



조합 응력상태의 해석



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선형계의 구조해석



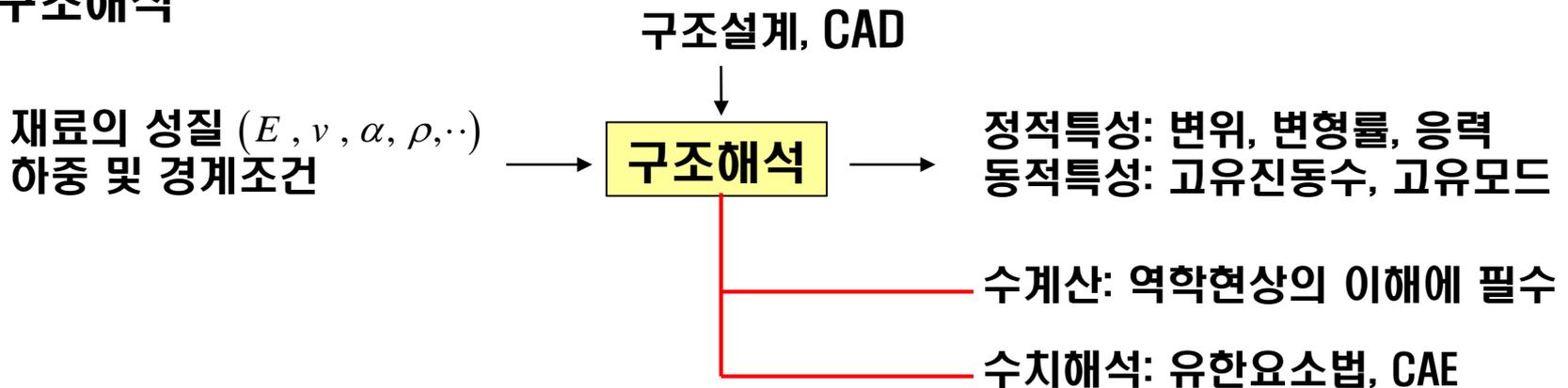
◎ 선형계

- 선형계: 작은 변형, 후크법칙을 따르는 재료
- 중첩의 원리: 각 하중에 대한 결과(변위, 응력)를 각각 구하여 최종적으로 더해 주면 됨

◎ 구조설계

- 구조: 자동차, 선박, 항공기, 일반기계, 전자장치, 건물, 부품 등 목적을 가진 모든 고체
- 설계의 목적: 기능 만족, 품질 고급화, 비용의 최소화, 상황에 따라 무게 최소화 등등
- 설계 시 고려사항: 변위 및 변형률, 응력, 고유진동수, 수명 등등

◎ 구조해석



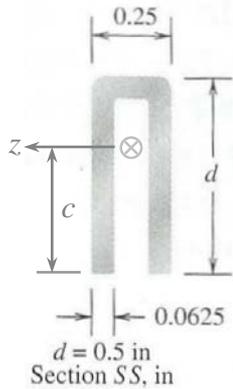
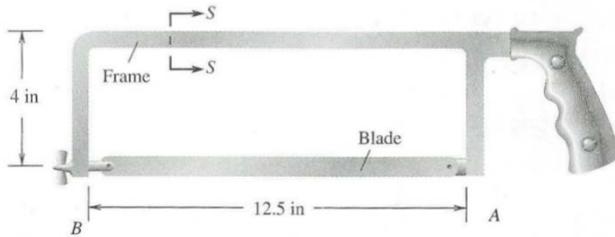


축력과 굽힘모멘트 조합하중



◎ 예제 1

○ 주어진 값과 조건



$$A = 7.03 \times 10^{-2} \text{ in}^2$$

$$I_{zz} = 1.64 \times 10^{-3} \text{ in}^4$$

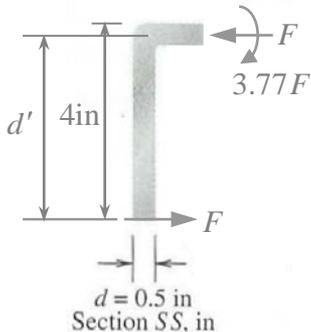
$$c = 0.274 \text{ in}$$

$$d = 0.5 \text{ in}$$

$$d' = 3.77 \text{ in}$$

$$\sigma_a = 30 \text{ ksi}$$

○ 단면에 작용하는 하중의 계산



- 축력 : $-F$

- 굽힘모멘트 : $-3.77F$

○ 응력의 계산

- Axial stress due to F

$$\sigma_{xa} = -\frac{F}{A} = -14.2F$$

- Bending stress

$$\sigma_{xb_{\min}} = -\frac{(-3.77F) \times (-0.274)}{I_{zz}} = -630F$$

- Combined stress

$$\sigma_{x_{\min}} = \sigma_{xa} + \sigma_{xb_{\min}} = -14.2F - 630F = -644F$$

○ 하중 F 의 결정

$$\sigma_{x_{\min}} = -Y \rightarrow -644F = -30 \times 10^3 \text{ lb/in}^2$$

$$\therefore F = 46.6 \text{ lb}$$

○ 설계의 변경[$d = 0.5'' \rightarrow 0.6''$]의 영향

$$A = 8.28 \times 10^{-2} \text{ in}^2, I_z = 2.76 \times 10^{-3} \text{ in}^4$$

$$c = 0.325 \text{ in}, d' = 3.725 \text{ in}$$

마찬가지 방법으로,

$$\sigma_{x_{\min}} = -12.1F - 439F = -30 \times 10^3 \rightarrow F = 66.5 \text{ lb}$$



비틀림모멘트와 축력의 조합하중

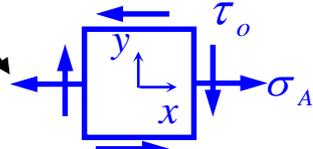


◎ 예제 2

○ 축력에 의한 응력

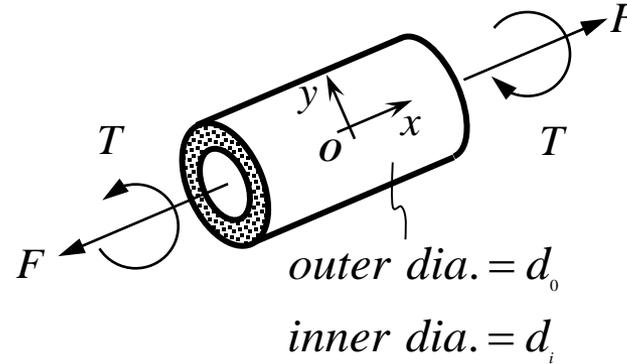
$$\sigma_A = \frac{F}{A}$$

$$\sigma_A = \sigma_x$$



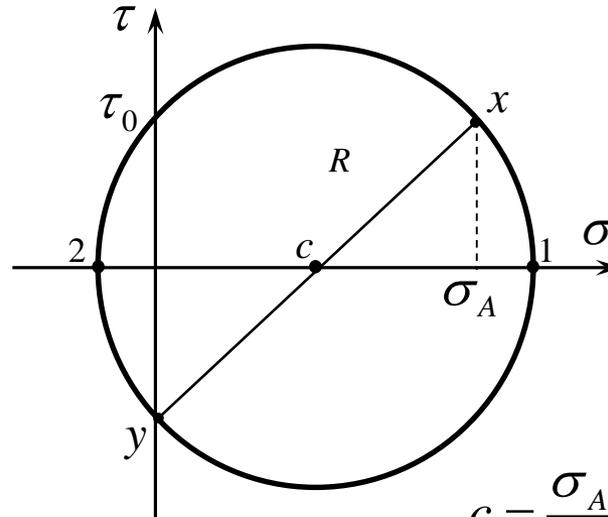
$$\tau_{xy} = -\tau_o$$

$$\tau_o = \frac{T \cdot d_o}{2J}$$



$$J = \frac{\pi}{32}(d_o^4 - d_i^4)$$

$$A = \frac{\pi}{4}(d_o^2 - d_i^2)$$



○ 비틀림모멘트에 의한 응력

$$c = \frac{\sigma_A}{2}$$

$$\tau_{\max} = R = \sqrt{\left(\frac{\sigma_A}{2}\right)^2 + \tau_o^2}$$

$$\sigma_1 = c + R, \sigma_2 = c - R$$



비틀림모멘트와 축력의 조합하중



◎ 예제 3

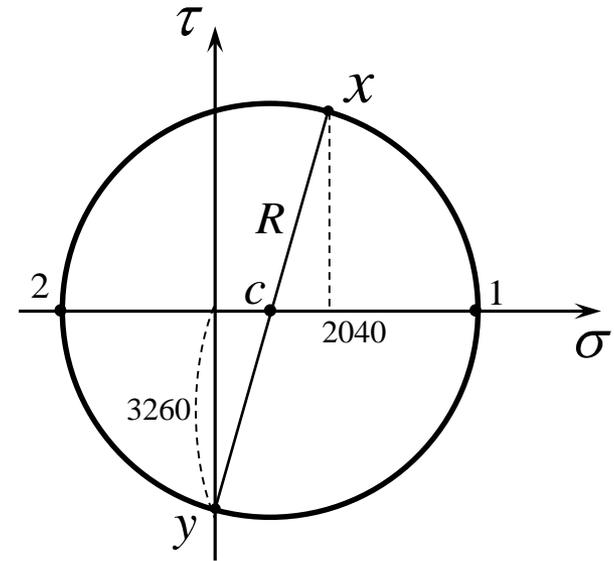
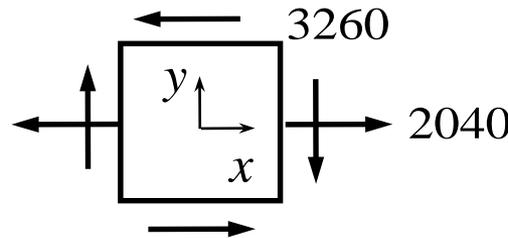
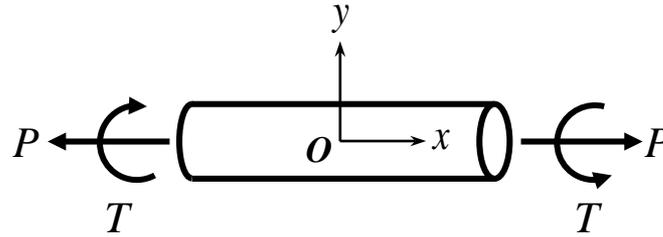
○ 주어진 값

$$d = \frac{5}{16}$$

$$T = 10 \text{ lb}\cdot\text{in}$$

$$P = 100 \text{ lb}$$

○ 문제의 정의 및 좌표계 설정



○ 응력의 계산

$$\sigma_x = \frac{P}{\pi d^2 / 4} \approx 2040 \text{ psi}$$

$$\tau_{xy} = -\frac{Td/2}{\pi d^4 / 32} = -\frac{16T}{\pi d^3} \approx -3260 \text{ psi}$$

$$c = 1020, \quad R = \sqrt{\left(\frac{\sigma_x}{2}\right)^2 + \tau_{xy}^2} \approx 3420$$

○ 주응력과 최대전단응력의 계산

$$\sigma_1 = 2400 \text{ psi} \quad \leftarrow c + R$$

$$\sigma_2 = -4440 \text{ psi} \quad \leftarrow c - R$$

$$\tau_{\max} = R = 3420 \text{ psi}$$



비틀림모멘트와 축력의 조합하중



◎ 예제 4

○ 주어진 값 또는 조건

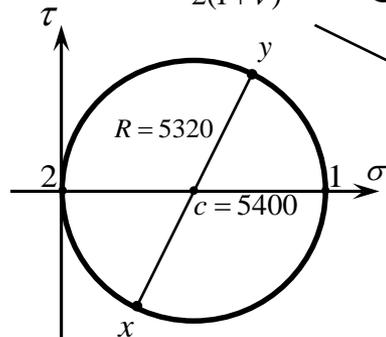
$$\left(\begin{array}{l} \varepsilon_a = 48 \times 10^{-6}, \quad \varepsilon_b = 343 \times 10^{-6}, \quad \varepsilon_c = 204 \times 10^{-6} \\ E = 30 \times 10^6 \text{ psi}, \quad \nu = 0.3, \quad d_o = 12", \quad t = 0.125" \end{array} \right)$$

○ 측정된 변형률로부터 응력의 계산

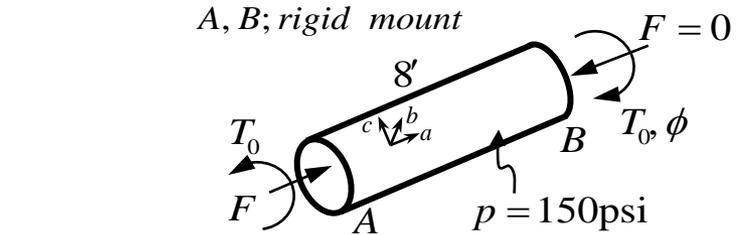
$$\left(\begin{array}{l} \varepsilon_{x'}(0) = \varepsilon_x = \varepsilon_a \\ \varepsilon_{x'}(45^\circ) = \frac{\varepsilon_x + \varepsilon_y}{2} + \frac{\gamma_{xy}}{2} = \varepsilon_b \\ \varepsilon_{x'}(90^\circ) = \varepsilon_y = \varepsilon_c \end{array} \right) \begin{array}{l} \varepsilon_{x'} = \frac{\varepsilon_x + \varepsilon_y}{2} + \frac{\varepsilon_x - \varepsilon_y}{2} \cos 2\theta \\ \quad + \frac{\gamma_{xy}}{2} \sin 2\theta \end{array}$$

$$\left(\begin{array}{l} \varepsilon_x = 48 \times 10^{-6}, \quad \varepsilon_y = 204 \times 10^{-6} \\ \gamma_{xy} = 434 \times 10^{-6} \end{array} \right)$$

$$\left(\begin{array}{l} \sigma_x = \frac{E}{1-\nu^2} (\varepsilon_x + \nu \varepsilon_y) = 3600 \text{ psi} \\ \sigma_y = \frac{E}{1-\nu^2} (\varepsilon_y + \nu \varepsilon_x) = 7200 \text{ psi} \\ \tau_{xy} = \frac{E}{2(1+\nu)} \gamma_{xy} = 5010 \text{ psi} \end{array} \right)$$



$$G = \frac{E}{2(1+\nu)}$$



○ 내압에 의한 응력의 계산

$$\sigma_H = \frac{rp}{t} = 7200 = \sigma_y, \quad \sigma_A = \frac{\sigma_H}{2} = 3600 = \sigma_x$$

○ 전단응력을 이용한 비틀림모멘트의 결정

$$\begin{aligned} T_0 &= \frac{2\tau_{xy}J}{d_o} = \frac{2 \times 5010}{12} \times \frac{\pi}{32} \times (12^4 - 11.75^4) \\ &= 137 \text{ kip}\cdot\text{in} = 137 \times 10^3 \text{ lb}\cdot\text{in} \end{aligned}$$

○ 기타

$$\phi = \frac{T_0 L}{GJ} = \frac{(137 \times 10^3) \times 8 \times 12}{(11.5 \times 10^6) \times 164.4} = 6.96 \times 10^{-3}$$

$$\sigma_1 = 10720 \text{ psi}, \quad \sigma_2 = 80 \text{ psi}, \quad \sigma_3 = 0$$

$$\tau_{\max} = \frac{\sigma_1 - \sigma_3}{2} = 5360 \text{ psi}$$



굽힘모멘트와 비틀림모멘트의 복합하중



◎ 예제

$J = 2I_{zz}$
 $\tau_{\theta z} = \frac{Tr}{2I_{zz}}, \sigma_{xy} = -\frac{M_b y}{I_{zz}}$
 $I_{zz} = \frac{\pi}{60}(d_o^4 - d_i^4)$

⑤ At E $\begin{pmatrix} \sigma_x = -\sigma_0 \\ \tau_{xz} = \tau_0 \end{pmatrix}$

○ 가장 취약한 부위는 점 B 와 점 E 임

① At A $\begin{pmatrix} \sigma_x = 0 \\ \tau_{xy} = -\tau_0 \end{pmatrix}$

② At B $\begin{pmatrix} \sigma_x = \sigma_0 \\ \tau_{xz} = -\tau_0 \end{pmatrix}$

③ At C $\begin{pmatrix} \sigma_x = 0 \\ \tau_{xy} = 0 \end{pmatrix}$

④ At D $\begin{pmatrix} \sigma_x = 0 \\ \tau_{xy} = \tau_0 \end{pmatrix}$

$\sigma_0 = \frac{M_b r_0}{I_{zz}}$
 $\tau_0 = \frac{Tr_0}{2I_{zz}}$

$R = \sqrt{\sigma_0^2/4 + \tau_0^2}$
 $\sigma_1 = \frac{\sigma_0}{2} + R, \sigma_2 = \frac{\sigma_0}{2} - R$
 $\sigma_3 = 0$

○ 항복이론의 적용

$\tau_{\max} = R = \frac{Y}{2} \rightarrow \sqrt{\left(\frac{M_b r_0}{2I_{zz}}\right)^2 + \left(\frac{Tr_0}{2I_{zz}}\right)^2} = \frac{Y}{2}$ (Tresca)

$\bar{\sigma} = Y \rightarrow \sqrt{\frac{1}{2}\left[4R^2 + R^2 + \frac{\sigma_0^2}{4} + R^2 + \frac{\sigma_0^2}{4}\right]} = \sqrt{\sigma_0^2 + 3\tau_0^2} = Y$ (von Mises)

$\bar{\sigma} = Y \rightarrow \sqrt{\frac{1}{2}\left[(\sigma_1 - \sigma_2)^2 + (\sigma_2 - \sigma_3)^2 + (\sigma_3 - \sigma_1)^2\right]}$

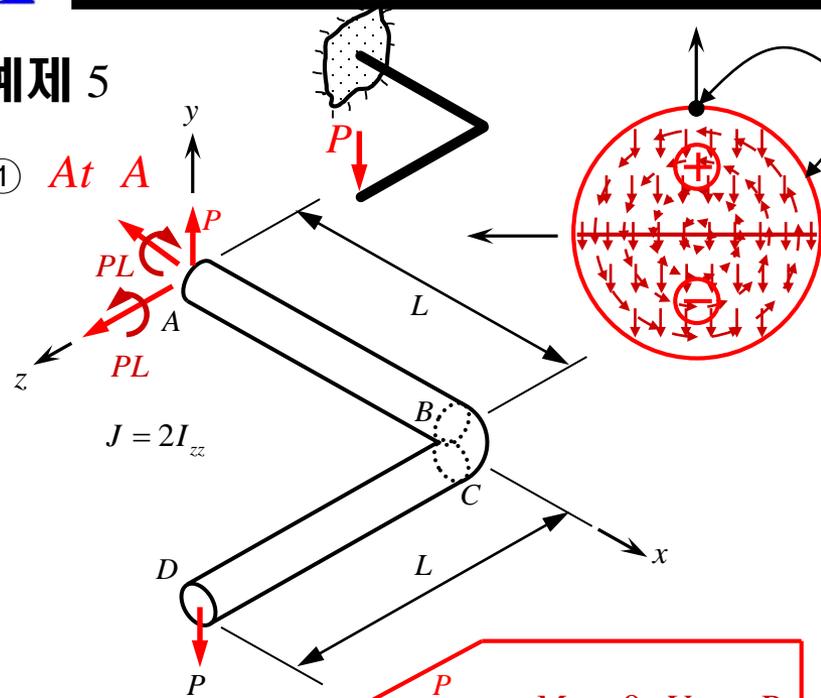


굽힘모멘트와 비틀림모멘트의 복합하중



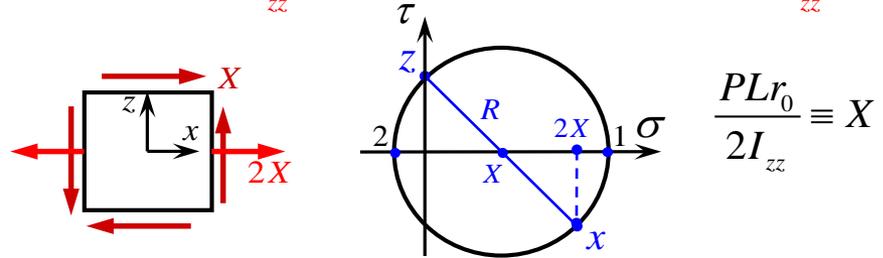
◎ 예제 5

① At A



$$M_b = -PL, V = -P, M_t = PL$$

$$\sigma_x = -\frac{(-PL) \times r_0}{I_{zz}} \equiv 2X, \tau_{xy} = 0, \tau_{xz} = \frac{PLr_0}{2I_{zz}} = X$$



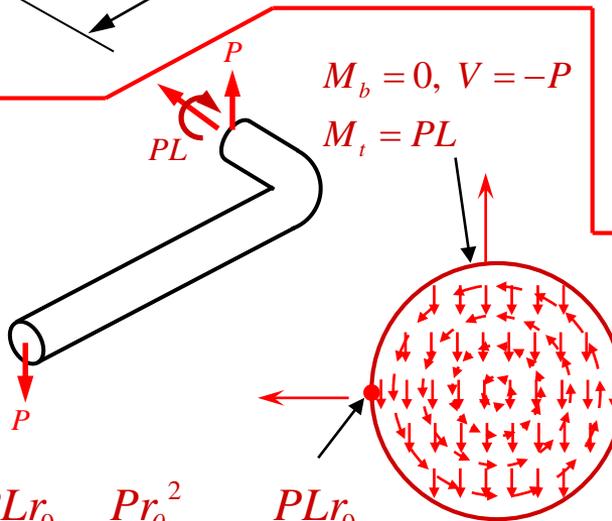
$$R = \sqrt{X^2 + X^2} = \sqrt{2}X, c = 2X/2 = X$$

$$\sigma_1 = c + R = (1 + \sqrt{2})X, \sigma_2 = (1 - \sqrt{2})X$$

$$\tau_{\max} = \frac{Y}{2} \rightarrow \sqrt{2}X = \frac{Y}{2} \rightarrow \frac{\sqrt{2}PLr_0}{2I_{zz}} = \frac{Y}{2} \rightarrow P = \frac{\sqrt{2}I_{zz}Y}{2PLr_0}$$

$$\bar{\sigma} = \sqrt{\frac{1}{2} [8 + 2(1+2)X^2]} = \sqrt{7}X = Y \rightarrow P = \frac{2\sqrt{7}I_{zz}Y}{7PLr_0}$$

② At B



$$M_b = 0, V = -P$$

$$M_t = PL$$

$$\tau_{xy} = -\frac{PLr_0}{2I_{zz}} - \frac{PQ}{2r_0I_{zz}}$$

$$Q = \frac{\pi r_0^2}{2} \cdot y = \frac{2r_0^3}{3}$$

$$-y = \frac{2 \int_0^{r_0} y \sqrt{r_0^2 - y^2} dy}{\pi r_0^2 / 2} = \frac{4r_0}{3\pi}$$

$$\tau_{xy} = -\frac{PLr_0}{2I_{zz}} - \frac{Pr_0^2}{3I_{zz}} \approx -\frac{PLr_0}{2I_{zz}}$$

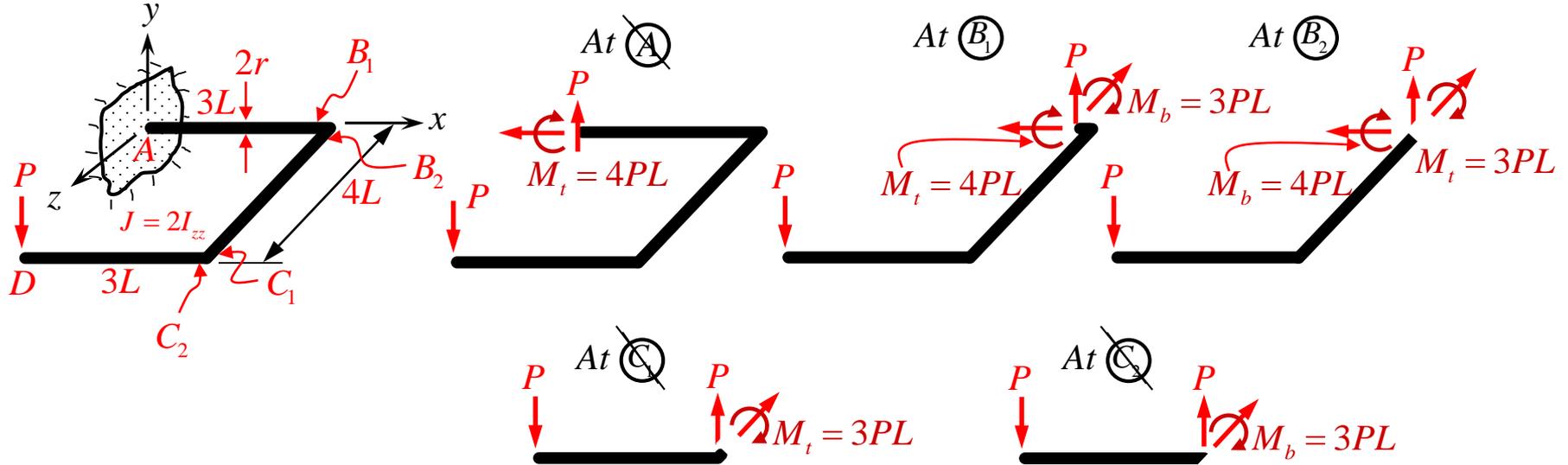
점 B 보다 점 A 에 큰
응력이 작용하므로
점 A 에서 먼저 항복
이 발생함. 설계 시, 전
단력 무시 가능



굽힘모멘트와 비틀림모멘트의 복합하중



◎ 예제



○ 소성변형 후보 점 간의 상대 비교

- 점 (A) 보다 점 (B1)이 위험하다. 굽힘모멘트 $3PL$ 이 추가되었기 때문이다.
 - 점 (C1) 보다 점 (B2)가 위험하다. 굽힘모멘트 $4PL$ 이 추가적으로 작용하기 때문이다.
 - 점 (C2) 보다 점 (B1)이 위험하다. 점 (B1)에 비틀림모멘트 $4PL$ 이 더 작용하기 때문이다.
- ∴ 점 (B1)과 점 (B2) 중의 하나에서 초기항복이 발생한다.

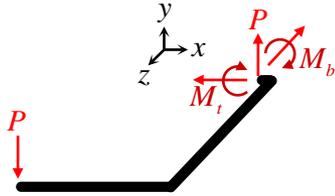


굽힘모멘트와 비틀림모멘트의 복합하중



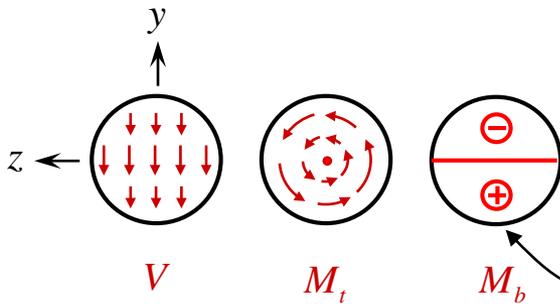
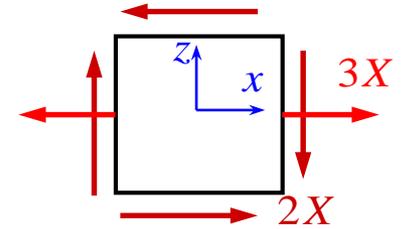
◎ 점 B₁ 에서

○ 하중 및 응력:



$$V = -P, \quad M_t = 4PL, \quad M_b = 3PL$$

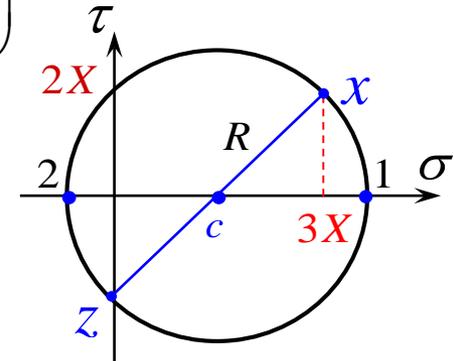
$$\left(\begin{array}{l} \sigma_x = \frac{M_b r}{I_{zz}} = \frac{3PLr}{I_{zz}} = 3X \\ \tau_{xz} = -\frac{4PLr}{2I_{zz}} = -2X \end{array} \right)$$



$$X \equiv \frac{PLr}{I_{zz}}$$

$$J = 2I_{zz}$$

Weak point



○ Tresca yield criterion

$$\tau_{\max} = \frac{Y}{2} \rightarrow \frac{PLr}{I_{zz}} = \frac{Y}{5} \rightarrow P = \frac{I_{zz} Y}{5Lr} = 0.2 \frac{I_{zz} Y}{Lr}$$

$$R = \sqrt{1.5^2 + 2^2} X = \frac{5}{2} X, \quad c = \frac{3}{2} X$$

$$\sigma_1 = c + R = 4X$$

$$\sigma_2 = c - R = -X$$

○ von Mises yield criterion

$$P_{Mises} \geq P_{Tresca}$$

$$\bar{\sigma} = Y \rightarrow \sqrt{21} \frac{PLr}{I_{zz}} = Y \rightarrow P = 0.21 \frac{I_{zz} Y}{Lr}$$

$$\bar{\sigma} = \sqrt{\frac{1}{2} [25 + 16 + 1]} X^2 = \sqrt{21} X$$

$$\tau_{\max} = \frac{\sigma_1 - \sigma_2}{2} = \frac{5}{2} X$$