FATIGUE PERFORMANCE OF THERMOPLASTIC TUFF COMPOSITES

INTRODUCTION

- The TuFF process produces highly aligned short fiber preforms and when consolidated with a matrix material leads to properties comparable to continuous fiber counterparts at high fiber volume fraction (57%).
- Composite structural components undergo repeated cycles through in its service time, which is not accounted for in quasi-static testing.
- The fatigue performance of TuFF must be characterized to determine materials design limit.



FATIGUE LOADING PARAMETERS

- Assess the material performance over repeated cyclic loading:
- -Life-time predictions
- –Design criteria for maximum cyclic loads
- Tension-Tension cyclic loading
- -Typically follows sinusoidal waveform
- -R-ratio 0.1 @ 3 Hz
- –Ultimate Tensile Stress (UTS) from panel QS measurements and with variability as the standard deviation (std)
- -Stress levels: 50% 90% x (UTS-3*std)







sity

dei

СК

TUFF [0]4



• 75% of UTS 500000 1000000 1500000 2000000

Cycles, N



FATIGUE PERFORMANCE OF [0/90/0] CROSS-PLY TUFF LAMINATE AND COMPARRISON TO LITERATURE



Matrix crack density development in 90° plies of [0/90/0] laminates at ~1 million cycles (• IM7/K3B dots (continuous fiber/thermoplastic) and squares – 3mm IM7/LM-PAEK cross-ply).

IM7/LM-PAEK 3mm has crack zero density (does not microcrack from 0.4% -0.9% strain)



DISCUSSION AND FUTURE WORK

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The maximum fatigue strain applied is ~0.9%.

There is no through-thickness microcracking observed in the sample after 1.5 million cycles.

There is no significant modulus reduction observed up to 1.5 million cycles as shown

Normalized S/N curves of [0]₄ TUFF indicate IM7/PAEK TuFF having higher performance to other thermoplastic composites

TuFF (thickest) gsm cross-ply suppressed/delayed composite has transverse micro cracking up to 1.5 million cycles (max strain $\sim 0.9\%$)

Factors contributing to micro crack suppression:

• High interface strength between the fiber and the resin (~129 MPa)

Higher resin toughness (strain to failure, >40% for LM PAEK vs <10% for K3B/IM7)

• K1c & G1c is higher for LM-PAEK

Future work should focus on more in-depth failure analysis to determine lower length scale failure modes during fatigue loading.