

A FIRST-PRINCIPLES ABRASION ALGORITHM FOR PROJECTILE MASS LOSS DURING PENETRATION

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An empirical abrasion algorithm for determining the mass loss of a projectile as it penetrates a softer target¹ has been developed and incorporated into an explicit dynamic Lagrangian finite-element code². This abrasion model is empirical in that it relies on experimentation to determine an abrasion coefficient relating the interface stresses and velocities to the abrasion rate. Thus, this abrasion algorithm is limited in use because it depends on the ability to determine the abrasion coefficient for every combination of projectile and target materials.

A new abrasion model has been developed for penetration into concrete targets that eliminates this guesswork in calculating the abrasion rate. This model first calculates a representative aggregate particle size based on the projectile's tip velocity using the Grady-Kipp fracture model³. The distribution of particles on the surface of the projectile is calculated by assuming that the radius of the fracture zone is 1/3 the diameter of the projectile.

Slip line theory^{4,5,6} is then used to calculate the abrasion rate of the projectile surface. An initial estimate of the abrasion rate is first calculated by idealizing the aggregate particles as cubes. The initial estimate further assumes that each of these cubes can only be oriented about a plane of symmetry passing through the axis of the projectile. Slip line theory can then be readily applied to these idealized conditions to calculate an initial, idealized abrasion rate that is wholly dependent on weapon and target material properties and on weapon-target interface stresses and velocities. The idealized abrasion rate is then corrected in an approximate fashion to account for non-cubic particle shapes and non-aligned particle orientations.

This new abrasion model has been coded into the finite-element code as an alternative option to the default, empirical abrasion algorithm. Two-dimensional comparison analyses have been conducted using the same test cases as Forrestal *et al*⁷ and Beissel & Johnson¹. The new model compares favorably against previously published experimental and analytic results over a wide range of impact velocities.

References

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