DELAMINATION DETECTION IN A COMPOSITE PLATE USING A DUAL PIEZOELECTRIC TRANSDUCER NETWORK

Chul min Yeum¹, Hoon Sohn¹, Jeong Beom Ihn²

¹ Department of Civil and Environment Engineering, Korea Advanced Institute of Science and Technology, South Korea ² Boeing Research & Technology, Seattle, WA, United States

Presented at SPIE 2011, San Diego



Overview of the Proposed Instantaneous Delamination Detection Technique



Wing skin area with stingers

Composite airplane



Delamination

Embedded dual PZT transducer



Research objective

Development of a new methodology that explicitly considers the effects of varying environmental conditions without using any direct comparison with baseline data obtained from Intact conditions.

Uniqueness of the proposed technique

- (1) Robust delamination diagnosis even under varying temperature using an automatically determined damage threshold
- (2) Effective detection of multiple delaminations
- (3) Application to complex geometric structures by applying the proposed mode extraction technique using dual PZTs

Flat skin area







Composite specimen with PZT transducers

KAIST

BOEING



Delamination and temperature have similar effects



Description of a Dual PZT and Signal Notations



Notations of signals obtained from the dual PZTs

$$V_{ij}$$
, *i* and *j*=*r* and *c*

 V_{rr} denotes a response measured by the ring part of the sensing PZT when the ring part of the exciting PZT is activated. Similarly, V_{rc} is measured by the circular part of the sensing PZT when the ring part of the excitation PZT is actuated.



Signals obtained from dual PZTs

Extraction of the A₀ Mode from a Measured Signal

BOEING



5

Overall Procedure of the Instantaneous Delamination Detection Technique



(1) Data collection from multiple paths









KAIST

BOEING



Correlation-based Damage Index



$$DI(i,\Omega) = \frac{1}{2} \left(1 - \frac{2}{n_d} \sum_{j}^{n_d/2} corr(A_0(i,\Omega), A_0(j,\Omega))\right)$$

ncy.
$$DI(i) = \frac{1}{N} \sum_{\Omega}^{N} DI(i,\Omega)$$

 Ω is the driving frequency.

 $A_0(i, \Omega)$ or $A_0(j, \Omega)$ is the A_0 mode obtained from the paths *i* and *j* ($1 \le i, j \le 20$)

The path 'j' is selected as the undamaged paths having same angle and spacing with the path i.

'Corr' is the cross correlation.

d is the angle of the path i. ($d = 0^\circ$, 45°, 90°, and 135°)

 n_d is the number of paths of the *d* angle.

 $0 \le DI(i, \Omega) \le 1$

Instantaneous Outlier Analysis







(3) Fit a parametric distribution to the n-1 smallest damage indices and compute a threshold value



KAIST

BOEING





(4) If value of the nth smallest damage index is larger than the threshold value, nth, n+1th ~ Nth damage indices are determined to be damaged.



Impact-induced Delamination Damage on a Composite Specimen

ΚΔΙΣΤ

(BOEING





Experimental Setup for Impact and Temperature Tests





- The dimension of each PZT :
 - * 9 packaged dual PZTs
 - * PSI-5A4E type
- Input signal :

A tone-burst signal with \pm 10 peak-to-peak voltage

- A frequency range 80 kHz to 120 kHz with an increment of 10 kHz
- Sampling rate : 20MS/s
- Power amplifier gain : 5
- Data averaging : 120 times
- Temperature : -10, 20, 50 °C



ΚΔΙΣΤ

BOEING

Instantaneous Outlier Analysis (Intact)



BOEING KAIST



Instantaneous Outlier Analysis (Damage 1)



Instantaneous Outlier Analysis (Damages 1, 2 and 3)





Impact-induced Delamination Damage





KAIST

BOEING



High Velocity Impact using a Gas Gun





KAIST

BOEING





Instantaneous Outlier Analysis (Intact)



Wave propagation paths sorted in an ascending order

🔨 BOEING



Instantaneous Outlier Analysis (Damage 1)



BOEING KAIST



Instantaneous Outlier Analysis (Damages 1, 2 and 3)

KAIST

BOEING



Wave propagation paths sorted in an ascending order

- An instantaneous delamination detection technique is developed and validated using data obtained from damage states of a flat composite specimen and a specimen with stringers.
- □ The effectiveness of the proposed instantaneous technique is demonstrated explicitly under varying temperature and using structural components with additional structural features such as stringers.
- □ A fundamental Lamb wave mode (A₀ mode) was successfully extracted by the proposed mode extraction technique using a pair of dual PZTs at any desired frequency without any other special tuning.



K. H. Ip and Y. W. Mai, "Delamination detection in smart composite beams using Lamb waves ," Smart Mater. Struct. 13 544-51 (2004).

S. R. Anton and D. I. Inman DJ, "Reference-free damage detection using instantaneous baseline measurements," AIAA. **47**, 1952-64 (2009).

C. T. Ng and M. Veidt, "A Lamb-wave-based technique for damage detection in composite laminates," Smart. Mater. Struct. 18, 074006 (2009).

J. B. Ihn and F. K. Chang, "Pitch-catch active sensing methods in structural health monitoring," Smart Mater. Struct. 7 5–19 (2008).

D. Wang, L. Ye and Z. Su, "Probability of the presence of damage estimated from an active sensor network in a composite panel of multiple stiffeners," Compos. Sci. Technol. 69 2054-63 (2009)

G. Petculescu, S. Krishnaswamy and J. D. Achenbach, "Group delay measurements using modally selective Lamb wave transducers for detection and sizing of delaminations in composites," Smart Mater. Struct. 17 015007 (2008).

S. B. Kim, and H. Sohn, "Instantaneous reference-free crack detection based on polarization characteristics of piezoelectric materials," Smart Mater. Struct. 16, 2375-2387 (2007).

H. Sohn, S. J. Lee, "Lamb wave tuning curve calibration for surface-bonded piezoelectric transducers," Smart Mater. Struct. 19, 015007 (2010).

A. Raghavan and C. E. S. Cesnik, "Modeling of piezoelectric-based Lamb-wave generation and sensing for structural health monitoring," SPIE. 5391 (2004)

Z. Su, L. Ye, and Y. Lu, "Guided Lamb waves for identification of damage in composite structures: A review," J. Sound Vib. 295, 753–780 (2006).





Backup



Correlation-based Damage Index

Damage index (D/)

$$DI(i,\Omega) = \frac{1}{2} \left(1 - \frac{2}{n_d} \sum_{j}^{n_d/2} corr(A_0(i,\Omega), A_0(j,\Omega))\right)$$

ency.
$$DI(i) = \frac{1}{N} \sum_{\Omega}^{N} DI(i,\Omega)$$

 $\boldsymbol{\Omega}$ is the driving frequency.

 $A_0(i, \Omega)$ or $A_0(j, \Omega)$ is the A_0 mode obtained from the paths *i* and *j* ($1 \le i, j \le 20$)

The path 'j' is selected as the undamaged paths having same angle and spacing with the path i.

'Corr' is the cross correlation.

KAIST

BOEING

d is the angle of the path i. ($d = 0^{\circ}$, 45°, 90°, and 135°)

 n_d is the number of paths of the *d* angle.



22



$$0 \le DI(i, \Omega) \le 1$$

Lamb Wave Propagation Characteristics on a Multilayer Composite Material



