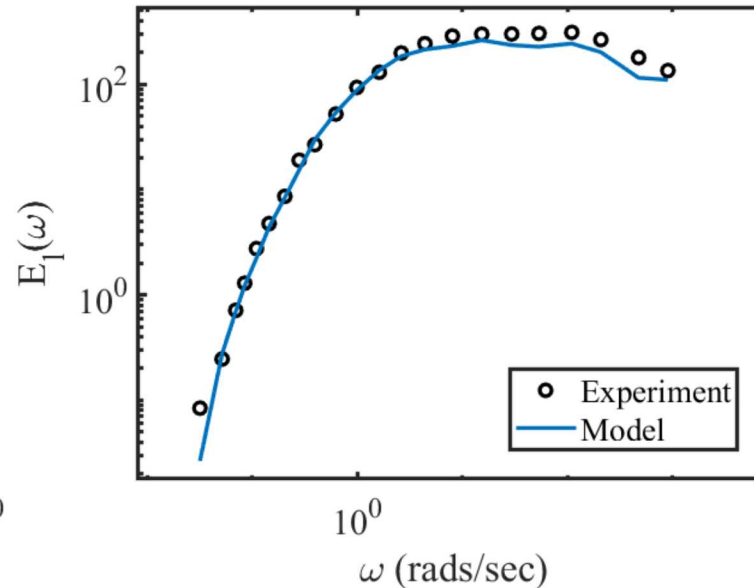
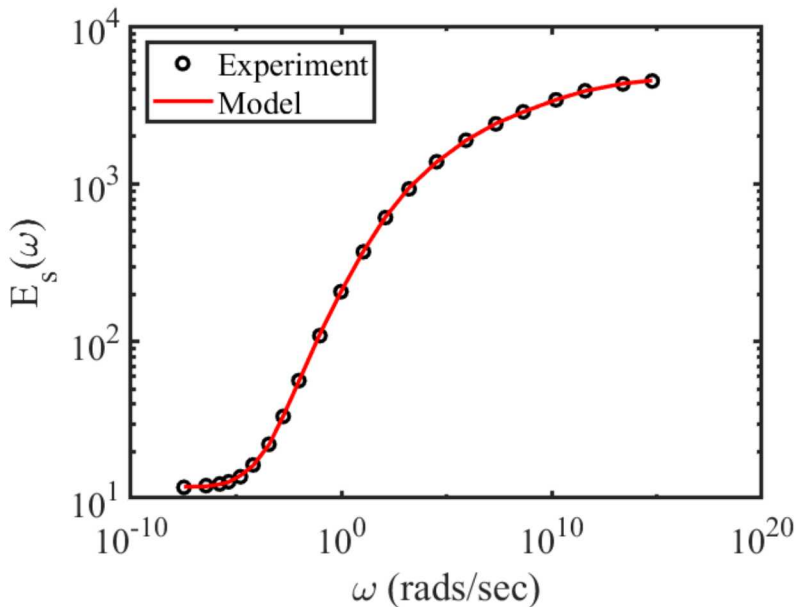
- Envelope function in **MATLAB** with window of 30 points





# Material Property Characterization

- Individual grayscale materials analyzed under frequency sweep
- The Prony series branch moduli were determined by fitting the frequency-dependent storage and loss moduli



# Headform size calculations

- Top area is calculated as the area of the headform at the reference plane
- Side area is calculated as the profile area above the reference plane

