



# **IMPACT TEST SIMULATION WITH DIFFERENT VELOCITY USING FEA FOR BUMPER CAR**

This report is submitted in accordance with requirement of the Universiti Teknikal  
Malaysia Melaka (UTeM) for the Bachelor Degree of Mechanical Engineering

(Structure and Material)(Hons.)

By

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## DECLARATION

I hereby, declared this report entitled “Impact Test Simulation with Different Velocity Using FEA for Bumper Car” is the results of my own research except as cited in references.

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Date : .....

## **APPROVAL**

This report is submitted to the Faculty of Mechanical Engineering of Universiti Teknikal Malaysia Melaka (UTeM) as a partial fulfilment of the requirements for the degree of Bachelor of Mechanical Engineering (Structure and Material) (Hons.). The member of the supervisory is as follow:

.....  
(MOHD BASRI BIN ALI)

## ABSTRAK

Projek ini adalah mengenai simulasi ujian hentaman dengan had laju berbeza dengan menggunakan analisis unsur terhingga untuk bampar kereta. Apabila menjalankan simulasi untuk projek ini, terdapat tiga objektif untuk dicapai. Objektif yang pertama ialah untuk menentukan tenaga yang diserap dengan had laju yang berbeza dan saiz mesh yang berlainan. Objektif yang kedua ialah untuk mengaitkan hubungan antara tenaga yang diserap dengan had laju yang berbeza dan saiz mesh yang berlainan. Objektif yang terakhir untuk dicapai ialah membandingkan keputusan yang diperolehi daripada simulasi dengan kajian yang telah dijalankan sebelum ini. Tambahan pula, pernyataan masalah utama di dalam projek ini ialah untuk mengkaji tenaga yang diserap yang mempunyai kaitan dengan had laju yang berbeza dan saiz mesh yang berlainan untuk meningkatkan prestasi bampar kereta semasa berlakunya perlanggaran sebenar. Bahagian kritikal di dalam projek ini adalah system hentaman dan system bampar. Oleh itu, arah dan lokasi pemasangan untuk kedua – dua bahagian mestilah dilakukan dengan betul untuk mengelakkan daripada memperolehi keputusan yang tidak tepat. Keseluruhan projek ini dilakukan dengan menggunakan perisian Abaqus. Apabila keputusan telah diperolehi, graf daya tindak balas menentang anjakan dan graf tenaga kinetik serta tenaga dalaman menentang masa diplotkan. Setelah selesai memplot graf daya tindak balas menentang anjakan, ruang di bawah graf telah dikira untuk mencari jumlah tenaga yang diserap dengan menggunakan perisian Origin 8.0. Daripada keputusan yang diperolehi, apabila saiz mesh yang digunakan semakin besar, maka nilai daya tindak balas dan tenaga yang diserap akan berkurang. Pendekatan teori dan perbandingan dengan kajian yang telah dijalankan juga dilakukan. Ia telah ditunjukkan bahawa keputusan simulasi mempunyai trend garisan graf yang sama seperti kajian yang telah dijalankan sebelum ini. Oleh itu, terbukti bahawa kesemua keputusan berkait rapat antara satu sama lain. Akhirnya, komposit serat karbon, T300/5208 telah dicadangkan sebagai bahan untuk kajian masa depan.

## **ABSTRACT**

This project is about the impact test simulation with different velocity using finite element analysis (FEA) for bumper car. When carrying out the simulation for this project, there are three objectives to be achieved. The first objective is to determine the energy absorbed with different velocity and meshing sizes. Secondly, to correlate the energy absorbed with different velocity and different meshing sizes. Meanwhile, the final objective to be achieved is to compare the simulation results with previous studies. Furthermore, the main problem statement in this project is to study the energy absorption related to different velocities and different meshing sizes to improve the performance of bumper systems during actual collisions. The critical parts involved in this project are the impactor and the bumper system. Hence, the direction and location for each parts during assembly must be correct to avoid obtaining inaccurate results. The entire simulation for impact test is conducted by using the Abaqus software. When results are obtained, graphs of reaction forces against displacement and kinetic energy with internal energy against time are plotted. After plotting the graph for reaction force against time, the area under the graph was calculated in order to obtain the total energy absorbed for the entire simulation by using the software Origin 8.0. Through the results obtained, as the meshing size applied increases, reaction force and energy absorbed decreases. Theoretical approach and comparison with previous studies were also conducted. It was shown that the simulation results have the same graph line trends as the previously conducted studies in terms of reaction force against displacement and energy graphs. Thus, this proves that the results correlates well with each other. Finally, carbon fibre composite, T300/5208 was recommended as a material for future studies as composite materials are gaining more attention in automobiles application.

## **DEDICATION**

To my beloved father,

Wan Kassim Bin Haji Tuanku Taibu,

My beloved mother,

Normardiah Binti Mohd Musa,

My precious sisters,

Sharifah Zalikha Izzati Binti Wan Kassim, Sharifah Athirah Izyan Binti Wan Kassim,

And my dearest brother,

Syed Haziq Iqbal Bin Wan Kassim.

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# TABLE OF CONTENT

Abstrak	i
Abstract	ii
Dedication	iii
Acknowledgement	iv
Table of Contents	v
List of Tables	viii
List of Figures	xi
List of Abbreviations	xvi
List of Symbols	xvii
<b>CHAPTER 1: INTRODUCTION</b>	<b>1</b>
1.1 Background of Study	1
1.2 Problem Statement	4
1.3 Objectives	5
1.4 Scope Of Project	5
<b>CHAPTER 2: LITERATURE REVIEW</b>	<b>6</b>
2.1 Car Bumper System	6
2.1.1 Bumper Beams	7
2.1.2 Fascia	8
2.1.3 Energy Absorber	8
2.2 Impact Mechanics	9
2.2.1 Low Speed Impact Test	9
2.2.2 High Speed Impact Test	11
2.3 Conservation of Energy	11
2.4 Abaqus Software	15



2.5 Mesh Size	17
<b>CHAPTER 3 : METHODOLOGY</b>	18
3.1 Project Planning	18
3.2 Relationship Between Objectives and Methodology	20
3.3 Identifying the Problems	21
3.4 Direction of Impact	23
3.5 Material Selection	25
3.6 Velocity Selection	26
3.7 Meshing Size	27
3.8 Abaqus Software Simulation	28
<b>CHAPTER 4: RESULTS &amp; DISCUSSION</b>	33
4.1 Meshing Sizes and Elements	33
4.1.1 Number of Elements Generated	36
4.2 Impact Test Results for 15 mm Mesh Size	37
4.2.1 Velocity of 70 km/h	37
4.2.2 Velocity of 90 km/h	47
4.3 Impact Test Results for 18 mm Mesh Size	57
4.3.1 Velocity of 70 km/h	57
4.3.2 Velocity of 90 km/h	66
4.4 Impact Test Results for 20 mm Mesh Size	76
4.4.1 Velocity of 70 km/h	76
4.4.2 Velocity of 90 km/h	85
4.5 Theoretical Approach and Results Comparison with Simulation	94
4.6 Comparison of Impact Test Simulation and Previous Studies	116
<b>CHAPTER 5: CONCLUSION &amp; FUTURE WORK</b>	120
5.1 Recommendation	121

**REFERENCES**

123

**APPENDICES**

## LIST OF TABLES

<b>TABLE</b>	<b>TITLE</b>	<b>PAGE</b>
2.1	Design Criterion	11
2.2	Results Obtained Through Impact Simulation (Vani and Jayachandraiah, 2015)	16
3.1	Relationship between Objectives and Methodology	20
3.2	Mechanical Properties of Chosen Materials (H. Zainuddin et al., 2016)	25
4.1	Different Meshing Sizes for Impactor	34
4.2	Different Meshing Sizes for Bumper System	35
4.3	Number of Element for Impactor and Bumper System	36
4.4	Node 1288 Values (15 mm Mesh Size and 70 km/h Velocity)	38
4.5	Node 1289 Values (15 mm Mesh Size and 70 km/h Velocity)	40
4.6	Node 1575 Values (15 mm Mesh Size and 70 km/h Velocity)	42
4.7	Minimum and Maximum Values for Internal Energy and Kinetic Energy (15 mm Mesh Size and 70 km/h Velocity)	46
4.8	Node 1288 Values (15 mm Mesh Size and 90 km/h Velocity)	47
4.9	Node 1289 Values (15 mm Mesh Size and 90 km/h Velocity)	49
4.10	Node 1575 Values (15 mm Mesh Size and 90 km/h Velocity)	51
4.11	Minimum and Maximum Values for Internal Energy and Kinetic Energy (15 mm Mesh Size and 90 km/h Velocity)	55
4.12	Node 1288 Values (18 mm Mesh Size and 70 km/h Velocity)	57
4.13	Node 1289 Values (18 mm Mesh Size and 70 km/h Velocity)	59

4.14	Node 1575 Values (18 mm Mesh Size and 70 km/h Velocity)	61
4.15	Minimum and Maximum Values for Internal Energy and Kinetic Energy (18 mm Mesh Size and 70 km/h Velocity)	65
4.16	Node 1288 Values (18 mm Mesh Size and 90 km/h Velocity)	66
4.17	Node 1289 Values (18 mm Mesh Size and 90 km/h Velocity)	69
4.18	Node 1575 Values (18 mm Mesh Size and 90 km/h Velocity)	71
4.19	Minimum and Maximum Values for Internal Energy and Kinetic Energy (18 mm Mesh Size and 90 km/h Velocity)	75
4.20	Node 1288 Values (20 mm Mesh Size and 70 km/h Velocity)	76
4.21	Node 1289 Values (20 mm Mesh Size and 70 km/h Velocity)	78
4.22	Node 1575 Values (20 mm Mesh Size and 70 km/h Velocity)	80
4.23	Minimum and Maximum Values for Internal Energy and Kinetic Energy (20 mm Mesh Size and 70 km/h Velocity)	84
4.24	Node 1288 Values (20 mm Mesh Size and 90 km/h Velocity)	85
4.25	Node 1289 Values (20 mm Mesh Size and 90 km/h Velocity)	87
4.26	Node 1575 Values (20 mm Mesh Size and 90 km/h Velocity)	89
4.27	Minimum and Maximum Values for Internal Energy and Kinetic Energy (20 mm Mesh Size and 90 km/h Velocity)	93
4.28	Theoretical Reaction Force for Node 1575 (15 mm Mesh Size and 70 km/h Velocity)	96
4.29	Theoretical Reaction Force for Node 1575 (15 mm Mesh Size and 90 km/h Velocity)	98
4.30	Theoretical Reaction Force for Node 1289 (18 mm Mesh Size and 70 km/h Velocity)	101
4.31	Theoretical Reaction Force for Node 1575 (18 mm Mesh Size and 90 km/h Velocity)	103

4.32	Theoretical Reaction Force for Node 1289 (20 mm Mesh Size and 70 km/h Velocity)	106
4.33	Theoretical Reaction Force for Node 1289 (20 mm Mesh Size and 90 km/h Velocity)	108
4.34	Theoretical and Simulation Values	111
5.1	Mechanical Properties of Carbon Fibre Composite, T300/5208 (Wang and Li, 2015)	122

# LIST OF FIGURES

<b>FIGURE</b>	<b>TITLE</b>	<b>PAGE</b>
1.1	Example of a Car Bumper	2
2.1	Automotive Bumper System Component (Nizam et al., 2004)	6
2.2	Common Bumper (Davoodi et al., 2012)	8
2.3	Actual Function of Car Bumper (Jamail, 2009)	9
2.4	Simulation of Frontal Collision (Chotika et al., 2011)	10
2.5	Graph of Internal, External and Total Energy during Frontal Impact (Chotika et al., 2011)	13
2.6	Energy Curve of the Model with the Bumper Beam Made by Steel (Wang and Li, 2015)	14
2.7	Colliding Bodies Moving at 80 km/h (Vani and Jayachandraiah, 2015)	16
3.1	Flow Chart of Project	19
3.2	Procedures to Identify Problems	22
3.3	Isometric View of Impactor and Bumper System	23
3.4	Front View of Impactor and Bumper System	24
3.5	Top View of Impactor and Bumper System	24
3.6	Direction of Velocity in Y-Axis	26
3.7	Front View of GEN 2 Bumper	27
3.8	Rear View of GEN 2 Bumper	28
3.9	Importing Drawing Parts	28

3.10	Applying Material Properties	29
3.11	Assembly of Imported Parts	29
3.12	Choosing the Step Time	30
3.13	Choosing the Interaction	30
3.14	Creating Boundary Condition for the Assembled Parts	31
3.15	Creating Velocity for the Impactor	31
3.16	Creating Job for Simulation	32
4.1	Graph of Number of Elements against Meshing Size	36
4.2	Area under Graph for Node 1288 (15 mm Mesh Size and 70 km/h Velocity)	40
4.3	Area under Graph for Node 1289 (15 mm Mesh Size and 70 km/h Velocity)	42
4.4	Area under Graph for Node 1575 (15 mm Mesh Size and 70 km/h Velocity)	44
4.5	Reaction Force against Displacement Graph for 15 mm Meshing and 70 km/h Velocity	45
4.6	Energy against Time Graph for 15 mm Meshing and 70 km/h Velocity	46
4.7	Area under Graph for Node 1288 (15 mm Mesh Size and 90 km/h Velocity)	49
4.8	Area under Graph for Node 1289 (15 mm Mesh Size and 90 km/h Velocity)	51
4.9	Area under Graph for Node 1575 (15 mm Mesh Size and 90 km/h Velocity)	53
4.10	Reaction Force against Displacement Graph for 15 mm Meshing and 90 km/h Velocity	54

4.11	Energy against Time Graph for 15 mm Meshing and 90 km/h Velocity	55
4.12	Area under Graph for Node 1288 (18 mm Mesh Size and 70 km/h Velocity)	59
4.13	Area under Graph for Node 1289 (18 mm Mesh Size and 70 km/h Velocity)	61
4.14	Area under Graph for Node 1575 (18 mm Mesh Size and 70 km/h Velocity)	63
4.15	Reaction Force against Displacement Graph for 18 mm Meshing and 70 km/h Velocity	64
4.16	Energy against Time Graph for 18 mm Meshing and 70 km/h Velocity	65
4.17	Area under Graph for Node 1288 (18 mm Mesh Size and 90 km/h Velocity)	68
4.18	Area under Graph for Node 1289 (18 mm Mesh Size and 90 km/h Velocity)	70
4.19	Area under Graph for Node 1575 (18 mm Mesh Size and 90 km/h Velocity)	72
4.20	Reaction Force against Displacement Graph for 18 mm Meshing and 90 km/h Velocity	73
4.21	Energy against Time Graph for 18 mm Meshing and 90 km/h	74
4.22	Area under Graph for Node 1288 (20 mm Mesh Size and 70 km/h Velocity)	78
4.23	Area under Graph for Node 1289 (20 mm Mesh Size and 70 km/h Velocity)	80
4.24	Area under Graph for Node 1575 (20 mm Mesh Size and 70 km/h Velocity)	82



4.25	Reaction Force against Displacement Graph for 20 mm Meshing and 70 km/h Velocity	82
4.26	Energy against Time Graph for 20 mm Meshing and 70 km/h Velocity	84
4.27	Area under Graph for Node 1288 (20 mm Mesh Size and 90 km/h Velocity)	87
4.28	Area under Graph for Node 1289 (20 mm Mesh Size and 90 km/h Velocity)	89
4.29	Area under Graph for Node 1575 (20 mm Mesh Size and 90 km/h Velocity)	91
4.30	Reaction Force against Displacement Graph for 20 mm Meshing and 90 km/h Velocity	91
4.31	Energy against Time Graph for 20 mm Meshing and 90 km/h Velocity	93
4.32	Graph of Theoretical Reaction Force against Displacement for Node 1575 (15 mm Mesh Size and 70 km/h Velocity)	97
4.33	Area under Graph for Theoretical Value of Node 1575 (15 mm Mesh Size and 70 km/h Velocity)	97
4.34	Graph of Theoretical Reaction Force against Displacement for Node 1575 (15 mm Mesh Size and 90 km/h Velocity)	99
4.35	Area under Graph for Theoretical Value of Node 1575 (15 mm Mesh Size and 90 km/h Velocity)	100
4.36	Graph of Theoretical Reaction Force against Displacement for Node 1289 (18 mm Mesh Size and 70 km/h Velocity)	102
4.37	Area under Graph for Theoretical Value of Node 1289 (18 mm Mesh Size and 70 km/h Velocity)	102
4.38	Graph of Theoretical Reaction Force against Displacement for Node 1575 (18 mm Mesh Size and 90 km/h Velocity)	104

4.39	Area under Graph for Theoretical Value of Node 1575 (18 mm Mesh Size and 90 km/h Velocity)	105
4.40	Graph of Theoretical Reaction Force against Displacement for Node 1289 (20 mm Mesh Size and 70 km/h Velocity)	107
4.41	Area under Graph for Theoretical Value of Node 1289 (20 mm Mesh Size and 70 km/h Velocity)	107
4.42	Graph of Theoretical Reaction Force against Displacement for Node 1289 (20 mm Mesh Size and 90 km/h Velocity)	109
4.43	Area under Graph for Theoretical Value of Node 1289 (20 mm Mesh Size and 90 km/h Velocity)	110
4.44	Comparison Graph between Theoretical and Simulation for Node 1575 (15 mm Meshing and 70 km/h)	112
4.45	Comparison Graph between Theoretical and Simulation for Node 1575 (15 mm Meshing and 90 km/h)	112
4.46	Comparison Graph between Theoretical and Simulation for Node 1289 (18 mm Meshing and 70 km/h)	113
4.47	Comparison Graph between Theoretical and Simulation for Node 1575 (18 mm Meshing and 90 km/h)	113
4.48	Comparison Graph between Theoretical and Simulation for Node 1289 (20 mm Meshing and 70 km/h)	114
4.49	Comparison Graph between Theoretical and Simulation for Node 1289 (20 mm Meshing and 90 km/h)	114
4.50	Three-Point Bending Crash Test with Experimental Results Compared with Abaqus Simulation (N. Tanlak et al., 2015)	117
4.51	Energy Curve of Bumper Made by Steel Compared with Abaqus Simulation (Wang and Li, 2015)	118
4.52	Reaction Force for Lightweight Frontal Bumper Compared with Abaqus Simulation (Jeyanthi and Janci Rani, 2013)	119

## **LIST OF ABBEREVATIONS**

NHTSA	National Highway Traffic Safety Administration
PP	Polypropylene
3D	Three Dimension
ECE	Economic Commission for Europe
OEM	Original Equipment Manufacturer
RCAR	Research Council for Automobile Repair
NCAP	New Car Assessment Program
IIHS	Insurance Institute for Highway Safety
FEA	Finite Element Analysis
CATIA	Computer Aided Three-Dimensional Interactive Application

## LIST OF SYMBOLS

$W$	Work
$F$	Force
$d$	Distance
$E_k$	Kinetic Energy
$m$	Translational Inertia
$v$	Velocity
$v_i$	Initial Velocity
$v_f$	Final Velocity
$\bar{X}$	Sample Mean or Average
$\sum X_s$	Sum of All The Variables
$N$	Total Number of Values Being Summed

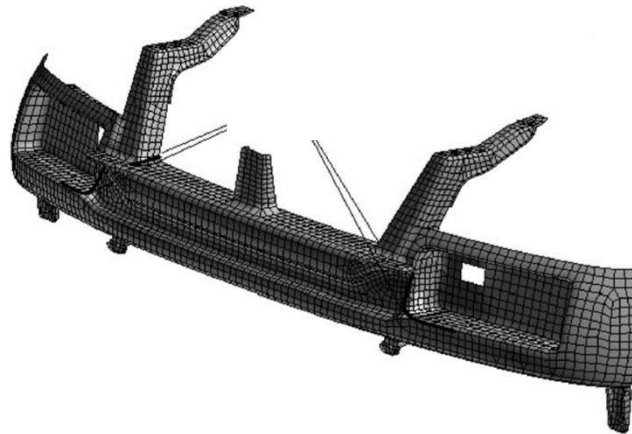
# CHAPTER 1

## INTRODUCTION

### 1.1 Background of Study

The vehicle bumper system, which includes the front and rear parts are designed to have the ability to resist impact during a collision without resulting damage to other components and safety systems that the vehicle owns. However, the existing designs of bumper systems are not capable of fully reducing injury towards the passengers during high speed impact collision. The United States National Highway Traffic Safety Administration (NHTSA) released the first regulation for vehicle bumpers in the year 1971. Federal Motor Vehicle Safety Standard No. 215 (FMVSS 215), “Exterior Protection” standard forbids functional damage towards specified safety related components when the vehicle is put through a barrier crash test at 8 km/h for front bumper systems and 4 km/h for rear bumper systems. Furthermore, the standards were upgraded in the year 1974, which requires the ability to resist damage from impacts at angles with speeds at 8 km/h for vehicles with standardized height of the front and rear bumpers (Ayyappa et al., 2014).

The aim of an automobile bumper subsystem located at the front and rear of a vehicle is energy absorption during low velocity impact. A bumper subsystem basically consists of bumper transverse beam, stays, impact absorbing materials connected to the structural components and a cover. However, among the structural components, the bumper beam is the most important (Beyene et al., 2014). This is due to its ability to absorb the low impact energy by bending resistance. (Wang and Li, 2015).



**Figure 1.1:** Example of a Car Bumper

During a collision, the bumper is the first component to collide with a pedestrian. According to statistics, more than a third of 1.2 million people were killed and 10 million were injured annually in road traffic crashes worldwide are pedestrian (Davoodi et al., 2007). This issue raises awareness for public health, trauma medicine and traffic safety professionals.

According to a study conducted by Richards (2010), speed of a moving vehicle is one of the top contributors towards road traffic accidents. In terms of pedestrian road accidents, the change in velocity of vehicles are closely related with the severity of injury that the pedestrian experience. Based on the datasets acquired, risk for fatalities to occur increases with impact speeds around 48 km/h. Furthermore, when the impact speed increases towards 64 km/h, the probability of pedestrian fatalities to occur increases up to between 3.5 and 5.5 times.

However, light-weight design has obtained more attention from automotive industries due to the need of energy conservation and environmental protection. In order to satisfy the following requirements, the best method taken is material replacement. Other methods such as structural optimization and advanced manufacturing technology is deemed less efficient when compared to material replacement method (Liu et al., 2016).

When integrating light-weight designs and improving the crashworthiness of vehicle safety components, composite materials were implemented during the manufacturing of bumpers. Composite materials possess high specific strength, high specific stiffness and high energy absorption capabilities (Liu et al., 2016). Compared to conventional materials such as steel and aluminium, composite materials showed equal strength and rigidity, reduction of total material used, ease of manufacturing and reduction in production cost (Hosseinzadeh et al., 2004).

Meanwhile, the ability of the bumper system to absorb energy is a crucial factor in determining the level of safety for the passengers. Vehicles with lighter overall weight are preferred by the costumers due to its fuel consumption when compared to heavier vehicles. However, lightweight vehicles cannot provide much safety for the passengers under impact conditions. Therefore, manufacturers are designing vehicles with deformable structures with crumple zones in order to increase the capability to absorb kinetic energy through plastic deformation during a frontal collision incident (Chotika et al., 2011).

## **1.2 Problem Statement**

Bumper beams are both attached to the front and rear end of vehicles plays an important role in absorbing energy. During a crash, bumper beams acts as crash-boxes which receives loads mainly in axial direction. The amount of energy absorbed by the bumper beams determines the damage applied to other parts of the vehicle and risk of injuries to the passengers. Hence, designs of bumper beams are very crucial for improving its effectiveness to absorb energy, which is also known as crashworthiness (Niyazi et al., 2015).

Speed plays an important factor during a crash. When a vehicle is travelling at high speeds crashes, the passenger will undergo a high speed collision which leads to more severe injuries or even death. When two vehicles with the same mass but different speed experiences a crash, the higher speed vehicle will possess a bigger inertia. Hence, require a larger energy absorption capability from the bumper beam in order to protect the passengers (Elvik, 2009).

According to Fang et al. (2005), a crash simulation and assessment of its corresponding parameters are achievable with the help of finite element analysis (FEA). This is due to the programs which were configured specifically for dynamic contact problems. Moreover, crashworthiness characteristics of a vehicle structure can be modified and further optimized by combining simulation tools with non-linear mathematical programming methods. From the previous researches, it is shown that the study of energy absorption related to velocity is important in order to improve the vehicle performance and total manufacturing cost.

Furthermore, when conducting a simulation or analysis, size of meshing (mesh density) used is a critical factor. This is because the size of meshing directly determines the accuracy of the simulation results and the computing time. Generally, models with finer mesh (small element size) provides a higher accuracy in its result but longer computing time, whereas a coarse mesh (large element size) provides less accurate results but a shorter computing time (Shashikant et al., 2015). The study of energy absorption related to different velocities and effect of meshing size is important to improve the current performance of bumper systems during crashes.

### **1.3 Objectives**

This project focuses on impact test simulation with different velocities using finite element analysis (FEA) for car bumper. The objectives of this project are as follows:

- i. To determine the energy absorbed with different velocity and meshing size.
- ii. To correlate the energy absorbed with different velocity and different meshing size.
- iii. To compare the result with previous studies.