

*To my dear beautiful mother, my dear decent father, my beloved wife,
and my lovely daughter.*

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ABSTRACT

In optimal design of thick-walled cylinder, there are two main objectives to be achieved, increasing its strength-to-weight ratio and extending its fatigue life. This can be achieved by generating a residual stress field in the cylinder wall prior to use, a process known as autofrettage. Two different cylindrical components are proposed in this study; a plain and a stepped thick-walled cylinders. They are modelled using two-dimensional axisymmetric elements, and analysed for optimisation of autofrettage pressure and fatigue life. A Finite Element (FE) Method using ABAQUS is carried out on the cylinders to develop a procedure in which the autofrettage process is determined numerically, resulting in a reduced maximum equivalent stress distribution. Cylindrical pressure vessels often have a fluctuating internal pressure load and can fail through fatigue. For this purpose a fatigue life evaluation of the cylinders is performed, using FE-SAFE, to evaluate the structural integrity of autofrettaged vessels. A technique for elastic-plastic analysis of thick-walled cylinder under internal operating pressure is proposed where the performance of the cylinders is evaluated for different levels of autofrettage. The results reveal three scenarios in the design of thick-walled cylinders. For maximum load carrying capacity, non-autofrettage is suitable when, in service, the whole wall thickness will be yielded. Full autofrettage is suitable when, during subsequent operation, yielding is limited at the inner surface. Optimum autofrettage of the cylinder is suitable if a minimum equivalent stress is to be achieved. FE simulation shows that the effect of external step on the optimum autofrettage is not significant. Experiments are carried out to validate the numerical results of residual stress. There is a good agreement between the FE simulation and the strain measurements. In fatigue analysis, the fatigue life initially increases with autofrettage level, reaching a maximum optimum level and then decreases. The optimum autofrettage leads to an optimum fatigue life which is found to be about 3.24 times greater than non-autofrettaged cylinders. The analytical solutions are compared to numerical results and a very good correlation in form and magnitude is obtained.

ABSTRAK

Dalam rekabentuk optimum silinder berdinding tebal, terdapat dua objektif utama yang perlu dicapai, iaitu menambah nisbah kekuatan terhadap berat dan melanjutkan jangka hayat lesunya. Ini dapat dicapai dengan mewujudkan medan tegasan baki dalam dinding silinder melalui proses 'autofrettage'. Dua struktur silinder berbeza telah dicadangkan dalam kajian ini iaitu silinder biasa dan silinder bertangga. Struktur ini telah dimodelkan menggunakan elemen paksi simetrik dua dimensi dan telah dianalisis untuk tahap optimum tekanan 'autofrettage' dan jangka hayat lesunya. Perisian Kaedah Unsur Terhingga ABAQUS telah diaplikasikan ke atas silinder bagi membentuk prosedur di mana proses 'autofrettage' dibangunkan dari kaedah berangka, yang akan menghasilkan pengurangan agihan tegasan maksimum. Tabung tekanan berbentuk silinder selalunya mempunyai tekanan dalaman yang berkitar, dan boleh mengalami kegagalan lesu. Bagi tujuan ini, penilaian terhadap jangka hayat lesu silinder ditentukan dengan menggunakan FE-SAFE bagi menentukan keselamatan silinder yang telah di 'autofrettage'. Analisis elastik-plastik di bawah tekanan kerja telah dicadangkan, dimana prestasi silinder akan dinilai pada tahap 'autofrettage' yang berlainan. Hasil kajian menunjukkan tiga senario dalam rekabentuk silinder berdinding tebal. Untuk menampung tekanan yang paling tinggi, ketiadaan 'autofrettage' adalah sesuai, di mana keseluruhan ketebalan dinding silinder mengalami alahan. 'Autofrettage' penuh sesuai apabila dalam penggunaan, alahan berlaku pada permukaan dalaman. Seterusnya, 'autofrettage' optimum sesuai digunakan apabila tegasan minimum diperlukan. Kaedah eksperimen telah dijalankan bagi mengesahkan hasil kaedah berangka tegasan baki. Terdapat hubungan baik di antara simulasi FE dan pengukuran terikan. Dalam analisis lesu, pada permulaan, jangka hayat lesu meningkat dengan peningkatan tahap 'autofrettage', kemudian mencapai tahap optimum dan kemudiannya akan merosot. Tahap optimum 'autofrettage' membawa kepada jangka hayat lesu yang optimum dan kesan tangga keatas 'autofrettage' optimum adalah tidak signifikan. Penyelesaian analitikal dibandingkan dengan hasil kaedah berangka dan ianya mempunyai korelasi yang baik dari segi bentuk dan magnitud.

TABLE OF CONTENTS

CHAPTER	TITLE	PAGE
	DECLARATION	ii
	DEDICATION	iii
	ACKNOWLEDGEMENT	iv
	ABSTRACT	vi
	ABSTRAK	vii
	TABLE OF CONTENTS	viii
	LIST OF TABLES	xiii
	LIST OF FIGURES	xiv
	LIST OF ABBREVIATIONS	xix
	LIST OF SYMBOLS	xx
	LIST OF SUBSCRIPTS	xxi
	LIST OF APPENDICES	xxii
1	INTRODUCTION	1
	1.1 Background of The Problem	1
	1.2 Pressure Vessel Technology	3
	1.3 Problem Identification and Objectives	6
	1.4 Methodology	8
	1.5 Thesis Organization	15

2	LITERATURE REVIEW	17
2.1	Introduction	17
2.2	Autofrettage Procedure	18
2.3	Residual Stresses	22
2.3.1	Introduction	22
2.3.2	Residual Stresses in Thick-Walled Cylinders	22
2.3.3	Residual Stresses and Hardening Rules	24
2.3.4	Residual Stresses and Fatigue	25
2.4	Fatigue Life Prediction	26
2.5	Literature Review Summary	29
3	GENERALIZED CONCEPTS OF STRESS AND STRAIN	30
3.1	Introduction	30
3.2	Stress-Strain Relationships	31
3.2.1	Introduction	31
3.2.3	Lame's Solution	32
3.3	Material Behaviour	37
3.3.1	Elastic-Perfectly Plastic Model	40
3.3.2	Elastic-Linear Work-Hardening Model	40
3.3.3	Elastic-Exponential Hardening Model	41
3.3.4	Ramberg-Osgood Model	41
3.4	Yield Criteria	42
3.4.1	Introduction	42
3.4.2	Tresca Yield Criterion	43
3.4.3	von-Mises Yield Criterion	44
3.5	Hardening Rule	45
3.5.1	Introduction	45
3.5.2	Isotropic Hardening Rule	46
3.5.3	Kinematic Hardening Rule	47

3.6	Fatigue Life Predication	49
3.6.1	Introduction	49
3.6.2	Fatigue Loading	49
3.6.3	General Concept of Fatigue Life Prediction	52
3.6.3.1	Stress Fatigue Approach	52
3.6.3.2	Strain Fatigue Approach	54
3.6.4	Fatigue Life Formulation	54
3.7	Summary	56
4	AUTOFRETTAGE	57
4.1	Introduction	57
4.2	Plain Thick-Walled Cylinder Subjected To Internal Pressure	58
4.3	Yield Criteria	60
4.4	Residual Stresses	65
4.5	Maximum Allowable Internal Pressure of An Autofrettaged Cylinders	72
4.6	Fully Autofrettage Plain Thick-Walled Cylinders	75
4.7	Optimum Autofrettage Pressure	78
4.8	Optimum Autofrettage and Operating Pressure	80
4.9	Summary	83
5	FINITE ELEMENT ANALYSIS	84
5.1	Introduction	84
5.2	Finite Element Method	85
5.3	Finite Element Codes	87
5.4	Numerical Verification of Plain Thick-Walled Cylinder	88
5.4.1	Numerical Modelling	88
5.4.1.1	Meshing The Model	89

5.4.1.2	Loading The Model	91
5.4.2	Optimum Autofrettage Pressure	96
5.5	Numerical Verification of Stepped Thick-Wall Cylinders	96
5.5.1	Numerical Modelling	98
5.5.1.1	Meshing The Model	99
5.5.1.2	Loading The Model	100
5.5.2	Verification of Optimum Autofrettage Pressure	100
5.5.3	Effect of Step Size of Thick-Walled Cylinders on Optimum Autofrettage	106
5.6	Numerical Analysis of Fatigue Life	107
6	EXPERIMENTAL PROCEDURES	109
6.1	Introduction	109
6.2	Heat Treatment	110
6.2.1	Annealing - Background and Concept	110
6.2.1.1	Recovery	111
6.2.1.2	Recrystallization	111
6.2.1.3	Grain Growth	112
6.2.2	Annealing Processes	112
6.3	Strain Gages Techniques	113
6.4	Tensile Test Procedure	113
6.4.1	Introduction	113
6.4.2	Specimen Preparation	114
6.4.3	Tensile Test Procedures	115
6.4.4	Tensile Test Results	116
6.5	Residual Stress Procedure	119
6.5.1	Introduction	119
6.5.2	Specimen Preparation	119
6.5.3	Experimental Set-Up and Testing	122

6.6	Micro-hardness Test	123
6.6.1	Introduction	123
6.6.2	Specimen Preparation	123
6.5.3	Micro-Vickers Hardness Test	124
4.9	Summary	126
7	RESULTS AND DISCUSSION	127
7.1	Introduction	127
7.2	Analytical and FE Simulation of Closed Plain Thick- Walled Cylinder	128
7.3	FE Simulation of Stepped Cylinders	133
7.4	Analytical and FE Fatigue Life Prediction	136
7.5	Experimental Results and Analysis	141
7.6	Summary of Results And Discussion	148
8	CONCLUSIONS AND FUTURE RECOMMENDATIONS	149
8.1	Conclusions	149
8.2	Recommendations for future work	152
	REFERENCES	153
	Appendices A-F	166-179

LIST OF TABLES

TABLE NO.	TITLE	PAGE
4.1	The allowable internal pressure of cylinder to cause internal surface and whole cylinder wall to yield. Cylinder treated with different levels of autofrettage.	77
5.1	Material properties of cylinders	87
5.2	Range of step height ($r_i = 0.1$ m)	106
6.1	Tensile specimen dimensions	115
6.2	Material properties from tensile test	118
7.1	Internal pressure of cylinder to cause internal surface and whole thickness to yield. Cylinder treated with different levels of autofrettage.	129
7.2	optimum autofrettage pressure and radius, with different step values	134
7.3	The strain at $r = r_o$ results, when pressurized cylinder to $P_{a,opt}$.	147
7.4	The residual strain at $r = r_o$ results after cylinder pressurized to $P_{a,opt}$ and then removed.	147

LIST OF FIGURES

FIGURE NO.	TITLE	PAGE
1.1	Scope of the study	7
1.2	(a) Plain and (b)stepped pressurized thick-walled cylinders	9
1.3	Optimum autofrettage procedure of plain thick-walled cylinder	10
1.4	Optimum autofrettage procedures of stepped thick-walled cylinders	11
1.5	Fatigue analysis procedure	13
1.6	Experimental procedure	14
3.1	Cross-section area of cylinder under external and internal pressure	33
3.2	Stress element	33
3.3	Stress-Strain curves	37
3.4	Idealized stress-strain curves	39
3.5	Yield loci for Tresca and von-Mises criteria	43
3.6	Initial and subsequent yield surface in isotropic hardening material	47
3.7	Initial and subsequent yield surface in kinematic hardening material.	48
3.8	Types of fatigue loading: completely reversed, constant amplitude stress, variable amplitude and random amplitude	50
3.9	Cyclic normal stress, constant amplitude with non-zero mean stress	50

3.10	Cyclic normal stress	51
3.11	Schematic of a total strain-life curve	53
4.1	Stress distributions in cylinder due to P_i	60
4.2	von-Mises stresses distribution of plain thick-walled cylinder subjected to internal pressure (Analytical and FE results)	62
4.3	Tresca stresses distribution of plain thick-walled cylinder subjected to internal pressure (FE contours results)	62
4.4	Pressure limits of thick-wall cylinder	64
4.5	Elastic and plastic region of autofrettaged thick-walled cylinder	68
4.6	Residual stress distributions after removal of autofrettage pressure	68
4.7	Total stress distributions of autofrettaged and non-autofrettaged thick-wall cylinder	69
4.8	Total equivalent Tresca stress	69
4.9	Effect of yield criteria on optimum autofrettage radius	71
4.10	Maximum internal pressure to cause inner surface to yield, with different optimum autofrettage levels, using Tresca criterion	73
4.11	Maximum internal pressure to cause the whole wall to yield, with different optimum autofrettage levels, using Tresca criterion	74
4.12	The fully autofrettaged cylinder	76
4.13	Hoop stress distributions of fully autofrettaged cylinder	76
4.14	Allowable internal pressure of a cylinder to cause yielding at inner and whole thickness of cylinder which was treated, none treated and fully autofrettaged	77
4.15	Maximum equivalent stress variation with different autofrettage level	79
4.16	Optimum autofrettage for different values of operating pressure and radius ratio, using Tresca yield criterion.	81

4.17	Maximum operating (yielding the inner surface) and optimum autofrettage pressure for different values of cylinder thickness	82
5.1	Dimensions of plain thick-walled cylinder axisymmetric model	90
5.2	Fine mesh of axisymmetric model	91
5.3	Stress distributions of thick-walled cylinder subjected to internal operating pressure [$P_{opr} = 130$ MPa]	92
5.4	Stress distributions of thick-walled cylinder subjected to internal operating pressure [$P_{opr} = 202$ MPa]	93
5.5	Equivalent von Mises stress distributions of thick-walled cylinder	93
5.6	Residual stress distributions of thick-walled cylinder when an autofrettage pressure [$P_a = 202$ MPa] was applied and then removed.	94
5.7	Stress distributions of thick-walled cylinder subjected to internal operating pressure [$P_{opr} = 130$ MPa] after being autofrettaged	95
5.8	Simulation results showing that the optimum autofrettage pressure $P_{a,opt}$ and radius $r_{a,opt}$ of thick-walled cylinders depends on an operating pressure	97
5.9	Axisymmetric section and dimensions of stepped thick-walled cylinder model	98
5.10	(a) Meshing of stepped cylinder. (b) Refined meshing of step area	99
5.11	Stress distributions of stepped thick-walled cylinder subjected to internal operating pressure [$P_{opr} = 130$ MPa]	101
5.12	Residual stress distributions of thick-walled cylinder when an autofrettage pressure [$P_a = 202$ MPa] was applied and then removed.	102

5.13	Stress distributions of thick-walled cylinder subjected to internal operating pressure [$P_{opr} = 130 \text{ MPa}$] after being autofrettaged.	103
5.14	Equivalent von-Mises stress of stepped thick-walled cylinder (A) before autofrettage (B) residual (V) after being treated.	104
5.15	von-Mises equivalent stresses distribution in cylinder wall, with different autofrettage levels. ($t/h = 10$).	104
5.16	Locus of maximum equivalent von-Mises stress in cylinder wall, with different autofrettage levels. ($t/h = 10$).	105
5.17	Locus of maximum equivalent von-Mises stress in cylinder wall, with different autofrettage levels. ($t/h = 5$).	105
6.1	Control of temperature during annealing process	112
6.2	Characteristics of the engineering stress-strain curve	114
6.3	Tensile specimen dimensions	115
6.4	Location of the strain gage in the surface of tensile test specimen	116
6.5	Specimen failed after tensile test	117
6.6	Stress-strain curve using experimental data	117
6.7	Stress-strain curves using experimental data	117
6.8	Longitudinal to Transverse strain curves	118
6.9	Stress-strain curve using extensometer data	120
6.10	Plain and step thick-walled cylinders specimens	120
6.11	Details of cylinder accessories	121
6.12	Strain gauges installed on the outer surface of cylinder	122
6.13	Samples preparation for micro hardening test	125
6.14	Indentations points on Micro-hardness samples	126
7.1	Internal pressure of pressurized thick-walled cylinder, using Tresca yield criteria	130
7.2	Occurrence of a minimum of the maximum equivalent Tresca stress	132

7.3	The relation between operating pressure and optimum autofrettage radius	133
7.4	The effect of step on optimum autofrettage pressure	135
7.5	The effect of step on optimum autofrettage radius	135
7.6	Worst fatigue life of plain and stepped thick-walled cylinder	137
7.7	Effect of autofrettage pressure on worst fatigue life. Cylinder with $t/h=5$	137
7.8	The LOG life contour of stepped thick-walled cylinder (a) before treatment (b) After autofrettage treatment.	138
7.9	Optimum autofrettage pressure and optimum fatigue life, of stepped thick-walled cylinder	139
7.10	Optimum autofrettage pressure and optimum fatigue life of plain thick-walled cylinder	140
7.11	Comparison between analytical, experimental and numerical hoop strains of plain cylinder.	142
7.12	Comparison between analytical, experimental and numerical axial strains of plain cylinder.	142
7.13	Comparison between analytical, experimental and numerical residual strains at the outer surface of plain cylinder.	143
7.14	Comparison between experimental and numerical axial strains of stepped cylinder.	143
7.15	Comparison between experimental and numerical hoop strains of stepped cylinder.	144
7.16	Comparison between experimental and numerical hoop and axial residual strains at the outer surface of stepped cylinder	144
7.17	Plastic strain	146
7.18	Micro-hardness results of cylinders before and after autofrettaged	146

LIST OF ABBREVIATIONS

ABBREVIATION		DISCRIPTION
2D	-	Two-Dimensional
3D	-	Three-Dimensional
FEM	-	Finite Element Method
FEA	-	Finite Element Analysis
FDM	-	Finite Different Method
FVM	-	Finite Volume Method
HCF	-	High Cyclic Fatigue
LCF	-	Low Cyclic Fatigue
LCT	-	Lower Critical Temperature
XRD	-	X-Ray Diffraction techniques
CNC	-	Computer Numerical Control
ASTM	-	American Society for Testing and Materials

LIST OF SYMBOLS

SYMBOL	-	DISCRIPTION
P	-	Pressure
r	-	Radius
t	-	Thickness
k	-	Outer/Inner Radius Ratio
m	-	Autofrettaged/Inner Radius Ratio
n	-	Operating Pressure/Yield Stress ratio
σ	-	Stress
τ	-	Shear Stress
R	-	Residual
T	-	Total
c	-	Fatigue Ductility Exponent
ϵ'_f	-	Fatigue Ductility Coefficient
σ_m	-	Mean Stress in Cycle
$\Delta\epsilon$	-	Applied Strain Range in Cycle
N_f	-	Cycles to Failure
σ'_f	-	Fatigue Strength Coefficient
$\Delta\sigma$	-	Applied Stress Range in Cycle
b	-	Fatigue Strength Exponent
H, h	-	Step height of cylinder.

LIST OF SUBSCRIPTS

SUBSCRIPTS		DISCRIPTION
i	-	inner
o	-	outer
a	-	autofrettage
r	-	radial
θ	-	hoop
z	-	axial
y	-	yield
p	-	plastic
e	-	elastic
1,2,3	-	principal directions
opt	-	optimum
opr	-	operating
max	-	maximum
min	-	minimum
Tr	-	Tresca
vM	-	von-Mises

LIST OF APPENDICES

APPENDIX	TITLE	PAGE
A	ABAQUS USER INTERFACE WINDOWS	166
B	FE-SAFE USER INTERFACE WINDOWS	168
C	PIPING COMPONENTS AND ENGINEERING DRAWINGS	169
D	STRAIN GAUGES SPECIFICATIONS	174
E	EXPERIMENTAL EQUIPMENT	175
F	RESEARCH PUBLICATIONS	178

CHAPTER 1

INTRODUCTION

1.1 Background of The Problem

As the economic and environmental push for conservation of raw materials and weight reduction of components continue, engineering design will continue to move towards strong and safer components with more efficient use of material strength. Due to the ever-increasing industrial demand for axisymmetric pressure vessels which have had wide applications in chemical, nuclear, fluid transmitting plants, power plant, pipeline, and military equipment, the attention of designers has been concentrated on this particular branch of engineering. The increasingly scarce material and higher cost have led researchers not to confine themselves to the customary elastic regime but attracted their attention to the elastic-plastic approach which offers more efficient use of material.

Analytical solutions of thick-walled cylinders become complicated because of the non-linear stress-strain relation. When a thick-walled cylinder is internally pressurised the internal surface is the most highly stressed part of the cylinder. With further increase in pressure, the inner surface begins to yield and the yield surface begins to propagate along the thickness of the vessel, until it reaches the outer surface. When the cylinder material is entering the plastic regime, the material begins to strain harden. When the weakening caused by yielding exceeds the strengthening caused by strain hardening, the cylinder will fail at the maximum ultimate pressure [1].

Autofrettage is a plastic deformation process caused by imposing a very high internal pressure, resulting in compressive and tensile hoop residual stresses at the inside and outside surfaces of the cylinder, respectively. These result in increased load carrying capacity, gross resistance to fatigue and inhibit the rate of crack propagation [2]. The autofrettage process introduces favourable residual compressive stresses in the region of expected high tensile stresses. This process has allowed a higher service pressure in the vessel and has decreased cylinder susceptibility to inner surface cracking.

Residual stresses are defined as stresses that exist within a body in the absence of external loading. Such stresses are the result of a field of inhomogeneous strains within the body. The elastic constraints of material surrounding the inhomogeneous strain leads to the residual stress field within the body and geometric changes in the body are necessitated by the requirements of force equilibrium. There are numerous methods of introducing residual stress into mechanical component; they include shot peening; interference fit fastening, low plasticity burnishing, laser shock peening, tensile overloading, cold expansion, and autofrettage. It is well known that autofrettage process creates residual stresses in the wall of thick cylinders. Depending upon their nature, these residual stresses can have significant effects upon cylinder life by influencing fatigue, creep, and stress corrosion cracking resistance. On the other hand, autofrettage induced residual stresses can have detrimental effects upon thick-walled cylinders because autofrettage process reduce the maximum internal pressure to cause the whole wall thickness of cylinder to yield. Thus, it is of significant industrial importance to predict the nature of autofrettage

induced residual stresses in a cylinder, based upon the autofrettage pressurised conditions and material behaviours [3]

Fatigue is the source of at least half of all mechanical failures [4]. Fatigue problem is complex and not fully understood, but it is very important in the design of mechanical systems. Fatigue is especially of interest to the pressurised equipment industry. For cylinders that are designed to operate at the envelope of strength, those that experience cyclic loading, in an aggressive atmosphere or any combination of these, autofrettage induced residual stresses can have profound effects by limiting fatigue failure. Fatigue cracks generally form and propagate at the inner surface of a thick-walled cylinder subjected to cyclic internal operating pressure, where the maximum tensile hoop stress occurs.

The cylindrical vessel part usually has a fluctuating internal operating pressure load and may fail by fatigue loads. Many studies have investigated plain thick-walled cylinders based on the minimization of maximum stress to improve the cylinder lifetime. In this study, an autofrettage process technique is developed to obtain optimum stress redistribution under fatigue loads.

1.2 Pressure Vessel Technology

The origin of high pressure technology can be traced back to the fourteenth century when the first known cannons were invented. Today, high pressure technology has developed from early basic science to major applications that have driven the technology. The advances of high pressure technology were based on the theoretical understanding of thick-walled cylinder subjected to internal pressure. Thick-walled cylinders subjected to high internal operating pressure are widely used in various industries. In general, vessels under high internal require a strict analysis for an optimum design for reliable and secure operational performance. Efforts have

been continually made to obtain a thorough understanding of the behaviour of the pressurized thick-walled cylinder and to increase reliability of design.

Pressure vessels and thick-walled cylinders are one of the most important and expensive engineering components. Their usage ranges from simple design air bottles and liquid petroleum gas (LPG) to highly sophisticated designs of artillery gun barrels, ballistic missiles and nuclear reactors. Safety consideration is an important issue and during designing and manufacturing of these parts, quality must be assured. To accomplish this, proof pressure, non-destructive inspection, destructive testing, modelling and simulation techniques are extensively used [5].

Failure analysis and failure prevention are important functions in all engineering disciplines. The materials engineer often plays a lead role in the analysis of failures, whether a component or product fails in service or if failure occurs in manufacturing or during production processing. One must determine the cause of failure to prevent future occurrence, and to improve the performance of the component or structure. Nowadays, designers are demanding for high quality with low cost, more importantly, a product with high reliability and safety to reduce the warranty cost. Therefore, improving the limits of safety and reliability of pressurized components is an important challenge for pressure vessel designer. The human cost of failed structures has been documented throughout history by accidents ranging from airline disasters to catastrophic bridge and building collapse.

Design optimization using only a sizing design variable is fairly straightforward to implement: the shape of the structure remains unchanged so that no refinement or modification is required for the finite element geometry model. As a consequence, it is easy in this case, to implement design sensitivity analysis. However, there exists an important class of structural design problems in which the shape of the structure has to be determined. Most engineering components contain discontinuities in their geometric features. These cross-sectional changes appear in many forms such as fillets, threads, holes and steps. These notches are locations where high localized stresses and associated strains are induced and therefore their effects, in the form of stress or strain concentrations, must be considered in the

design assessment of these components, especially when subjected to variable or cyclic loading.

A few published studies have examined the boundary shape of two-dimensional plane problems and very little work has been published about shape effect of axisymmetric thick-walled cylinder under the action of internal pressure [6, 7, and 8]. The aim of the present study is to determine the increase in the load-carrying capacity and fatigue life which could potentially be achieved in nonstandard pressure cylinder geometries. The results described here contribute to a better understanding of the role geometric discontinues play in reducing the strength of autofrettaged pressurized stepped thick-wall cylinders. Further, this research opens up investigation on the optimization of autofrettage pressure in cylindrical-shaped vessels based on load-carrying capacity. In this study, a procedure for optimizing the performance of plain autofrettaged axisymmetric pressurized thick-walled cylinders with respect to stress re-distribution in critical stepped area is described using the numerical computer simulation analysis packages ABAQUS, and FE-SAFE.

In the design and analysis of components, it has become increasingly important to develop methods that are less sophisticated, more understandable, and easy to apply, but adequately accurate. Design of components such as high pressure thick-walled cylinder in mechanical and general industries requires elastic-plastic analysis. One reason for this is the need to accurately predict residual stresses. Compressive residual stresses in many applications such as autofrettage of cylinders, apart from increasing the pressure capacity of the component, enhance the component fatigue life. The presence of these beneficial residual stresses reduces the probability of crack initiation and slows the growth of fatigue cracks.

The theory of plasticity is not fully exploited by practicing engineers because of the difficulties in applying these mathematically sophisticated techniques. Usually it takes considerable effort to understand and implement techniques for plastic analysis. In most cases, industries are not convinced of the resulting economy and hence consider such analysis unaffordable. Alternative methods of elastic-plastic analysis have attracted special attention recently. These methods provide simpler

techniques to approximate the elastic-plastic behaviour of components and therefore are more attractive to practicing engineers.

1.3 Problem Identification and Objectives

Industrial pressure vessels are usually structures with complex geometry containing numerous geometrical discontinuities and are often required to perform under complex loading conditions such as internal pressure, external force, and thermal load. Cylinders subjected to high internal pressure are widely used as elements of many important constructions. Optimization has become a significant area of development, both in research and practice, in mechanical and structural design. The growing importance of residual stresses in thick-walled cylinders demands an understanding of the autofrettage process and the development of serviceable model for the prediction of autofrettage-induced residual stresses from conventional processes such as pressurizing.

The main objective of the current research is to find the optimum condition of “re-distribution of stresses” of plain and external stepped pressurized thick-walled cylinders which are subjected to an operating internal pressure. The procedure includes analyzing the effect of the residual stresses, which is created by autofrettage process, on radial and tangential hoop stresses, leading to optimum performance, and to the optimum fatigue life. The major steps of this research, for both plain and stepped thick wall cylinders are delineated below:

- To formulate the autofrettage procedures.
- To prove analytically and by simulation that the optimum autofrettage pressure leads to optimum total stress re-distribution in thick-walled cylinder, when an internal operating pressure as specified.
- To find the effect of optimum autofrettage on the performance of thick-walled cylinder.

- To determine the effect of the step height of stepped thick-walled cylinder on optimum autofrettage pressure and radius.
- To validate the effect of residual stresses caused by optimum autofrettage process on pressurizing limits and fatigue life prediction of thick-walled cylinders.
- To establish the fatigue life prediction of thick-walled cylinders which are not treated and treated with optimum autofrettage pressure.

In this research, an effort has been made to determine an analytical and numerical finite element solution that most closely represents the actual thick-walled cylinder autofrettage process. The flow chart in Figure 1.1 describes the major scope of the current research.

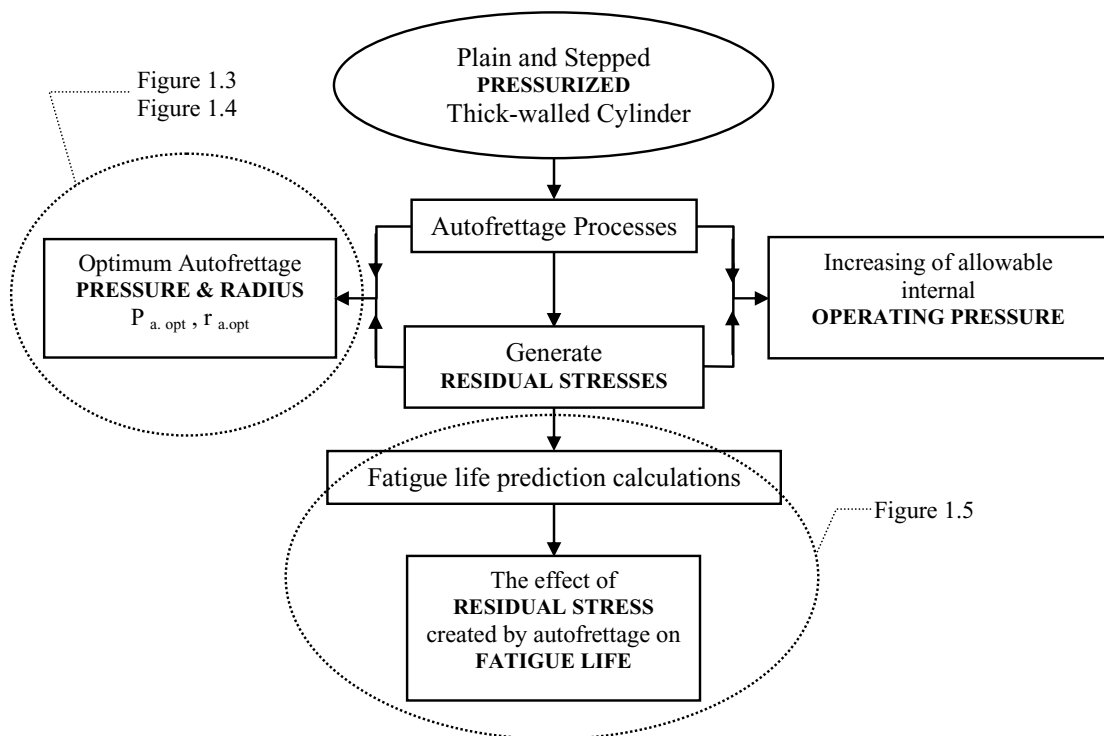


Figure 1.1: Scope of the study

1.4 Methodology

The goals are mainly achieved by analytical procedures which are then verified by experimental investigation and finite element method. This research covers the study of stress distribution and re-distribution of plain and externally stepped thick-walled cylinders, subjected to cyclic internal operating pressure after being autofrettaged. These geometry and sample used for the components are shown in Figure 1.2. The numerical method of analysis is carried out by using the finite element method ABAQUS package, and for fatigue life prediction, the FE-SAFE package is used. The research methodology flowcharts systematically highlighting the major work of the study, are shown in Figures 1.3, 1.4, and 1.5

Figure 1.3 describes the process for obtaining the optimum autofrettage pressure and radius, for plain thick-walled cylinder which was subjected to a known operating pressure. Because the analytical solutions for stepped thick-walled cylinder are not available, only the numerical approach was used. The focus of this study was to investigate the effect of various step heights on the optimum autofrettage pressure and radius, as shown in Figure 1.4.

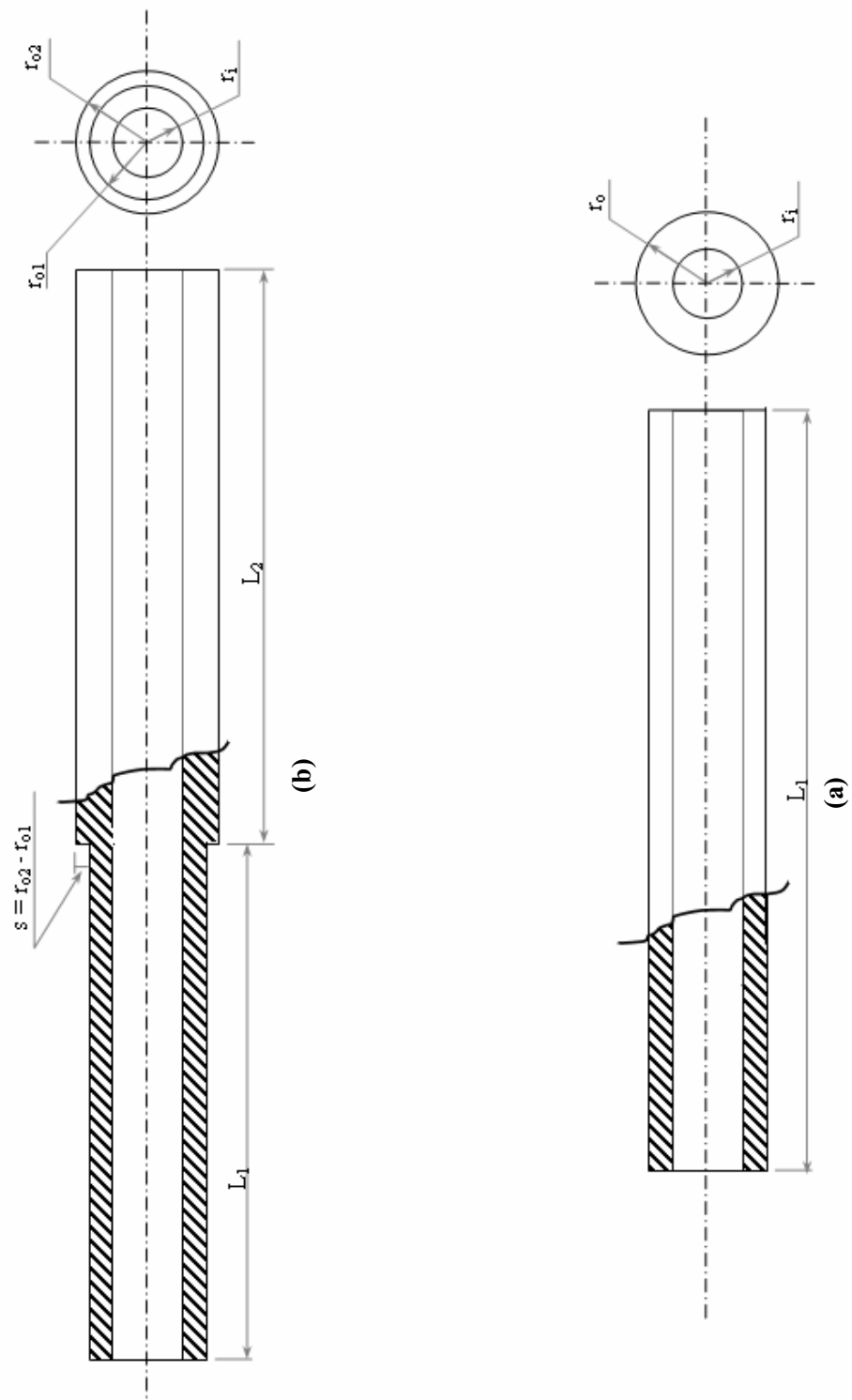


Figure 1.2: (a) Plain and (b) stepped pressurized thick-walled cylinders

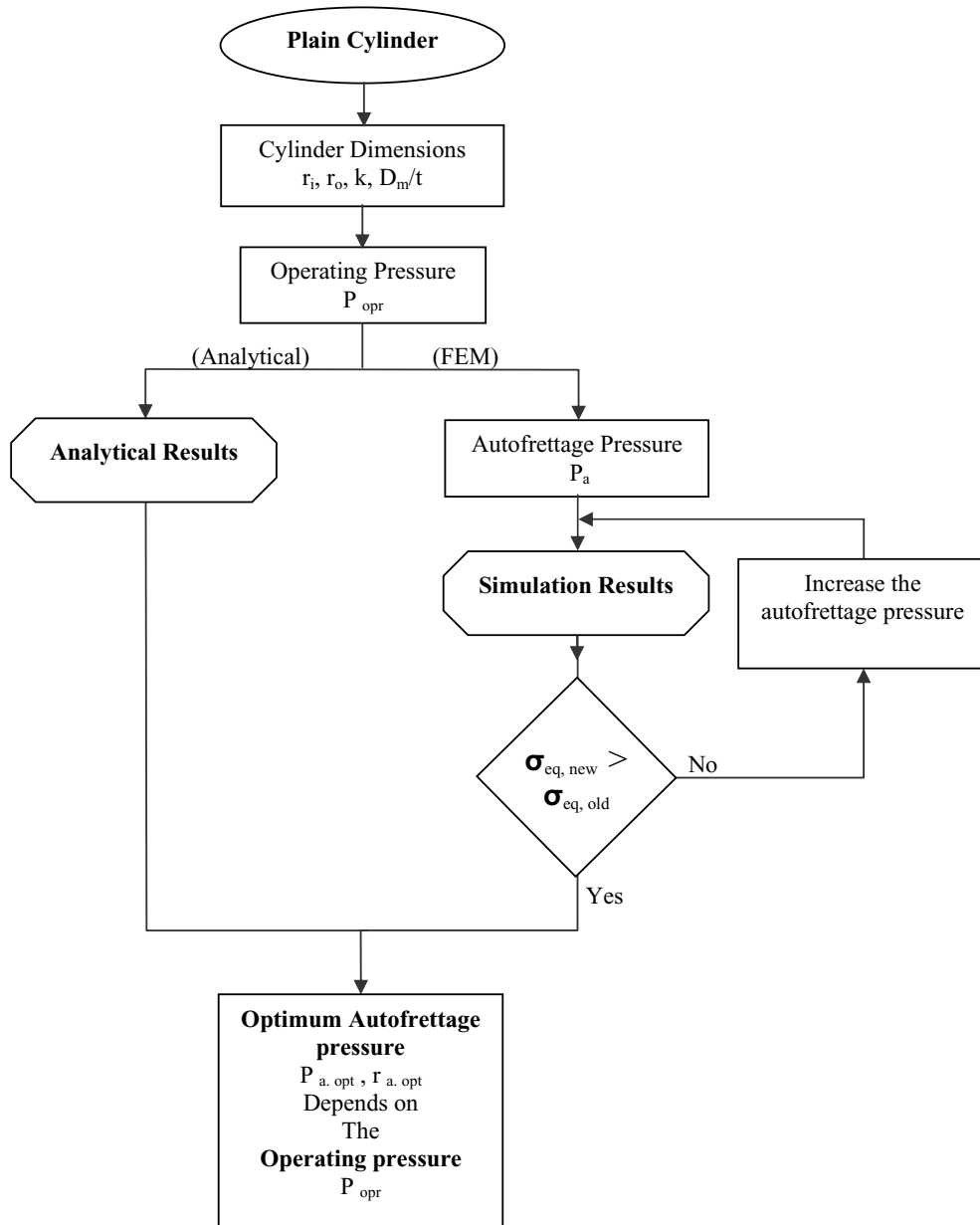


Figure 1.3: Optimum autofrettage procedure of plain thick-walled cylinder

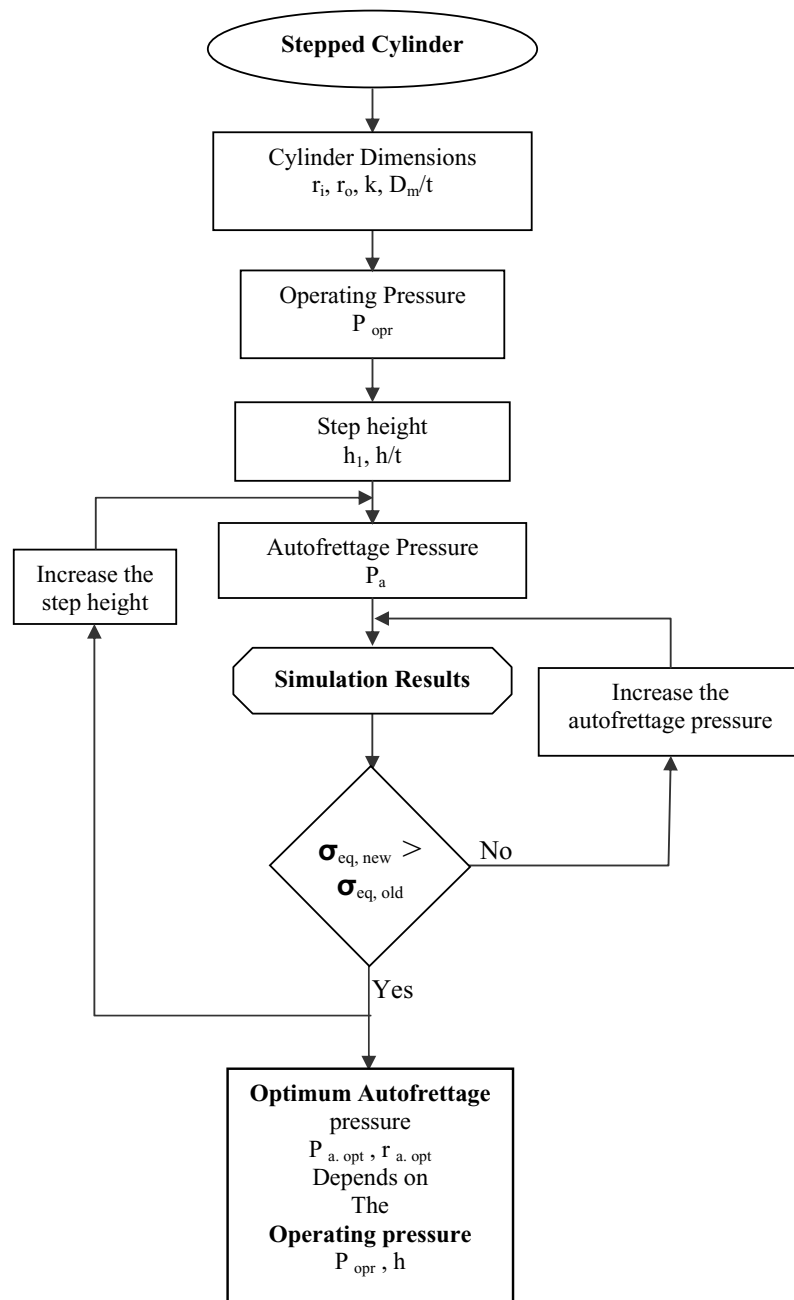


Figure 1.4: Optimum autofrettage procedures of stepped thick-walled cylinders.

To increase the maximum allowable operating pressure in the cylindrical vessel as well as to reduce the vessel susceptibility to cracking, desired residual stresses are introduced in the cylinder wall, usually by the autofrettage process. Figure 1.5 illustrates the numerical procedures of fatigue life prediction of plain and stepped thick-walled cylinder which was subjected to cyclic internal operating pressure after being treated with optimum autofrettage pressure and comparison the results with the life of non-autofrettaged cylinders.

An experimental work was carried out on the cylinder specimens, firstly, with an annealing treatment to recover the material properties and remove the residual stresses which was generated through the machining and welding process, followed by a tensile test to determine the actual material properties. Secondly, the pressure testing of the cylinders was carried out to measure the residual stress at the outer surface. This was then followed by microhardness test to find the elastic-plastic boundary line using the effect of plastic deformation on material Hardness. The analytical and numerical approaches are used to verify the experimental data. Figure 1.6 shows the aim of the experimental procedure of this research.

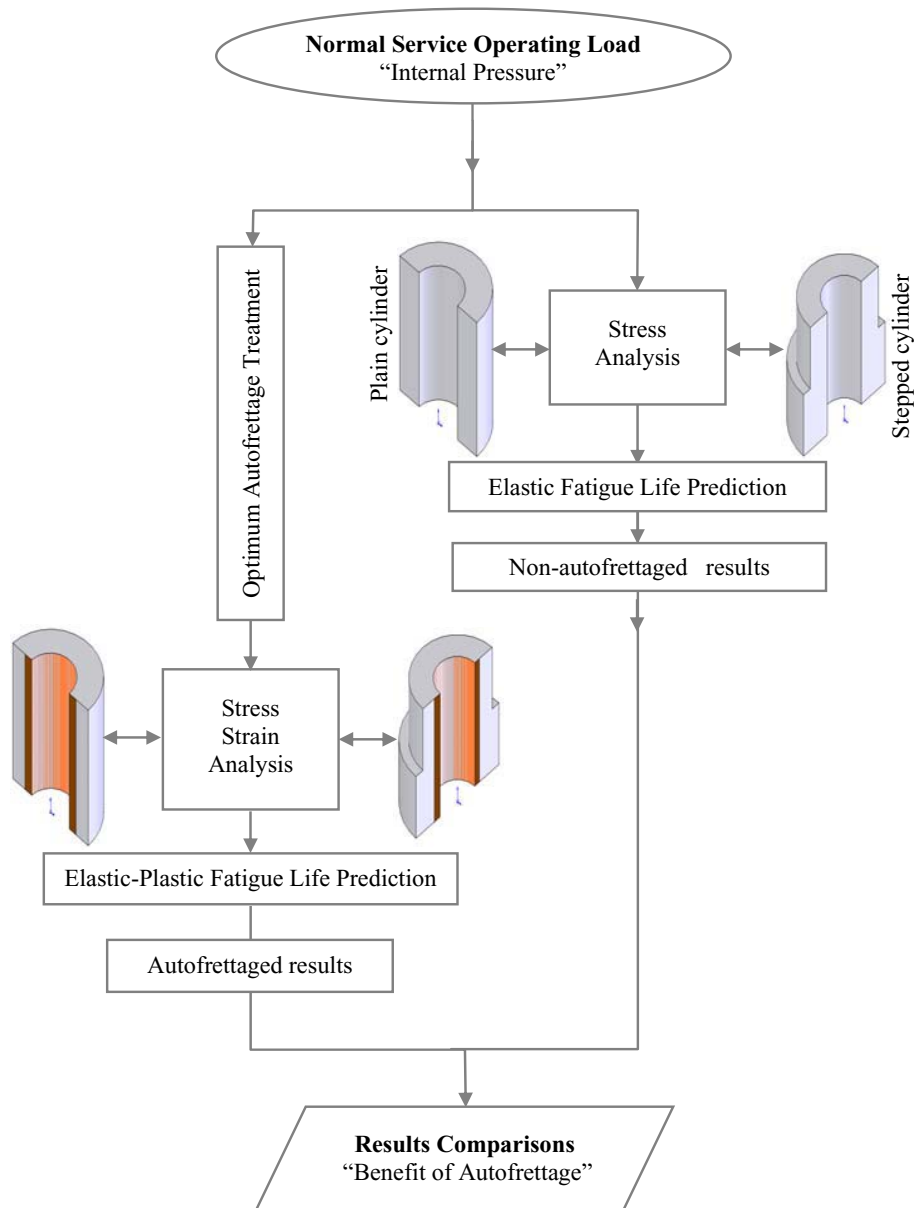


Figure 1.5: Fatigue analysis procedure

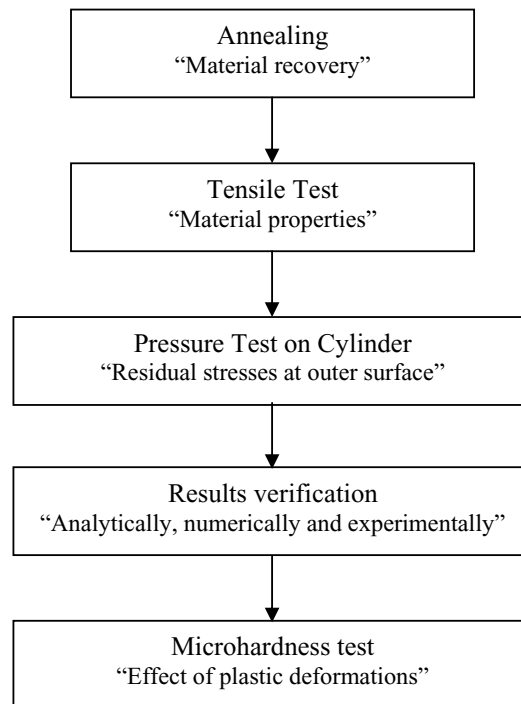


Figure 1.6: Experimental procedure

1.5 Thesis Organization

The thesis consists of eight chapters. The current chapter discusses the problem definition, justification for carrying out the research, and objectives. The chapter is introduced with the industrial application of the topic of high pressure technology, followed by various elastic-plastic analyses for pressurized thick-walled cylinders.

Chapter 2 reviews some of the previous researches on residual stresses created by autofrettage procedures and fatigue life of thick-walled cylinders. The research also discusses residual stresses and fatigue life prediction based on elastic-plastic concept.

A brief description and discussion of the basic fundamentals of stress-strain relationship are introduced in Chapter 3. These should be viewed as background material for the research reported in Chapter 4. Besides that, the fundamental concepts and theories that are related to the research are reviewed in this chapter.

Chapter 4 details a generalized method for analysis of thick-walled cylinders subjected to high internal operating pressure with autofrettage procedures to create residual stresses. Here the analytical formulations for optimum autofrettage pressure and optimum autofrettage junction line (radius) are derived.

Numerical investigations using finite element models are given in Chapter 5. The problems are solved through different commercial Finite Element codes, ANSYS, ABAQUS, and the FE-SAFE.

In Chapter 6, the experimental procedures began with tensile specimen preparation and testing to determine the material properties. It was followed by thick-walled pipe fabrication for pressure testing and residual strain measurements in the

pipes which were autofrettaged. The chapter then discusses preparation of the microstructures samples and observation.

Chapter 7 discusses the analytical results and compared with numerical analysis. The experimental data are discussed and compared with the analytical and numerical results.

The conclusions are stated in Chapter 8 together with the summary of the findings of the research and suggestions for other areas of additional research.