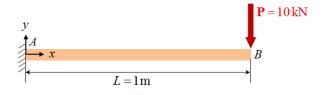
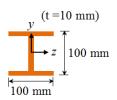
[File upload] <a href="mailto:file">ftp://cdl.hanyang.ac.kr</a> → cdl/cdl → 차제구조 → 실습\_midterm\_exam [analysis\_result\_file] (학번)\_(문제번호)\_(요소종류) ex) 2000100100\_1\_beam [report\_file] (학번) upload only one file for all problems.

[1-2] For the alloy steel beam and boundary condition shown, verify the following equations. Use 1-D beam element.

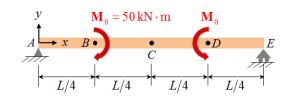
## 1. Cantilever beam (15 pts)

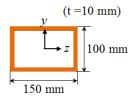




- (a) the slope at the free end :  $\phi_B = \frac{PL^2}{2EI}$
- (b) the deflection at the free end:  $d_B = \frac{PL^3}{3EI}$

## 2. Simply supported beam (15 pts)

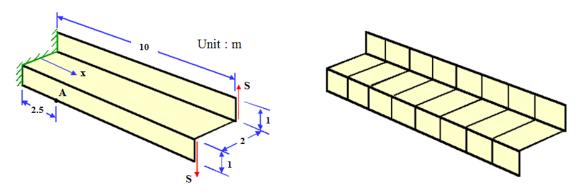




- (a) the slope at end A:  $\phi_A = \frac{M_0 L}{4EI}$
- (b) the deflection at the center C :  $d_C = \frac{3M_0L^2}{32FI}$

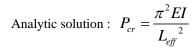
Vehicle Structure

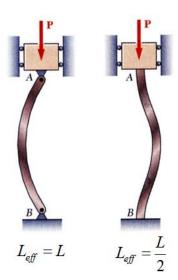
3. A z-angle beam under torsional load is illustrated in the figure below. By using the presented boundary conditions and the element shape, find the axial (x-x) stress at the mid-surface of point A. (35 pts)



Material properties	$E = 210 \mathrm{GPa}, \ \nu = 0.3$
Element type	24 shell element (thickness: 0.1 m)
Loading condition	Torque of 1.2 MNm applied at end x=10 by uniformly distributed edge shears, S=0.6 MN at each flange
Support conditions	Fixed conditions at edge x=0
Target value	-108 MPa (compression)

4. Each of the two struts consists of an alloy steel tube that has a 150-mm outer diameter and a 10-mm wall thickness. Determine the critical buckling load ( $P_{cr}$ ) for each support condition shown (L=1m), and compare the results between 1-D and 3-D (solid) element. (35 pts)





Vehicle Structure 2