



YPALACI

GIM2042 Manufacturing Processes, Gr. 2, T.301

Lecturer; Assoc. Prof.Dr.Yüksel PALACI

Office ; T403

E-mail ; ypalaci@yildiz.edu.tr

- **Book;** John Wiley & Sons, Inc. M. P. Groover, "Fundamentals of Modern Manufacturing"
- **Chapters;** 1,10,11,16,18-22,24,30-34
- <http://www.bologna.yildiz.edu.tr/index.php?r=course/view&id=1171&aid=35>

Dept. of Naval Architecture and Marine Engineering



YPALACI

FUNDAMENTALS OF METAL FORMING

- Overview of Metal Forming
- Material Behavior in Metal Forming
- Temperature in Metal Forming
- Strain Rate Sensitivity
- Friction and Lubrication in Metal Forming

Dept. of Naval Architecture and Marine Engineering



YPALACI

Metal Forming

Large group of manufacturing processes in which plastic deformation is used to change the shape of metal workpieces

- The tool, usually called a *die*, applies stresses that exceed yield strength of metal
- The metal takes a shape determined by the geometry of the die

Dept. of Naval Architecture and Marine Engineering



YPALACI

Stresses in Metal Forming

- Stresses to plastically deform the metal are usually *compressive*
 - Examples: rolling, forging, extrusion
- However, some forming processes
 - Stretch the metal (*tensile* stresses)
 - Others bend the metal (*tensile* and *compressive*)
 - Still others apply *shear* stresses

Dept. of Naval Architecture and Marine Engineering



YPALACI

Material Properties in Metal Forming

- Desirable material properties:
 - Low *yield strength* and high *ductility*
- These properties are affected by *temperature*:
 - Ductility increases and yield strength decreases when work temperature is raised
- Other factors:
 - Strain rate and friction

Dept. of Naval Architecture and Marine Engineering



YPALACI

Bulk Deformation Processes

- Characterized by significant deformations and massive shape changes
- "Bulk" refers to workparts with relatively low surface area-to-volume ratios
- Starting work shapes include cylindrical billets and rectangular bars

Dept. of Naval Architecture and Marine Engineering



YPALACI

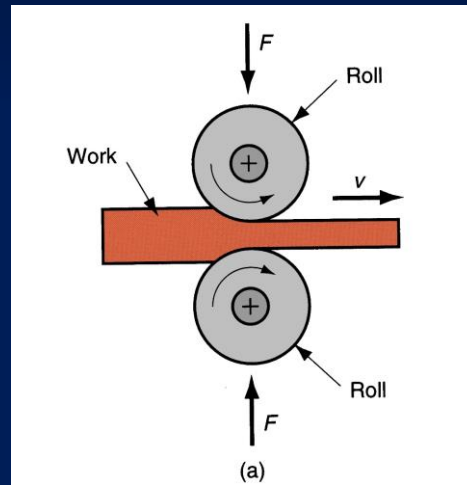


Figure 18.2 – Basic bulk deformation processes: (a) rolling

Dept. of Naval Architecture and Marine Engineering



YPALACI

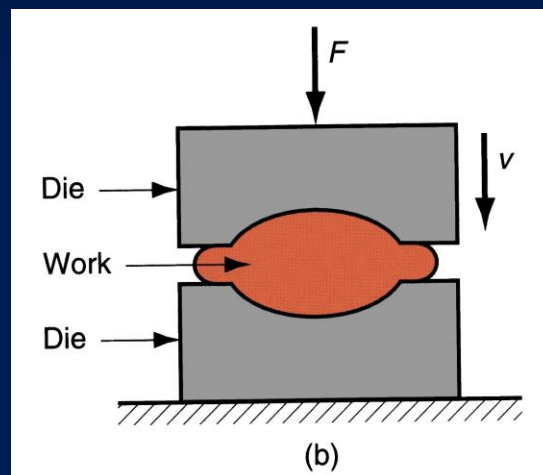


Figure 18.2 – Basic bulk deformation processes: (b) forging

Dept. of Naval Architecture and Marine Engineering



YPALACI

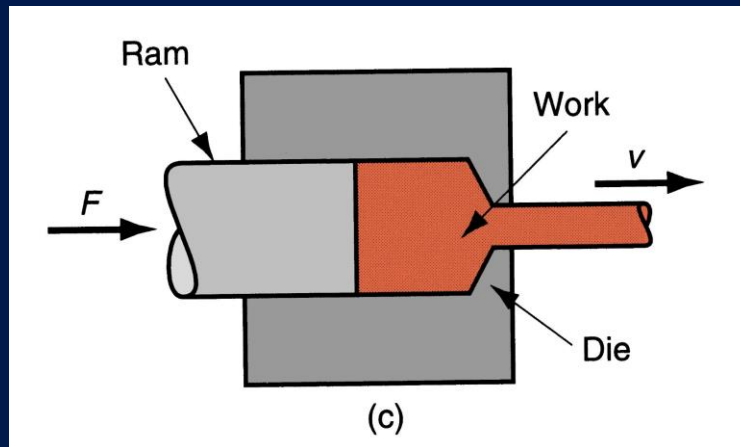


Figure 18.2 – Basic bulk deformation processes: (c) extrusion

, “” *Dept. of Naval Architecture and Marine Engineering*

YPALACI

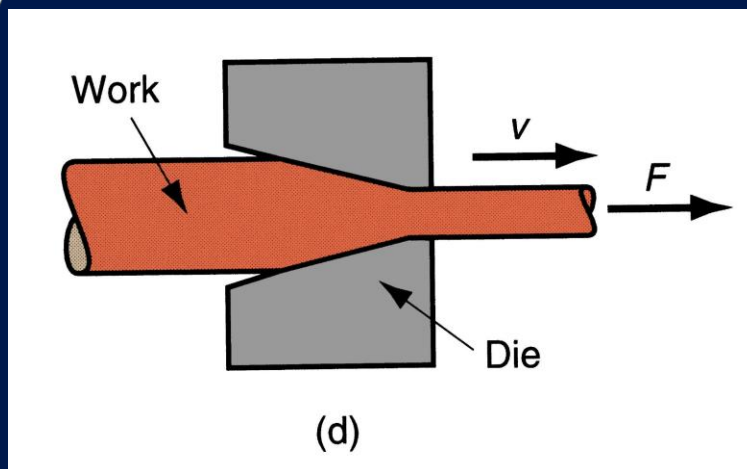


Figure 18.2 – Basic bulk deformation processes: (d) drawing

Dept. of Naval Architecture and Marine Engineering



YPALACI

Sheet Metalworking

- Forming and related operations performed on metal sheets, strips, and coils
- High surface area-to-volume ratio of starting metal, which distinguishes these from bulk deformation
- Often called *pressworking* because presses perform these operations
 - Parts are called *stampings*
 - Usual tooling: *punch* and *die*

Dept. of Naval Architecture and Marine Engineering



YPALACI

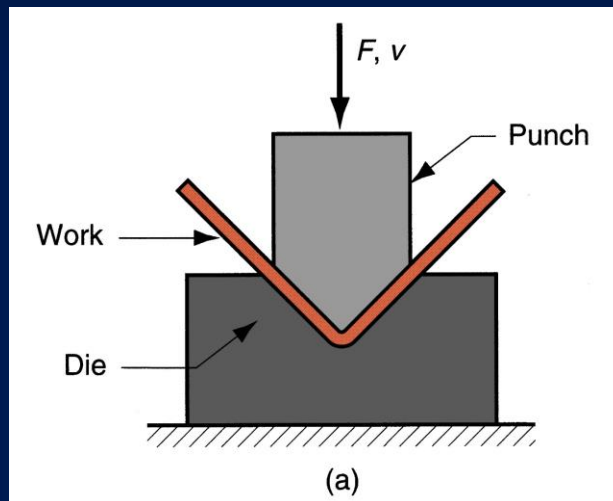


Figure 18.3 - Basic sheet metalworking operations: (a) bending

, “” *Dept. of Naval Architecture and Marine Engineering*



YPALACI

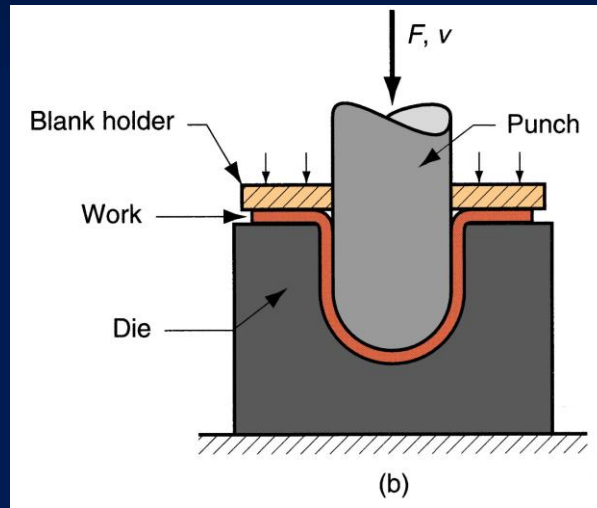


Figure 18.3 - Basic sheet metalworking operations: (b) drawing

Dept. of Naval Architecture and Marine Engineering

YPALACI

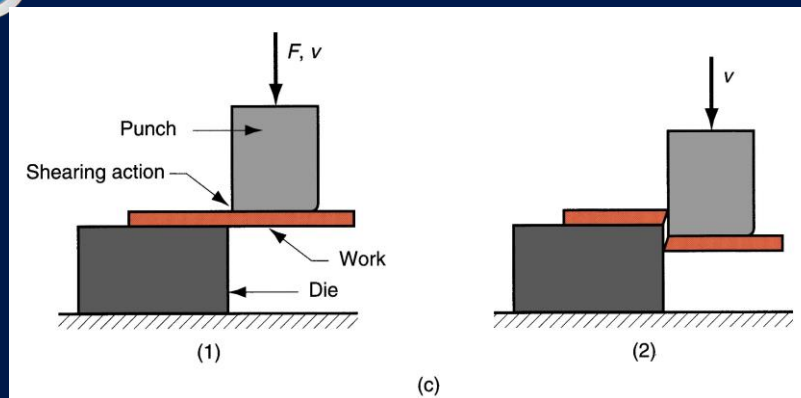


Figure 18.3 - Basic sheet metalworking operations: (c) shearing

Dept. of Naval Architecture and Marine Engineering



YPALACI

Material Behavior in Metal Forming

- Plastic region of stress-strain curve is primary interest because material is plastically deformed
- In plastic region, metal's behavior is expressed by the flow curve:

$$\sigma = K\varepsilon^n$$

where K = strength coefficient; and n = strain hardening exponent

- Stress and strain in flow curve are true stress and true strain

Dept. of Naval Architecture and Marine Engineering



YPALACI

Flow Stress

- For most metals at room temperature, strength increases when deformed due to strain hardening
- *Flow stress* = instantaneous value of stress required to continue deforming the material

$$Y_f = K\varepsilon^n$$

where Y_f = flow stress, that is, the yield strength as a function of strain

Dept. of Naval Architecture and Marine Engineering



YPALACI

Average Flow Stress

Determined by integrating the flow curve equation between zero and the final strain value defining the range of interest

$$\bar{\gamma}_f = \frac{K\varepsilon^n}{1+n}$$

where $\bar{\gamma}_f$ = average flow stress; and ε = maximum strain during deformation process

Dept. of Naval Architecture and Marine Engineering



YPALACI

Temperature in Metal Forming

- For any metal, K and n in the flow curve depend on temperature
 - Both strength and strain hardening are reduced at higher temperatures
 - In addition, ductility is increased at higher temperatures

Dept. of Naval Architecture and Marine Engineering



YPALACI

Temperature in Metal Forming

- Any deformation operation can be accomplished with lower forces and power at elevated temperature
- Three temperature ranges in metal forming:
 - Cold working
 - Warm working
 - Hot working

Dept. of Naval Architecture and Marine Engineering



YPALACI

Cold Working

- Performed at room temperature or slightly above
- Many cold forming processes are important mass production operations
- Minimum or no machining usually required
 - These operations are *near net shape* or *net shape* processes

Dept. of Naval Architecture and Marine Engineering



YPALACI

Advantages of Cold Forming vs. Hot Working

- Better accuracy, closer tolerances
- Better surface finish
- Strain hardening increases strength and hardness
- Grain flow during deformation can cause desirable directional properties in product
- No heating of work required

, “” *Dept. of Naval Architecture and Marine Engineering*



YPALACI

Disadvantages of Cold Forming

- Higher forces and power required
- Surfaces of starting workpiece must be free of scale and dirt
- Ductility and strain hardening limit the amount of forming that can be done
 - In some operations, metal must be annealed to allow further deformation
 - In other cases, metal is simply not ductile enough to be cold worked

Dept. of Naval Architecture and Marine Engineering



YPALACI

Warm Working

- Performed at temperatures above room temperature but below recrystallization temperature
- Dividing line between cold working and warm working often expressed in terms of melting point:
 - $0.3T_m$, where T_m = melting point (absolute temperature) for metal

Dept. of Naval Architecture and Marine Engineering



YPALACI

Advantages of Warm Working

- Lower forces and power than in cold working
- More intricate work geometries possible
- Need for annealing may be reduced or eliminated

Dept. of Naval Architecture and Marine Engineering



YPALACI

Hot Working

- Deformation at temperatures above *recrystallization temperature*
- Recrystallization temperature = about one-half of melting point on absolute scale
 - In practice, hot working usually performed somewhat above $0.5T_m$
 - Metal continues to soften as temperature increases above $0.5T_m$, enhancing advantage of hot working above this level

Dept. of Naval Architecture and Marine Engineering



YPALACI

Why Hot Working?

Capability for substantial plastic deformation of the metal - far more than possible with cold working or warm working

- Why?
 - Strength coefficient is substantially less than at room temperature
 - Strain hardening exponent is zero (theoretically)
 - Ductility is significantly increased

Dept. of Naval Architecture and Marine Engineering



YPALACI

Advantages of Hot Working vs. Cold Working

- Workpart shape can be significantly altered
- Lower forces and power required
- Metals that usually fracture in cold working can be hot formed
- Strength properties of product are generally isotropic
- No strengthening of part occurs from work hardening
 - Advantageous in cases when part is to be subsequently processed by cold forming

Dept. of Naval Architecture and Marine Engineering



YPALACI

Disadvantages of Hot Working

- Lower dimensional accuracy
- Higher total energy required (due to the thermal energy to heat the workpiece)
- Work surface oxidation (scale), poorer surface finish
- Shorter tool life

Dept. of Naval Architecture and Marine Engineering



YPALACI

Strain Rate Sensitivity

- Theoretically, a metal in hot working behaves like a perfectly plastic material, with strain hardening exponent $n = 0$
 - The metal should continue to flow at the same flow stress, once that stress is reached
 - However, an additional phenomenon occurs during deformation, especially at elevated temperatures: *Strain rate sensitivity*

Dept. of Naval Architecture and Marine Engineering



YPALACI

What is Strain Rate?

- Strain rate in forming is directly related to speed of deformation v
- Deformation speed v = velocity of the ram or other movement of the equipment

Strain rate is defined:

$$\dot{\varepsilon} = \frac{v}{h}$$

where $\dot{\varepsilon}$ = true strain rate; and h = instantaneous height of workpiece being deformed

, “” *Dept. of Naval Architecture and Marine Engineering*



YPALACI

Evaluation of Strain Rate

- In most practical operations, valuation of strain rate is complicated by
 - Workpart geometry
 - Variations in strain rate in different regions of the part
- Strain rate can reach 1000 s^{-1} or more for some metal forming operations

Dept. of Naval Architecture and Marine Engineering



YPALACI

Effect of Strain Rate on Flow Stress

- Flow stress is a function of temperature
- At hot working temperatures, flow stress also depends on strain rate
 - As strain rate increases, resistance to deformation increases
 - This effect is known as *strain-rate sensitivity*

Dept. of Naval Architecture and Marine Engineering



YPALACI

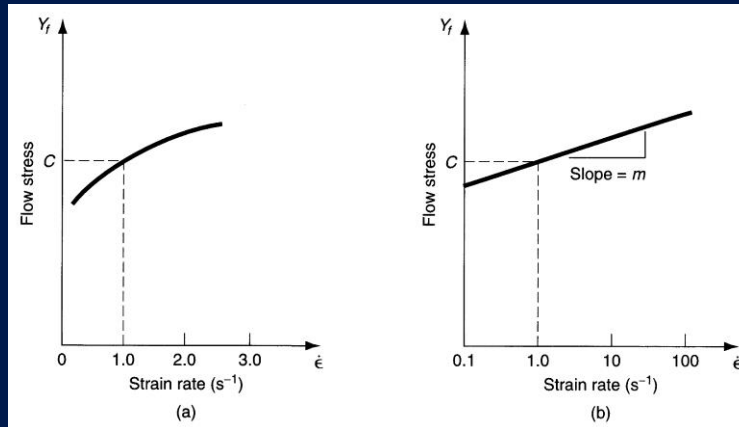


Figure 18.5 - (a) Effect of strain rate on flow stress at an elevated work temperature. (b) Same relationship plotted on log-log coordinates

Dept. of Naval Architecture and Marine Engineering



YPALACI

Strain Rate Sensitivity Equation

$$Y_f = C\dot{\epsilon}^m$$

where C = strength constant (similar but not equal to strength coefficient in flow curve equation), and m = strain-rate sensitivity exponent

Dept. of Naval Architecture and Marine Engineering



YPALACI

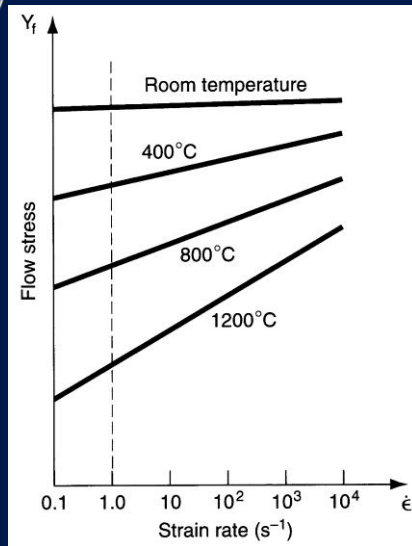


Figure 18.6 - Effect of temperature on flow stress for a typical metal. The constant C in Eq. (18.4), indicated by the intersection of each plot with the vertical dashed line at strain rate = 1.0, decreases, and m (slope of each plot) increases with increasing temperature

Dept. of Naval Architecture and Marine Engineering



YPALACI

Observations about Strain Rate Sensitivity

- Increasing temperature decreases C , increases m
 - At room temperature, effect of strain rate is almost negligible
 - Flow curve is a good representation of material behavior
 - As temperature increases, strain rate becomes increasingly important in determining flow stress

Dept. of Naval Architecture and Marine Engineering



YPALACI

Friction in Metal Forming

- In most metal forming processes, friction is undesirable:
 - Metal flow is retarded
 - Forces and power are increased
 - Wears tooling faster
- Friction and tool wear are more severe in hot working

Dept. of Naval Architecture and Marine Engineering



YPALACI

Lubrication in Metal Forming

- Metalworking lubricants are applied to tool-work interface in many forming operations to reduce harmful effects of friction
- Benefits:
 - Reduced sticking, forces, power, tool wear
 - Better surface finish
 - Removes heat from the tooling

Dept. of Naval Architecture and Marine Engineering



YPALACI

Considerations in Choosing a Lubricant

- Type of forming process (rolling, forging, sheet metal drawing, etc.)
- Hot working or cold working
- Work material
- Chemical reactivity with tool and work metals
- Ease of application
- Cost

Dept. of Naval Architecture and Marine Engineering