

EVALUATION OF RUSINEK-KLAPACZKO MODEL FOR HIGH STRAIN
RATE RESPONSE OF STEEL SHEETS

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To my beloved father and mother

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ABSTRACT

Automotive steel sheet structures are likely to experience high strain-rate loading during impact and crash conditions. A quasi-static stress-strain at low strain rate data alone may not give an accurate numerical prediction of sheet metal structure behaviour at high strain rates. In this study, the response of sheet metal which is low carbon steel with 0.045 C (wt %) and high strength steel, DP600 subjected to high strain rates loading is investigated. The Rusinek-Klapaczko (R-K) constitutive model is employed to predict the material behaviour at varying strain rates because the model incorporates strain, strain rates and temperature evaluation terms. In order to characterize the response of sheet metal at high strain rates, tensile experiments using an Instron machine were carried out at strain rates between 0.001 s^{-1} until 0.1 s^{-1} as a quasi-static rates and together with published high strain rate data up to the range of 500 s^{-1} was employed. These true stress-strain curves are used to extract the parameters of the R-K model. The R-K model predictive capability is then assessed by simulating a tensile test using finite element method (FEM). It was found that the R-K model is able to predict the tensile behaviour of the materials with an error of about 5 %. The validated R-K model was then incorporated into a FE simulation of bending of thin-walled tube made of low carbon steel and the results were compared with the experimental observation. It was found that the deformation of the structure has a good agreement with the experimental observation. The R-K model was also able to adequately capture the variation of the plastic strain rate in the structure.

ABSTRAK

Struktur kepingan besi automotif kebiasaannya akan mengalami terikan berkadar tinggi ketika hentaman dan perlanggaran. Data tegasan-terikan kuasi-statik pada kadar terikan yang rendah semata-mata tidak dapat memberikan ramalan berangka yang tepat tentang kelakuan struktur kepingan besi pada kadar terikan yang tinggi. Di dalam kajian ini, tindak balas kepingan keluli iaitu keluli karbon rendah dengan kandungan karbon 0.045 C (wt %) dan keluli berkekuatan tinggi, DP600 terhadap bebanan terikan tinggi akan dikaji. Model Rusinek-Klapaczko (R-K) digunakan untuk meramal kelakuan kepingan besi pada terikan yang berbeza-beza kerana model ini menggabungkan terikan, kadar keterikan dan taksiran suhu. Untuk mencirikan tindak balas kepingan keluli pada terikan berkadar tinggi, eksperimen tegasan menggunakan mesin Instron telah dijalankan pada kadar 0.001 s^{-1} sehingga 0.1 s^{-1} untuk terikan berkadar rendah dan bersama-sama data berterikan tinggi yang telah sedia ada sehingga lingkungan kadar 500 s^{-1} telah digunakan. Graf tegasan-terikan ini digunakan untuk mendapatkan parameter-parameter bagi model R-K. Kebolehan meramal oleh model R-K dinilai dengan mensimulasi ujian tegangan menggunakan kaedah unsur terhingga. Didapati bahawa model R-K boleh meramalkan tingkah laku tegangan bahan dengan ralat sebanyak 5 %. Model R-K yg telah disahkan kemudian digabungkan ke dalam simulasi lenturan tiub berdinding nipis diperbuat daripada keluli karbon rendah dan keputusan yang diperolehi dibandingkan dengan eksperimen. Keputusan menunjukkan bahawa ubah bentuk struktur mempunyai persetujuan yang baik dengan eksperimen. Model R-K juga berkebolehan untuk menangkap variasi terikan plastik di dalam struktur dengan memadai.

TABLE OF CONTENTS

CHAPTER	TITLE	PAGE
	DECLARATION	ii
	DEDICATION	iii
	ACKNOWLEDGEMENTS	iv
	ABSTRACT	v
	ABSTRAK	vi
	TABLE OF CONTENTS	vii
	LIST OF TABLES	x
	LIST OF FIGURES	xi
	LIST OF ABBREVIATIONS	xiv
	LIST OF SYMBOLS	xv
	LIST OF APPENDICES	xviii
1	INTRODUCTION	1
	1.1 Background of Study	1
	1.2 Overview	2
	1.3 Problem Statement	4
	1.4 Objectives	5
	1.5 Scope of Study	5
2	LITERATURE REVIEW	7
	2.1 Stress-Strain Response of Metals	7
	2.2 Behavior of Materials at High Strain Rates	11
	2.3 Metallurgy of Steel	14

2.3.1	Carbon Steel	15
2.3.2	High Strength Steel	18
2.3.3	Fracture Modes	21
2.4	Overview of Constitutive Model	24
2.4.1	The Johnson-Cook Model	26
2.4.2	The Zerilli-Armstrong Model	27
2.4.3	The Rusinek-Klepaczko Model	30
2.5	Rusinek-Klepaczko Material Model	30
2.5.1	Characteristic of R-K Model	34
3	RESEARCH METHODOLOGY	40
3.1	Research Framework	40
3.2	Metallurgical Study	42
3.2.1	Materials and Chemical Composition	42
3.2.2	Microstructures	43
3.2.3	Hardness	44
3.3	Tension Tests	45
3.3.1	Fractographic Analysis	46
3.3.2	Determination of Rusinek-Klepaczko Model Parameters	47
3.4	Bending Test on Thin-Walled Tube	50
3.4.1	Instrumented Thin-Walled Tube Specimen	51
3.4.2	Test Set-up and Procedures	52
3.5	Finite Element Simulations	54
3.5.1	Tension Test Model Geometry	54
3.5.2	Thin-Walled Tube Model Geometry	56
3.5.3	Material Model Subroutine	59
	RESULTS & DISCUSSION	61
4.1	Properties and Behaviour of Steel Sheet Material	61
4.1.1	Chemical composition	61
4.1.2	Microstructures	62
4.1.3	Hardness	64

4.1.4	Stress-Strain Curves	65
4.1.5	Effect of Strain Rates Tensile Behaviour	67
4.1.6	Fracture Modes	72
4.1.7	Rusinek-Klepaczko Model Parameters	73
4.1.8	Validated Rusinek-Klepaczko Model for Uniaxial Response	77
4.2	Flexural Response of Thin-Walled Tube	82
4.2.1	Chemical Composition and Microstructures	83
4.2.2	Stress-Strain Curves	84
4.2.3	Determination of Rusinek-Klepaczko Model Parameters	85
4.2.4	Deformation Under Three-Point Bending	88
4.2.5	Stress and Distribution	94
5	CONCLUSIONS & RECOMMENDATIONS	96
5.1	Conclusions	96
5.2	Recommendations	97
	REFERENCES	99
	APPENDIX A-B	103

LIST OF TABLES

TABLE NO.	TITLE	PAGE
2.1	R-O model parameters for low carbon steel	25
2.2	J-C model parameters for DDQ	28
2.3	Z-A model parameters for DDQ	28
2.4	Descriptions of R-K model parameters	34
2.5	R-K model parameters for mild steel ES	39
3.1	Material constant of R-K require to determine	48
4.1	Chemical composition of the LCS and DP600 (% of wt)	62
4.2	Mechanical properties for LCS and DP600 at different strain rates	70
4.3	R-K model parameters for LCS and DP600	75
4.4	Chemical composition of thin-walled tube	83
4.5	R-K parameters for thin-walled tube	87

LIST OF FIGURES

FIGURE NO.	TITLE	PAGE
2.1	Tension test data obtained from the current study of low carbon steel	9
2.2	Comparison between engineering stress-strain curve and true stress-strain curve of low carbon steel obtained from the current study	11
2.3	Strain rate effects on (a) low carbon steel (b) DP600 at room temperature	13
2.4	Temperature effects on flow stress for mild steel ES at $1s^{-1}$	14
2.5	Schematic diagram of strain rate regimes (in reciprocal seconds) and the techniques that have been developed for obtaining them	14
2.6	Iron Carbon Diagram	17
2.7	Photomicrographs of α -ferrite	17
2.8	Optical micrograph of low carbon steel sheet (AISI 1010) in annealed condition	18
2.9	Optical micrographs of DP600	20
2.10	Transmission electron microscope image of the ferrite-martensite interface in a dual phase steel and the corresponding stress-strain curve which shows the effect of the volume percent of martensite	20

2.11	Stage in the cup and cone fracture (a) Initial necking (b) Small cavity formation (c) Coalescence of cavities to form a crack (d) Crack propagation (e) Final shear fracture	22
2.12	Spherical dimples characteristic of ductile fracture resulting from uniaxial tensile loads	22
2.13	Characteristic of brittle fracture (a) V-shaped “chevron” marking (b) radial fan-shaped ridges	23
2.14	Micrographs of the tensile fracture surface of the low carbon steel sheet (AISI 1010)	23
2.15	Fracture surface of DP600 under tensile test	23
2.16	Predicted stress-strain R-O model with experimental data obtained from the current study of LCS at 0.001667s^{-1}	25
2.17	DDQ sheet ambient temperature results fit with the (a) Johnson-Cook model (b) Zerilli-Armstrong constitutive model	29
2.18	Evolution of Young’s modulus ratio for different θ^* values	32
2.19	Evolution of Young’s modulus ratio of different steels with temperature	35
2.20	(a) effect of the hardening exponent $n(\dot{\epsilon}_p, T)$ on the internal stress σ_μ during plastic deformation, and definition of the upper limit of $n(\dot{\epsilon}_p, T)$ and (b) Effect of strain rate on the effective stress with temperature	37
2.21	Comparison between R-K constitutive model predictions and numerical simulations using the modelling proposed for two strain rates	38
3.1	Operational research framework	41
3.2	GDS machine	43
3.3	Specimen for microstructure test	44
3.4	Vickers hardness machine	45
3.5	Geometry size of tensile test specimen follows by E8/E8M standard (ASTM)	46

3.6	SEM machine	46
3.7	Dimensions of the thin-walled tube (unit in mm)	51
3.8	45° strain gauge rosette mounted at the thin-walled tube	51
3.9	Schematic fixture for bending test (unit in mm)	53
3.10	The setup of three-point bending of thin-walled tube	53
3.11	Finite element mesh of tensile test geometry	55
3.12	Loading and boundary condition of tensile test FE model	55
3.13	Geometry of thin-walled square tube for FE model	56
3.14	FE model for three-point bending of thin-walled tube	58
3.15	The displacement rate applied in FEM simulation	58
3.16	Flowchart for FE software Abaqus	60
3.17	Flowchart for subroutine VUHARD	60
4.1	The microstructure of LCS (a) surface (b) across thickness	63
4.2	The microstructure of DP600 (a) surface (b) across thickness	63
4.3	Hardness values for (a) LCS (b) DP 600	64
4.4	Tensile test result for rolling effect observation (a) LCS (b) DP600	66
4.5	Comparison stress-strain curve of LCS and DP600 at $0.001667s^{-1}$	67
4.6	Engineering stress-strain curves of (a) LCS and (b) DP600	68
4.7	True stress-strain curve for LCS at strain rates from $0.001667s^{-1}$ to $0.1667s^{-1}$	69
4.8	True stress-strain curve for DP600 at strain rates from $0.001667s^{-1}$ to $0.1667s^{-1}$	69
4.9	True stress-true plastic strain curve for LCS between publish data and experiment	71
4.10	True stress-true plastic strain curve for DP600 between publish data and experiment	71
4.11	Shear failure under tension on sheet metal specimens (a) LCS (b) DP600	72

4.12	Fractographic of (a) LCS and (b) DP600	73
4.13	True stress-plastic strain curve at strain rates $0.001667s^{-1}$, $0.01667s^{-1}$ and $200s^{-1}$ for LCS	74
4.14	True stress-plastic strain curve at strain rates $0.0001 s^{-1}$, $0.001667 s^{-1}$ and $500s^{-1}$ for DP600	74
4.15	Comparison R-K model prediction with experimental result of LCS at varying strain rates	76
4.16	Comparison R-K model prediction with experimental result of DP600 at varying strain rates	76
4.17	Validation of FE simulation with LCS test data	77
4.18	Validation of FE simulation with DP600 test data	78
4.19	Validation of FEM results with experimental data at $100s^{-1}$ and $0.1s^{-1}$ for LCS	79
4.20	Validation of FEM results with experimental data at $0.1667s^{-1}$ and $0.01s^{-1}$ for DP600	79
4.21	Distribution of von-Misses stress of LCS tension geometry at $200s^{-1}$	81
4.22	Distribution of plastic equivalent strain of LCS tension geometry at $200s^{-1}$	81
4.23	Stress evolution at point A and point B of LCS tension simulation at $200s^{-1}$	82
4.24	Microstructure of thin-walled tube (a) surface (b) across thickness	83
4.25	Distribution of hardness value for LCS thin-walled tube across the surface plane	84
4.26	Stress-strain curve of thin-walled tube at various strain rates	85
4.27	Effect of strain rates on thin-walled tube	85
4.28	Comparison flow stress between LCS sheet metal and LCS thin-walled tube	86
4.29	Comparison of R-K model with experiment data for thin-walled tube	88

4.30	The load-deflection graph of thin-walled tube under bending	89
4.31	The deform shapes of the specimens at maximum load of three points bending test (a) FEM (b) experiment	91
4.32	Strain evolution from experimental data of three-point bending	92
4.33	Equivalent strain during three-point bending experiment	93
4.34	Distribution of equivalent plastic strain on FE model thin-walled tube	93
4.35	Load-strain graph of thin-walled tube during bending	94
4.36	Von-Mises stress distribution on FE model thin-walled tube	95
4.37	Plastic deformation through thickness	95

LIST OF ABBREVIATIONS

LCS	-	Low Carbon Steel
ASTM	-	American Society for Testing and Materials
J-C	-	Johnson –Cook Material Model
Z-A	-	Zerilli-Armstrong Material Model
R-K	-	Rusinek-Klepaczko Material Model
BCC	-	Body Centered Cubic
FCC	-	Face Centered Cubic
AHSS	-	Advanced High Strength Steels
FE	-	Finite Element
SEM	-	Scanning Electron Microscope
UTS	-	Ultimate Tensile Strength
MES	-	Mechanical Equation of State
VUHARD	-	Name of user material subroutine
GDS	-	Glow Discharge Spectrometer
AES	-	Atomic Emission Spectroscopy
SHBT	-	Split Hopkinson bar test
MOSTI	-	Ministry of Science, Technology and Innovation

LIST OF SYMBOLS

E	-	Young's modulus
σ	-	Stress
σ_n	-	Nominal stress
F	-	Force
A_0	-	Area of the tension test specimen
A	-	Current cross-sectional area of the tension test specimen
l_0	-	Original tension test specimen length
l	-	Current gauge length of the tension test specimen
ε	-	Strain
ε_T	-	True strain
ε_p	-	Plastic strain
$\dot{\varepsilon}$	-	Strain rate
$\dot{\varepsilon}_{max}$	-	Maximum strain rate
$\dot{\varepsilon}_{min}$	-	Minimum strain rate
T	-	Temperature
T_r	-	Room temperature
T_m	-	Melting temperature
T_0	-	Initial temperature
ΔT	-	Temperature increment
n	-	Strain hardening coefficient
σ_{eq}	-	Johnson-Cook equivalent stress
T^*	-	Johnson-Cook homologous temperature
A	-	Johnson-Cook material constant
B	-	Johnson-Cook material constant
C	-	Johnson-Cook material constant

m	-	Johnson-Cook temperature sensitivity
$\dot{\epsilon}_p$	-	Johnson-Cook dimensionless strain rate
$\dot{\epsilon}_{p0}$	-	Johnson-Cook nominal strain rate
C_1	-	Zerilli-Armstrong parameters
C_2	-	Zerilli-Armstrong parameters
C_3	-	Zerilli-Armstrong parameters
C_4	-	Zerilli-Armstrong parameters
C_5	-	Zerilli-Armstrong parameters
$\Delta\sigma'_G$	-	Zerilli-Armstrong additional stress influence of solute and the original dislocation density
k	-	Zerilli-Armstrong microstructure stress intensity
$l^{-0.5}$	-	Zerilli-Armstrong inverse square root at the average grain diameter
$\bar{\sigma}$	-	Rusinek-Klepaczko total stress
σ_u	-	Rusinek-Klepaczko internal stress
σ^*	-	Rusinek-Klepaczko effective stress
E_0	-	Rusinek-Klepaczko Young's modulus at $T = 0K$
θ^*	-	Rusinek-Klepaczko characteristic homologous temperature
σ_0^*	-	Rusinek-Klepaczko effective stress at $T = 0K$
m^*	-	Rusinek-Klepaczko material constant
D_1	-	Rusinek-Klepaczko material constant
D_2	-	Rusinek-Klepaczko material constant
ν	-	Rusinek-Klepaczko temperature sensitivity
ϵ_0	-	Rusinek-Klepaczko strain at the yield stress
B_0	-	Rusinek-Klepaczko plasticity modulus at $T = 0K$
n_0	-	Rusinek-Klepaczko strain hardening exponent at $T = 0K$
β	-	Taylor–Quinney coefficient
ρ	-	Material density
C_ρ	-	Specific heat
$\epsilon_{1,2}$	-	Principal in-plane strains
δ	-	Displacement
$\dot{\delta}$	-	Displacement rate
U_x	-	Displacement in X-axis

U_y	-	Displacement in Y-axis
UR_z	-	Displacement in Z-axis
UR_x	-	Rotation about X-axis
UR_y	-	Rotation about Y-axis
UR_z	-	Rotation about Z-axis
σ_{vm}	-	von Mises stress
\emptyset	-	Diameter

LIST OF APPENDICES

APPENDIX	TITLE	PAGE
A	Derivation of Rusinek-Klapaczko Constitutive Model	103
B	Rusinek-Klapaczko Constitutive Model with Abaqus VUHARD Subroutine	104

CHAPTER 1

INTRODUCTION

1.1 Background of Study

Many advanced processes in engineering such as high-speed metal forming and cutting, metallic structures under crash and high speed impact, involve complex thermo mechanical and multi axial loading conditions which include large strain, high strain rates, temperature softening and adiabatic processes. Over the last few decades, deformation of metals has been subjected to intensive study since it is of fundamental interest in analysing failure processes. The mechanical behaviour of sheet metals under dynamic loading such as sheet metal forming is different from that under static or quasi-static loading. When a structure deforms in a dynamic state, the material properties such as strength, stiffness and yield stress are affected by strain rate [1]. As strain rate is increased from quasi-static to dynamic, conditions change from isothermal to fully adiabatic, resulting in a gradual decrease in strength with increasing strain rates [2]. However, the flow stress also highly depends on many other factors such as strain path, strain rate and temperature history. This stress-strain response can be represented using a constitutive model with temperature and strain rate dependent variables. Only a model that includes all of these pertinent factors is capable of predicting the complex stress state in material deformation [3].

Thus, the main task of constitutive model is to predict precisely the response of engineering structures under large deformation such as impact loading [4].

In this research sheet metal behaviour under high strain rate loading which is commonly found in the automotive industry is studied. The material properties and behaviour are obtained from tensile testing for quasi-static state and from published data, especially for the high strain rate state. After that, it continued with determination of parameter extraction from experimental data for material model. Rusinek-Klepaczko model is employed to describe the rate-dependent plastic behaviour of sheet metal at various strain rates. Their properties include yield stress, plastic modulus and fracture strain. Then the mechanic behaviour of sheet metal is demonstrated using finite element method with implemented of material model. Then all of these features are applied into thin walled tube flexural deformation test.

1.2 Overview

Sheet metals are commonly used in industrial application such as automotive body such as low carbon sheet metal and high strength steel [5]. Most of the auto-body metal parts are produced from sheet metal forming such as stamping process. Moreover, in automotive industries light-weight and safe design of auto-body structures are the main objectives and challenging to achieve in order to increase fuel efficiency, satisfying emission-gas vehicle regulations vehicles and to ensure the safety of passengers in the event of an accident. To achieve these objectives, crash analyses either from experiment or numerical modelling of the high speed material deformation have to be accurately carried out with accurate stress-strain curves at the high strain rate. The dynamic tensile properties of auto-body steel sheets are important since the range of the strain rate is 500 s^{-1} in a real auto-body crash [6] and from 10 s^{-1} to 100 s^{-1} in sheet metal forming [3] at which the dynamic response of steel sheets is different from quasi-static.

The flow stress of a material generally increases as the strain rate increases. It is well known that the behaviour of sheet metals is strongly dependent on the strain rate and temperature. Worked materials in these large deformation processes such as stamping and crashworthiness experience a broad range of strain, strain rate, temperature, and complex loading histories. To describe precisely the behaviour of materials at high strain rates and temperatures, constitutive model which is widely applicable and capable of accounting complex stress state in material deformation was used [3]. The constitutive model will implement into finite element to develop models which are widely applicable and capable of accounting for complex paths of deformation, temperature and strain rate which represents the main requirements of large deformation problems.

There is always a balance between testing and numerical modelling. If one does no testing, which may be a very expensive task then the production becomes a very high-risk effort. If one does no numerical modelling, then all design decisions are based on experience or an expensive testing [7]. Finite element (FE) analysis is an alternative method for investigating the sheet metal behaviour under various loading rate issues. By using FE analysis, the mechanics behaviour of sheet metal such as distributions and evolution of stress and strain can be predicted. Generally, the purpose of using FE analysis is to grow the design space and shrink the test space. For example, one of the goals of the automotive industry is to reduce the cost associated with the safety evaluation of structures. Thus, the industry has increasingly moved towards finite element simulation of crash tests with fewer numbers of actual experiments. Good constitutive model is needed for the accuracy of FE simulation results is highly dependent on material constitutive model, accurate geometry, loading conditions and boundary conditions employed in the FE model [7].

To develop FE model the thermo-visco-plastic behaviour of sheet metal under higher strain rates, several constitutive relations can be found in the literature such as Johnson-Cook (J-C) [8] model and Zerilli-Armstrong (Z-A) [9] model. However, J-C [8] models and Z-A [9] models for work hardening of metals are not physically based, their usage is limited only to the range of deformation conditions at which they were curve fitted, and the accuracy is often not satisfactory. What is

missing in these models is the ability to capture history effects of temperature, strain rate, and load path in manufacturing processes [3]. Temperature history effects are magnitude in lower hardening behaviour and properties as the material. Prolonged exponent to temperature induces creep of the material. Thus, the more sophisticated material model which is a function of strain hardening, strain rate and temperature sensitivities of flow stress have been proposed by Rusinek and Klepaczko (R-K) [6] model. The R-K constitutive relation is used because the precise constitutive modelling can predict the loading rate effects in terms of strain rate and temperature sensitivity [6].

1.3 Problem Statement

Sheet metals such as low carbon steel and high strength steel are commonly used to fabricate the auto-body structures. Under large deformation such as stamping and crashworthiness, structural materials are subject to very high rates of strain and complex loading histories. Many material properties, including those of the sheet metal are strain rate sensitive. Consequently, quasi-static stress-strain data may not produce accurate predictions of behaviour at high strain rates, and the use of such data in the analysis and design of dynamically loaded structures can lead to cautious overweight designs or premature structural failure. Because of its high flow stress, the thermal coupling in the form of adiabatic heating leading the thermal softening and material instabilities cannot be neglected, especially at high strain rates and large deformation. In order to examine deformation fields under different conditions of loadings, expensive process and testing were involved. Thus, finite element (FE) analysis is an alternative method for investigating the sheet metal behaviour under various loading rate issues by implementing the sophisticated constitutive model. Therefore, to establish the model parameters and to validate the constitutive model, experimental and FE simulation techniques are presented. The FE results then will validate with experiments to demonstrate prediction capability of FE and constitutive model. The R-K model is chosen in this study to accumulate predict material

response at varying strain rates because the model incorporates hardening, strain rates and temperature evaluation terms.

1.4 Objectives

The objectives of this research project are:

1. To determine the properties and quantify behaviour for automotive sheet metals of low carbon and high strength steels.
2. To validate true stress-plastic strain behaviour of sheet metal at strain rates in the range of up to 200s^{-1} for low carbon sheet metal and 500s^{-1} for high strength steel.
3. To establish a predictive capability of Rusinek-Klepaczko (R-K) constitutive model through FE simulation of a thin-walled tube under flexural loading.
4. To develop FORTRAN coding of the R-K model for use in FE simulation software

1.5 Scope of Study

The present study focuses on sheet metal behaviour and is limited to the following scope of work:

1. The nominal sheet thicknesses for low carbon steel and DP600 are 0.7mm and 1.2mm, respectively while for thin-wall tube the thickness of the sheet is 1mm.
2. Mechanical properties and behaviour of sheet metal will be established in accordance to ASTM E8/E8M standards or equivalent. These tests

will be conducted at room temperature and at straining rates ranging from 0.001667s^{-1} to 0.1667s^{-1} .

3. Rusinek-Klepaczko (R-K) constitutive model parameters will be extracted from three experimental tension test data at 0.001667s^{-1} , 0.1667s^{-1} and 200s^{-1} for low carbon steel while three tension test data at 0.0001s^{-1} , 0.001667s^{-1} and 500s^{-1} for DP600.
4. A subroutine of the R-K constitutive model will be constructed writing and implement in Abaqus software for general loading FE.
5. Finite element model on flexural test of a thin - walled tube made of low carbon steel is simulated for prediction capability of the R-K constitutive model.

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