## 3-18 Curved Beams in Bending



Note that the NA is **always** located between the center of curvature and the centroid. The sign of moment doesn't matter.

e = distance from the centroidal axis to the neutral axis, measured towards centre of curvature, mm

- Ci = distance from neutral axis to inner fiber (radius) mm
- Co = distance from neutral axis to outer fiber (radius) mm.
- ri = inner radius of curvature, mm
- ro = outer radius of curvature, mm
- rn = Radius of neutral axis, mm
- R = Radius of centroidal axis, mm
- A = area of section, mm2
- $\sigma$ i = Stress in the inner fiber, N/mm2
- $\sigma o =$  Stress in the outer fiber, N/mm2

The neutral axis is the axis through a beam where the stress is zero, that is there is neither compression nor tension

The stress distribution can be found by the following relation

$$\sigma = \frac{My}{Ae(r_n - y)}$$

The critical stress occurs at the inner and outer surfaces

$$\sigma_{i} = \frac{Mc_{i}}{Aer_{i}} \quad \text{inner fibre stress } y = c_{i}$$

$$\sigma_{o} = -\frac{Mc_{o}}{Aer_{o}} \quad \text{outer fibre stress } y = -c_{o}$$

# **Curved Beams**

- The integral may be evaluated for various cross-sectional geometries.
- The *curved-beam formula* can be used to determine the normal-stress distribution in a curved member.

$$r_n = \frac{\sum A}{\sum \int_A dA / r}$$

TABLE 6-2ShapeArea
$$\int_{A} \frac{dA}{r}$$
 $b$  $r_1$  $b$  $(r_2 - r_1)$  $b$  $\ln \frac{r_2}{r_1}$  $b$  $r_2$  $b$  $(r_2 - r_1)$  $b$  $\frac{r_2}{r_1}$  $r_2$  $b$  $\frac{r_2}{r_2}$  $\frac{r_2}{r_1}$  $\frac{r_2}{r_1}$  $r_2$  $\frac{r_2}{r_2}$  $\frac{r_2}{r_2}$  $\frac{r_2}{r_1}$  $\frac{r_2}{r_1}$  $r_2$  $\frac{r_2}{r_2}$  $\frac{r_2}{r_2}$  $\frac{r_2}{r_1}$  $\frac{r_2}{r_2}$  $\frac{1}{2c}$  $\frac{r_2}{r_1}$  $\pi c^2$  $2\pi \left( \overline{r} - \sqrt{\overline{r^2 - c^2}} \right)$  $\frac{1}{2b}$  $\frac{r_2}{r_1}$  $\pi ab$  $\frac{2\pi b}{a} \left( \overline{r} - \sqrt{\overline{r^2 - a^2}} \right)$ 





Ex:For the curved beam with triangular cross section shown, determine:

(a) the centroidal radius of curvature

(b) the neutral axis location

(c) the maximun stress corresponding to the moment of 80 N-m

(d) the stress variation





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The radius of curvature is found as

$$\overline{r} = \frac{40}{3} + 20$$
  
= 33.3 mm

(b) The neutral axis position relative to the center of curvature is found as

$$R = \frac{\frac{\pi}{2}}{\frac{r_2}{h} \ln \frac{r_2}{r_1} - 1}$$
$$= \frac{\frac{40}{2}}{\frac{60}{h} \ln \frac{60}{20} - 1}$$
$$= 30.868 \ mm$$



(c) The maximum stress will be located at either point A or point B.

$$\sigma = \frac{M(r-R)}{Aer}$$

$$A$$

$$\sigma_{A} = \frac{80(20x10^{-3} - 30.868x10^{-3})}{\frac{1}{2}(25x10^{-3})(40x10^{-3})(2.465x10^{-3})(20x10^{-3})}$$

$$= -35.268 MPa$$

B

$$\sigma_{B} = \frac{80(60x10^{-3} - 30.868x10^{-3})}{\frac{1}{2}(25x10^{-3})(40x10^{-3})(2.465x10^{-3})(60x10^{-3})}$$
  
= 31.512 MPa

point A has the maximum stress



EX:The curved bar has a cross-sectional area as shown. If it is subjected to bending moments of 4 kNm, determine the maximum normal stress developed in the bar.



Since this moment tends to decrease the bar's radius of curvature, it is negative. Thus the total cross-sectional area is

$$\sum A = (0.05)^2 + \frac{1}{2}(0.05)(0.03) = 3.25(10^{-3}) \text{m}^2$$

The location of the centroid is determined with reference to the center of curvature, point 0',  $\sum_{\tilde{r}A}$ 

$$r_c = \frac{\sum \tilde{r}A}{\sum A} = 0.23308 \,\mathrm{m}$$



Thus the location of the neutral axis is determined from

$$r_n = \frac{\sum A}{\sum \int_A dA/r} = \frac{3.25(10^{-3})}{0.0111 + 0.0028867} = 0.23142 \text{ m}$$
  
e= 0.23142-0.233080=0.00166 m

Applying the curved-beam formula to calculate the normal stress at *B*,

$$\sigma_{B} = \frac{M(y)}{Ae(r_{n} - y)} = \frac{(-4)(0.23142 - 0.2)}{3.25(10^{-3})(0.00166)(0.2)} = -116 \text{ MPa}$$
  
$$\sigma_{A} = \frac{M(y)}{Ae(r_{n} - y)} = -\frac{(-4)(0.23142 - 0.280)}{3.25(10^{-3})(0.00166)(0.280)} = 129 \text{ MPa}$$

# The hook is lifting a load of 25000N.



Y



#### Alternative Calculations for e

Calculating  $r_n$  and  $r_c$  mathematically and subtracting the difference can lead to large errors if not done carefully, since  $r_n$  and  $r_c$  are typically large values compared to e. Since e is in the denominator of Eqs. (3–64) and (3–65), a large error in e can lead to an inaccurate stress calculation. Furthermore, if you have a complex cross section that the tables do not handle, alternative methods for determining e are needed. For a quick and simple approximation of e, it can be shown that<sup>14</sup>

$$e \doteq \frac{I}{r_c A} \tag{3-66}$$

the radius is large compared to the cross section,

$$\sigma \doteq \frac{My}{I} \frac{r_c}{r} \tag{3-67}$$

$$\sigma = \frac{My}{Ae(r_n - y)}$$

3-131 An offset tensile link is shaped to clear an obstruction with a geometry as shown in the figure. The cross section at the critical location is elliptical, with a major axis of 3 in and a minor axis of 1.5 in. For a load of 20 kip, estimate the stresses at the inner and outer surfaces of the critical section.



## 3-18 Press and Shrink Fits

a contact pressure p exist
 between the hole and shaft at
 the transition radius R

p causes a radial stresses σ<sub>r</sub> = p at the contacting surfaces
 Tangential stress at inner
 member

$$\sigma_{it} = -p \frac{R^2 + r_i^2}{R^2 - r_i^2}$$

Tangential stress at the inner surface of the outer member  $\sigma_{0t} = p \frac{r_0^2 + R^2}{r_0^2 - R^2}$  $\delta = |\delta_i| + |\delta_0|$ Total rad

 $r_{j}$ Base-Hub -l- δ<sub>l</sub>i δ; ine δ0 δ R R To.

Total radial interference

The tangentional strain of the outer member is measured by the change in the circumference

$$\varepsilon_{0t} = \frac{2\pi (R + \delta_0) - 2\pi R}{2\pi R} = \frac{\delta_0}{R}$$

$$\mathcal{E}_{0t} = \frac{\sigma_{ot}}{E_o} - \frac{\nu_o \sigma_{or}}{E_o}$$

$$\delta_0 = \frac{\sigma_{ot}}{E_o} - \frac{\nu_o \sigma_{or}}{E_o}$$

The change in radius of the inner member is :

$$\boldsymbol{\delta}_{i} = -\frac{\boldsymbol{p}\boldsymbol{R}}{\boldsymbol{E}_{i}} \left[ \frac{\boldsymbol{R}^{2} + \boldsymbol{r}_{i}^{2}}{\boldsymbol{R}^{2} - \boldsymbol{r}_{i}^{2}} - \boldsymbol{v}_{i} \right] \text{ (inner)}$$

The change in radius of the outer member is :

$$\boldsymbol{\delta}_{0} = \frac{\boldsymbol{p}\boldsymbol{R}}{\boldsymbol{E}_{o}} \left[ \frac{\boldsymbol{r}_{o}^{2} + \boldsymbol{R}^{2}}{\boldsymbol{r}_{o}^{2} - \boldsymbol{R}^{2}} + \boldsymbol{\nu}_{o} \right] \text{ (outer)}$$

The total deformation is :

$$\delta = pR\left[\frac{1}{E_o}\left(\frac{r_o^2 + R^2}{r_o^2 - R^2} + \nu_o\right) + \frac{1}{E_i}\left(\frac{R^2 + r_i^2}{R^2 - r_i^2} - \nu_i\right)\right]$$

- Once  $\delta$  is known we can calculate p, or vice versa.
- Typically,  $\delta$  is very small, approximately 0.001 in. or less.

If the materials are the same:

$$E = E_i = E_o$$
$$v = v_i = v_o$$

$$P = \frac{\delta E}{R} \left[ \frac{(r_o^2 - R^2)(R^2 - r_i^2)}{2R^2 (r_o^2 - r_i^2)} \right]$$

### Types of Fits

Since there will be tolerances on both diameters of the inner and outer members, The max. P and min. P can be determined by using the and



the designer may choose to specify an interference  $\delta$ , or the contact pressure *p* itself and then solve for the necessary  $\delta$  to achieve that *p*. **D**: for hole d: for shaft

A solid shaft is to be press fit into a gear hub. Find the maximum stresses in the shaft and the hub. Both are made of carbon steel (E =  $30 \times 10^6$  psi,  $\nu = 0.3$ ).

•Solid shaft

- $-r_i = 0$  in, R = 0.5 in. (nominal)
- Tolerances: +2.3x10<sup>-3</sup>/+1.8x10<sup>-3</sup> in.

•Gear hub

- R = 0.5 in. (nominal), r<sub>o</sub> = 1 in
- Tolerances:  $+0.8 \times 10^{-3}/0$  in.

- Once p is determined, assume a friction factor f: usually 0.15 < f < .20. The assembly force F to assemble a shrink-fit assembly is given by
- $F = 2\pi Rp fL$ , where L is the length of the fit.
  - Holding Torque T is given by:

 $T = FR = 2 \pi R^2 fpL$ 

# Flywheels



A flywheel is a typically a disc which rotates on a shaft. They are used to smooth out small oscillations and to store energy (kinetic energy of rotation). Examples: cars, hybrids, punch press