



Designation: **D7078/D7078M – 19** **D7078/D7078M – 20**

Standard Test Method for Shear Properties of Composite Materials by V-Notched Rail Shear Method¹

This standard is issued under the fixed designation D7078/D7078M; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ϵ) indicates an editorial change since the last revision or reapproval.

1. Scope

1.1 This test method covers the determination of the shear properties of high-modulus fiber-reinforced composite materials by clamping the ends of a V-notched specimen between two pairs of loading rails. When loaded in tension, the rails introduce shear forces into the specimen through the specimen faces. In comparison, the specimen of Test Method **D5379/D5379M** is loaded through its top and bottom edges. Face loading allows higher shear forces to be applied to the specimen, if required. Additionally, the present test method utilizes a specimen with a larger gage section than the V-notched specimen of Test Method **D5379/D5379M**. In both test methods, the use of a V-notched specimen increases the gage section shear stresses in relation to the shear stresses in the vicinity of the grips, thus localizing the failure within the gage section while causing the shear stress distribution to be more uniform than in a specimen without notches. In comparison, Test Method **D4255/D4255M** utilizes an unnotched specimen clamped between two pairs of loading rails that are loaded in tension. Also, in contrast to Test Method **D4255/D4255M**, the present test method provides specimen gripping without the need for holes in the specimen.

The composite materials are limited to continuous-fiber or discontinuous-fiber-reinforced composites in the following material forms:

1.1.1 Laminates composed only of unidirectional fibrous laminae, with the fiber direction oriented either parallel or perpendicular to the fixture rails.

1.1.2 Laminates of balanced and symmetric construction, with the 0° direction oriented either parallel or perpendicular to the fixture rails.

1.1.3 Laminates composed of woven, braided, or knitted fabric filamentary laminae.

1.1.4 Short-fiber-reinforced composites with a majority of the fibers being randomly distributed.

1.2 *Units*—The values stated in either SI units or inch-pound units are to be regarded separately as standard. The values stated in each system are not necessarily exact equivalents; therefore, to ensure conformance with the standard, each system shall be used independently of the other, and values from the two systems shall not be combined.

1.2.1 Within the text, the inch-pound units are shown in brackets.

1.3 *This standard does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety, health, and environmental practices and determine the applicability of regulatory limitations prior to use.*

1.4 *This international standard was developed in accordance with internationally recognized principles on standardization established in the Decision on Principles for the Development of International Standards, Guides and Recommendations issued by the World Trade Organization Technical Barriers to Trade (TBT) Committee.*

2. Referenced Documents

2.1 *ASTM Standards:*²

D792 Test Methods for Density and Specific Gravity (Relative Density) of Plastics by Displacement

D883 Terminology Relating to Plastics

D2584 Test Method for Ignition Loss of Cured Reinforced Resins

D2734 Test Methods for Void Content of Reinforced Plastics

¹ This test method is under the jurisdiction of ASTM Committee **D30** on Composite Materials and is the direct responsibility of Subcommittee **D30.04** on Lamina and Laminate Test Methods.

Current edition approved ~~Aug. 15, 2019~~ April 1, 2020. Published ~~October 2019~~ April 2020. Originally approved in 2005. Last previous edition approved in 2012 as ~~D7078/D7078M – 12~~ **D7078/D7078M – 19**. DOI: ~~10.1520/D7078-12~~ **10.1520/D7078_D7078M-20**.

² For referenced ASTM standards, visit the ASTM website, www.astm.org, or contact ASTM Customer Service at service@astm.org. For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

- D3171 Test Methods for Constituent Content of Composite Materials
- D3878 Terminology for Composite Materials
- D4255/D4255M Test Method for In-Plane Shear Properties of Polymer Matrix Composite Materials by the Rail Shear Method
- D5229/D5229M Test Method for Moisture Absorption Properties and Equilibrium Conditioning of Polymer Matrix Composite Materials
- D5379/D5379M Test Method for Shear Properties of Composite Materials by the V-Notched Beam Method
- D6856 Guide for Testing Fabric-Reinforced “Textile” Composite Materials
- E4 Practices for Force Verification of Testing Machines
- E6 Terminology Relating to Methods of Mechanical Testing
- E111 Test Method for Young’s Modulus, Tangent Modulus, and Chord Modulus
- E122 Practice for Calculating Sample Size to Estimate, With Specified Precision, the Average for a Characteristic of a Lot or Process
- E177 Practice for Use of the Terms Precision and Bias in ASTM Test Methods
- E251 Test Methods for Performance Characteristics of Metallic Bonded Resistance Strain Gages
- E456 Terminology Relating to Quality and Statistics
- E1237 Guide for Installing Bonded Resistance Strain Gages
- E1309 Guide for Identification of Fiber-Reinforced Polymer-Matrix Composite Materials in Databases (Withdrawn 2015)³
- E1434 Guide for Recording Mechanical Test Data of Fiber-Reinforced Composite Materials in Databases (Withdrawn 2015)³
- 2.2 *Other Documents:*⁴
 - ANSI Y14.5M-1982 Geometric Dimensioning and Tolerancing
 - ANSI/ASME B 46.1-1985 Surface Texture (Surface Roughness, Waviness, and Lay)
- 2.3 *ASTM Adjuncts:*⁵
 - V-Notched Rail Shear Fixture Machining Drawings

3. Terminology

3.1 *Definitions*—Terminology **D3878** defines terms relating to high-modulus fibers and their composites. Terminology **D883** defines terms relating to plastics. Terminology **E6** defines terms relating to mechanical testing. Terminology **E456** and Practice **E177** define terms relating to statistics. In the event of a conflict between terms, Terminology **D3878** shall have precedence over the other terminology standards.

NOTE 1—If the term represents a physical quantity, its analytical dimensions are stated immediately following the term (or letter symbol) in fundamental dimension form, using the following ASTM standard symbology for fundamental dimensions, shown within square brackets: [M] for mass, [L] for length, [T] for time, [Θ] for thermodynamic temperature, and [nd] for nondimensional quantities. Use of these symbols is restricted to analytical dimensions when used with square brackets, as the symbols may have other definitions when used without the brackets.

3.2 *Definitions of Terms Specific to This Standard:*

3.2.1 *in-plane shear, n*—shear associated with shear forces or deformation applied to the 1-2 material plane such that the resulting shear deformations occur in the plane of the laminate. (See also *material coordinate system*).

3.2.2 *interlaminar shear, n*—any of the shear properties describing the response resulting from a shear force or deformation applied to the 1-3 or 2-3 material planes. (See also *material coordinate system*).

3.2.3 *material coordinate system, n*—a Cartesian coordinate system describing the principal material coordinate system using 1, 2, and 3 for the axes, as shown in **Fig. 1**.

3.2.4 *offset shear strength $[M/(LT^2)]$, n*—the shear stress a material sustains at the intersection of the shear stress versus engineering shear strain curve with a line parallel to a defined modulus and translated from the origin by a specified strain.

³ The last approved version of this historical standard is referenced on www.astm.org.

⁴ Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.

⁵ Available from ASTM Headquarters, 100 Barr Harbor Dr., PO Box C700, West Conshohocken, PA 19428-2959. Order Adjunct **ADJD7078**.

3.2.4.1 *Discussion*—

The offset shear strength is a measure of the extent of material stress/strain linearity. (The material non-linearity in this definition neither assumes nor prohibits the presence of damage.) When comparing material offset strengths, the same offset strain and modulus definition should be used. For material comparison in the absence of evidence suggesting the use of more appropriate values, an offset strain of 0.2 % should be used with the standard chord modulus. A graphical example of offset shear strength is shown in **Fig. 2**. For design, other offset strain and modulus definition combinations may be more suitable for specific materials and applications.

3.2.5 *shear strength $[M/(LT^2)]$, n*—the shear stress carried by a material at failure under a pure shear condition.

3.3 *Symbols:*

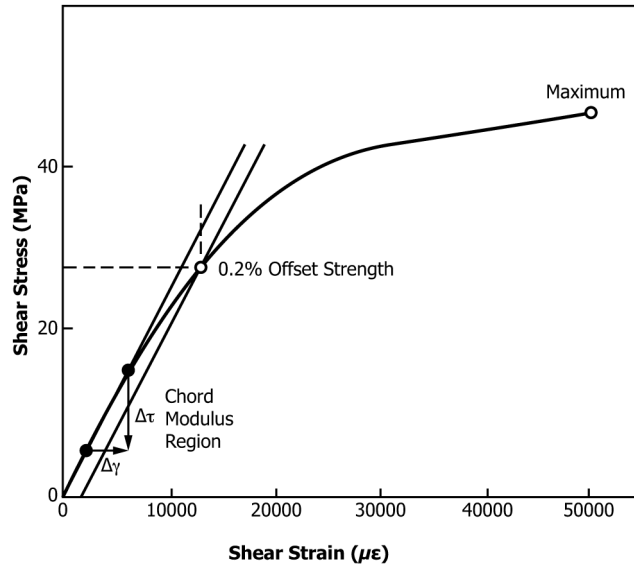


FIG. 2 Illustration of Modulus and Offset Strength Determination

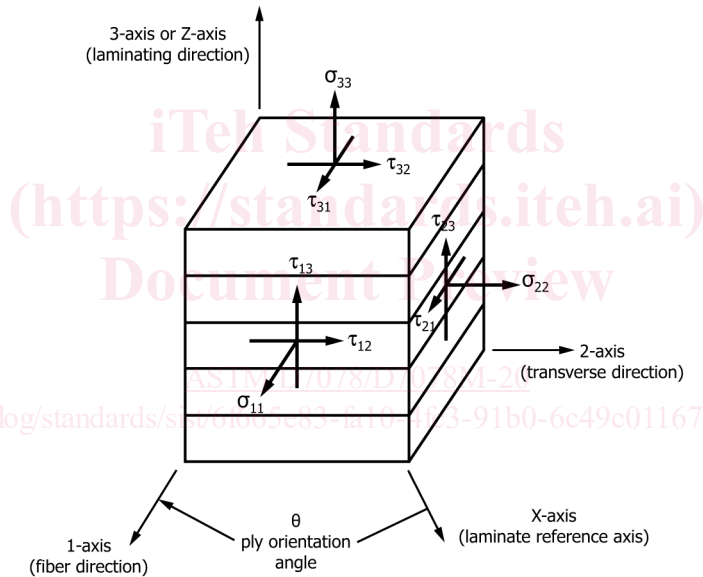
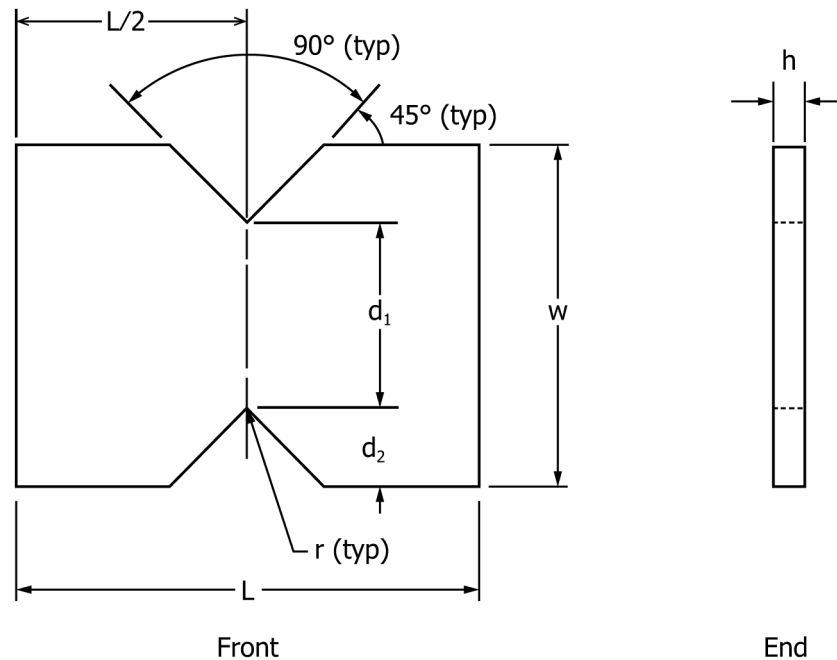


FIG. 1 Material Coordinate System

- A = cross-sectional area of a specimen
- CV = coefficient of variation statistic of a sample population for a given property (in percent)
- d_1 = coupon width between notches
- d_2 = notch depth
- F^{su} = ultimate shear strength in the test direction
- F^u = ultimate strength in the test direction
- F^o (*offset*) = the value of the shear stress at the intersection of the shear chord modulus of elasticity and the stress-strain curve, when the modulus is offset along the shear strain axis from the origin by the reported strain offset value
- G = shear modulus of elasticity in the test direction
- h = overall coupon thickness
- L = overall coupon length
- n = number of coupons per sample population
- P = force carried by test coupon
- P^f = force carried by test coupon at failure
- P^{max} = maximum force carried by test coupon before failure
- r = notch radius



Nominal Specimen Dimensions

- d_1 = 31.0 mm [1.20 in.]
- d_2 = 12.7 mm [0.50 in.]
- h = as required
- L = 76.0 mm [3.0 in.]
- r = 1.3 mm [0.05 in.]
- w = 56.0 mm [2.20 in.]

FIG. 3 V-Notched Rail Shear Test Specimen Schematic

- S_{n-1} = standard deviation statistic of a sample population for a given property
- w = overall coupon width
- x_i = test result for an individual specimen from the sample population for a given property
- \bar{X} = mean or average (estimate of mean) of a sample population for a given property
- γ = engineering shear strain
- ϵ = indicated normal strain from strain transducer or extensometer
- σ = normal stress
- τ = shear stress
- θ = ply orientation angle

4. Summary of Test Method

4.1 A material coupon in the form of a flat rectangle with symmetrical centrally located V-notches, shown schematically in Fig. 3, is clamped to two fixture halves (pictured in Fig. 4, and shown schematically in Fig. 5 and in more detail in the machining drawings of ASTM Adjunct ADJD7078).⁶ When loaded in tension using a mechanical testing machine, this fixture introduces shear forces in the specimen that produce failures across the notched specimen.

4.2 The specimen is inserted into the two fixture halves with the notches located along the line of the applied force. The two halves of the assembled fixture are extended by a testing machine while monitoring force. The relative displacement between the two fixture halves produces shear stresses in the notched specimen. By placing two strain gage elements, oriented at $\pm 45^\circ$ to the loading axis, in the middle of the specimen and along the loading axis, the shear strain response of the material can be measured.

4.3 The notches influence the shear strain distribution in the central region of the coupon, producing a more uniform distribution than without notches. As a result of the reduced specimen width due to the notches, the average shear stress is increased relative to the unnotched width.

⁶ The fixture and specimen were developed at the University of Utah (1, 2). This work followed an earlier investigation on an improved rail shear test method at the University of Wyoming Composite Materials Research Group (3, 4). The boldface numbers in parentheses refer to the list of references at the end of this standard.

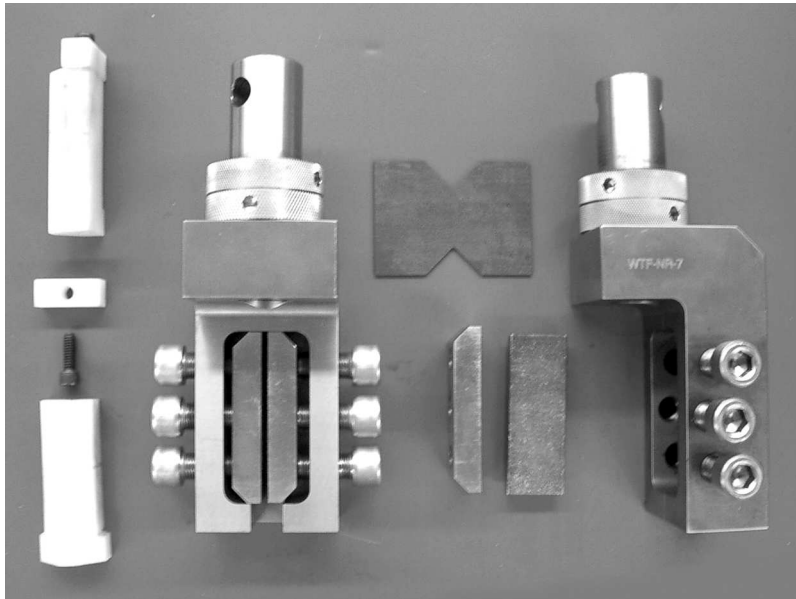


FIG. 4 Partially Assembled Fixture with Specimen and Spacer Blocks

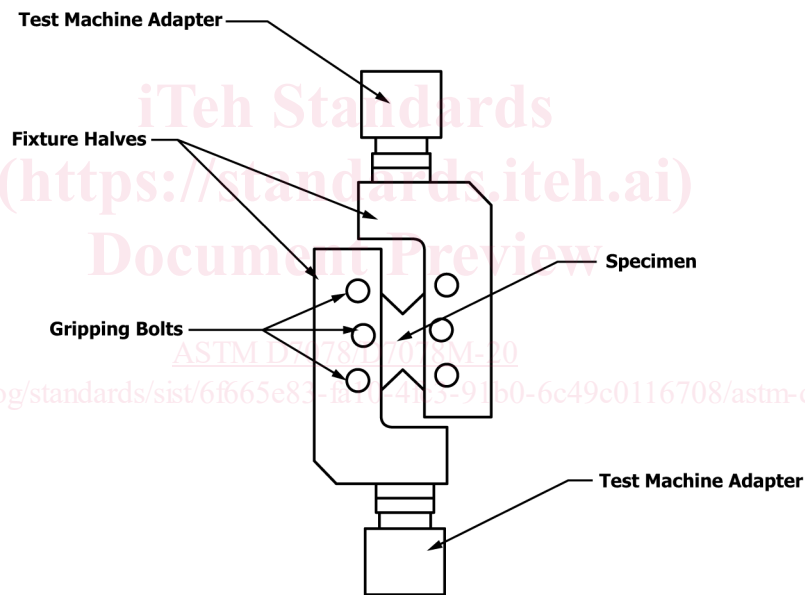


FIG. 5 Assembled V-Notched Rail Shear Apparatus

5. Significance and Use

5.1 This shear test is designed to produce shear property data for material specifications, research and development, quality assurance, and structural design and analysis. Either in-plane or interlaminar shear properties may be evaluated, depending upon the orientation of the material coordinate system relative to the loading axis. Factors that influence the shear response and should therefore be reported include: material, methods of material preparation and lay-up, specimen stacking sequence, specimen preparation, specimen conditioning, environment of testing, specimen alignment and gripping, speed of testing, time at temperature, void content, and volume percent reinforcement.

5.2 In anisotropic materials, properties may be obtained in any of the six possible shear planes by orienting the testing plane of the specimen with the desired material plane (1-2 or 2-1, 1-3 or 3-1, 2-3 or 3-2). Only a single shear plane may be evaluated for any given specimen. Properties, in the test direction, which may be obtained from this test method, include the following:

- 5.2.1 Shear stress versus engineering shear strain response,
- 5.2.2 Ultimate shear strength,
- 5.2.3 Ultimate engineering shear strain, and
- 5.2.4 Shear chord modulus of elasticity.

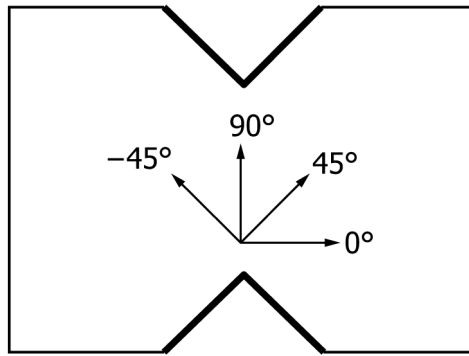


FIG. 6 Fiber Orientations in V-Notched Shear Specimen

6. Interferences

6.1 *Material and Specimen Preparation*—Poor material fabrication practices, lack of control of fiber alignment, and damage induced by improper specimen machining are known causes of high material data scatter in composites.

6.2 *Elastic Modulus Measurement*—Shear modulus calculations in this test method assume a uniform distribution of shear stress and shear strain in the region of the specimen between the notch tips. The actual uniformity is dependent on the material orthotropy, the direction of loading, and the notch geometry (notch angle, notch depth, and notch radius). Referring to the fiber orientations in Fig. 6, detailed stress analysis (1) has shown that $[0]_n$ specimens produce an elastic modulus measurement that is too high (5-10 % too high for carbon/epoxy), whereas $[0/90]_{ns}$ specimens produce a relatively accurate elastic modulus measurement. Further, stress analysis has shown that specimens with between 25 % and 100 % $\pm 45^\circ$ plies produce relatively accurate elastic laminate modulus measurements.

6.3 *Specimen Geometry Modifications*—Variations in the notch geometry (notch angle, notch depth, and notch radius) affect the degree of nonuniformity of shear stress and shear strain in the region of the specimen between the notches. Recommendations for notch dimensions versus the degree of material orthotropy have not been fully developed. Thus, a single notch geometry has been adopted. Variations to the notch angle, notch depth, and notch radius for the purpose of increasing the uniformity of the shear stress/shear strain distributions for a particular material and laminate are acceptable when the variations are clearly noted in the report.

6.4 *Force Eccentricity*—Twisting of the specimen during loading can occur, affecting strength results, and especially elastic modulus measurement. Twisting may occur due to an out-of-tolerance fixture, an out-of-tolerance specimen, or from a specimen that is improperly installed in the fixture. It is recommended that at least one specimen of each sample be tested with back-to-back two-element strain gages to evaluate the degree of twist. Evaluate the percent twist for the specimen by substituting the shear modulus from each side, G_a and G_b , into $|(G_a - G_b)/(G_a + G_b)| \times 100$, evaluated at 0.004 engineering shear strain. If the amount of twist is greater than 3 %, the specimens should be examined for cause of the twisting, and corrected, if possible. If no cause is apparent or correction possible, and the twisting persists, the shear modulus measurement should be made using the average response of back-to-back two-element strain gages.

6.5 *Determination of Failure*—Referring to the fiber orientations in Fig. 6:

6.5.1 *$[0]_n$ Unidirectional Specimens*—The use of $[0]_n$ unidirectional specimens is not recommended, since they produce shear modulus measurements that are too high (5-10 % too high for carbon/epoxy). A visible crack typically develops in $[0]_n$ unidirectional specimens at the notch root, causing a small drop in force (5 to 10 % of ultimate force) before ultimate failure. The small force drop accompanying the notch root crack is not considered the failure force; rather the force that accompanies failure in the test section shall be used as the failure force.

6.5.2 *$[90]_n$ Unidirectional Specimens*—The use of $[90]_n$ unidirectional specimens is not recommended, since no reinforcing fibers span the width of the specimen between the fixture halves. Therefore, the specimen is subject to damage or failure when loading into the test fixture.

6.5.3 *$[0/90]_{ns}$ Tape and Fabric Specimens*—The shear failure force may be lower than the maximum force attainable during the test. For such laminates, the fibers may rotate following shear failure, subsequently allowing the fibers to carry a major portion of the force. In such cases, the shear failure force can often be determined by correlating visual observation of failure in the test section with a force drop or by a sustained increase in the slope of the force-displacement plot.

6.5.4 *Tape and Fabric Specimens with at Least 25 % $\pm 45^\circ$ Plies*—High shear strength rail shear specimens, especially thin ones, can buckle during force application. Buckling can be detected by strain gage readings from opposite faces of the specimens diverging by more than 10 % during loading. Data measured with the specimen in a buckled state are not representative of the material shear properties. Modulus data must be checked to confirm that buckling has not occurred in the modulus measurement range. Strength measurements must be checked to confirm that shear strength has not been influenced by specimen buckling. Failure by buckling should not be interpreted as indicating the maximum shear strength.