



**Evaluation of Shrinkage and Weld Line Strength on  
Thick Flat Part in Injection Moulding Process**

**By**

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**A thesis submitted in fulfillment of the requirements for the degree of  
Master of Science in Manufacturing Engineering**

**School of Manufacturing Engineering  
UNIVERSITI MALAYSIA PERLIS**

**2016**

# UNIVERSITI MALAYSIA PERLIS

## DECLARATION OF THESIS

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ON THICK FLAT PART IN INJECTION MOULDING PROCESS  
Academic Session : 2016

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## ACKNOWLEDGEMENT

Alhamdulillah, all praise is due to Allah S.W.T, the Most Beneficent and the Most Merciful, who has taught me what I knew not.

First and foremost, I wish to express special thanks, appreciation and deep gratitude to my main supervisor, Assoc. Prof. Dr. Khairul Azwan Ismail, who has provided continuous guidance, advice, encouragement, support and generous amount of time in helping me to complete this research. His remarkable unique ways and professionalism of handling my weaknesses has turned my simplistic mind to see and think in more rational and critical view. Special thanks also to Dr. Shayfull Zamree Abd. Rahim, my honourable co-supervisor, for his continuous guidance, committed support and invaluable advice throughout my study.

Sincere appreciation of course goes to my friends who gave me unselfish support and my family, especially my wife Ummu Atiyah Mat Saad for her support and encouragement throughout the completion of this research. Without their endless sacrifices, constant love and steadfast support, I would never have reached this level. To my sons Faris Nasri, Muhammad Ammar Harith, Muhammad Aqil Amsyar and Muhammad Firash Nawfal, it is to all of you I dedicate this effort.

Above all, I would like to offer my deepest appreciation and thanksgiving to Allah SWT. There is no way to measure what You've bestowed. You are The One who has made things possible. You deserve all glory and honour.

## TABLE OF CONTENTS

	<b>PAGE</b>
THESIS DECLARATION	i
ACKNOWLEDGEMENT	ii
TABLE OF CONTENTS	iii
LIST OF FIGURES	vii
LIST OF TABLES	xiii
LIST OF ABBREVIATIONS	xvii
LIST OF SYMBOLS	xix
ABSTRAK	xxi
ABSTRACT	xxii
<b>CHAPTER 1 INTRODUCTION</b>	
1.1 Introduction	1
1.2 Background of study	1
1.3 Problem Statements	3
1.4 Objectives	4
1.5 Scopes	5
1.6 Significance of study	5
<b>CHAPTER 2 LITERATURE REVIEW</b>	
2.1 Introduction	6
2.2 Injection moulding machine	7
2.3 Injection moulding parameters	8
2.3.1 Injection velocity	9
2.3.2 Packing pressure	9
2.3.3 Packing time	10

2.3.4	Melt temperature	11
2.3.5	Mould temperature	11
2.3.6	Cooling time	12
2.4	Injection moulding part defect	12
2.4.1	Shrinkage	13
2.4.2	Weld line	14
2.5	Response surface methodology using central composite design	15
2.5.2	Axial points	17
2.5.3	Center points	18
2.6	Review of methods to minimise shrinkage and maximise weld line strength	18
2.6.1	Mechanical assistance method	18
2.6.2	Thermal assistance method	23
2.6.3	Material additive method	27
2.6.4	Parameter studies on weld line	29
2.6.5	Parameter studies on shrinkage	38
2.6.6	Parameters study on multi objective optimisation method	44
2.7	Summary	47
<b>CHAPTER 3 METHODOLOGY</b>		
3.1	Introduction	49
3.2	Research methodology	49
3.3	Simulation	54
3.3.1	Import 3D part and gating system	56
3.3.2	Meshing part and gating system	57
3.3.3	Moulding window analysis	57

3.3.4	Create cooling circuit for core and cavity	58
3.3.5	Fill and Pack analysis	58
3.4	Injection moulding experiment	59
3.5	Tensile strength and shrinkage measurement of the moulded part	63
3.5.1	Tensile test	63
3.5.2	Shrinkage measurement	64
3.6	Analysis of data	66
3.7	Optimisation process	68
3.8	Verification test	68
3.9	Summary	68
 <b>CHAPTER 4 RESULTS AND DISCUSSION</b>		
4.1	Introduction	69
4.2	Part design	69
4.3	Mould design	70
4.3.1	Feed system design	71
4.3.2	Cooling system design	76
4.3.3	Mould insert design	84
4.4	Analysis of parameters by simulation	86
4.5	Variable parameters and responses	96
4.6	Range of data input	98
4.7	Experimental design of full factorial	100
4.8	Analyses of full factorial experiment	101
4.8.1	Analysis results of shrinkage in normal direction to the melt flow	103
4.8.2	Analysis results of shrinkage parallel to the melt flow direction	108

4.8.3	Analysis results of weld line strength	111
4.8.4	Significant factors affected shrinkage and weld line strength	115
4.9	Experimental design of Central Composite Design	116
4.10	Analysis of CCD experiment	117
4.10.1	Analysis results of CCD for shrinkage in normal direction to the melt flow	118
4.10.2	Analysis results of CCD for shrinkage in parallel direction to the melt flow	125
4.10.3	Analysis results of CCD for weld line strength	131
4.11	Optimisation result of CCD	143
4.12	Verification test	145
4.13	Comparison of models between Full Factorial and CCD of RSM	147
4.14	Summary	147
<b>CHAPTER 5 CONCLUSION</b>		
5.1	Introduction	149
5.2	Design and fabrication of the mould	149
5.3	Recommended moulding parameters for thick flat parts	150
5.4	Significant factor affected the shrinkage and weld line strength	150
5.5	Optimisation	151
5.6	Future works	152
<b>REFERENCES</b>		153
<b>APPENDIX A</b>		164
<b>APPENDIX B</b>		165
<b>LIST OF PUBLICATIONS</b>		166
<b>LIST OF AWARDS</b>		168

## LIST OF FIGURES

NO.		PAGE
2.1	Injection Moulding Machine (Kazmer, 2009).	8
2.2	Shrinkage definition (Shoemaker, 2006).	14
2.3	Types of weld line formation; (a) Differential wall thickness, (b) Materials flow around a hole, (c) Multi gates used, and (d) Materials meet together at the end of filling (Harper, 2006).	15
2.4	Center composite design points	16
2.5	Factorial points	17
2.6	Axial points	17
2.7	Experimental hardware and software setup (Tom et al., 1980).	20
2.8	Schematic Diagram of Ultrasonic Oscillation system on Injection Moulding Machine (Lu et al., 2005).	20
2.9	Specimen used for study (Kikuchi et al., 2005).	21
2.10	Schematic diagram of VAIM (Li & Shen, 2008).	22
2.11	Location of EPCS on specimen (Nian & Huang, 2012).	23
2.12	Shape of LCD TV panel (Li et al., 2009).	25
2.13	Mould structure with additional cooling plate (Zhao et al., 2011).	25
2.14	Mould structure without cooling plate (Zhao et al., 2011).	26



2.15	Location for heaters and cooling line in RHCM (Wang et al., 2012).	26
2.16	Terminology of the component used (Chun, 1999).	31
2.17	Location of tester bar and obstacle (Liu et al., 2000).	31
2.18	Five difference geometry specimens for tensile test (Wu & Liang, 2005).	32
2.19	Product with injection system (Li et al., 2006).	33
2.20	Mould geometry of tensile test specimen in mm (Chen et al., 2007).	34
2.21	L-shaped plastic bracket (Deng et al., 2008).	34
2.22	Geometry of a digital photo frame (C. Y. Wu et al., 2010).	35
2.23	Test specimen for (a) Tensile test, and (b) Impact test (Ozcelik, 2011).	36
2.24	(a) Location of obstacles, and (b) Obstacles design (Ozcelik et al., 2012).	37
2.25	Double gates mould (Othman et al., 2012).	38
2.26	Geometry of cell phone shell (Chiang & Chang, 2006).	40
2.27	Mold structure with a T-shape product and four cooling channels (dimensions, m) (Hassan et al., 2010).	41
2.28	Microgears design with gating system and cooling channel (Hakimian & Sulong, 2012).	42
2.29	Cap-type plastic product (Kitayama & Natsume, 2014).	43
2.30	FE model of plastic cover (Yin, Mao, & Hua, 2011).	45
2.31	Flat television frame model (Wang et al., 2011).	46

2.32	Design for Automotive Venti Duct Grid (Farshi et al., 2011).	46
3.1	Methodology flow chart of this study.	50
3.2	Detail of; (a) thick flat part dimension and (b) thick flat part in isometric view (Note: All dimensions are in mm).	51
3.3	Feed system for thick flat part.	51
3.4	General model of a process (Montgomery, 2009).	54
3.5	Flow diagram of the simulation process.	56
3.6	Thick flat parts with gating system.	57
3.7	Meshed model for part and feed system.	57
3.8	Single part used or moulding window analysis.	58
3.9	Cooling circuit design.	58
3.10	Process setting window.	59
3.11	Nissei NEX 1000 injection moulding machine.	59
3.12	Setting of melt temperatures.	61
3.13	Setting of injection profile, packing pressure and cooling time.	61
3.14	Coolant temperature control unit.	62
3.15	The moulded part.	62
3.16	Tensile test using UTM.	64
3.17	Shrinkage measurement in parallel direction of the melt flow.	64

3.18	Shrinkage measurement in normal direction of the melt flow.	65
3.19	Shrinkage measurement points in normal direction of the melt flow.	65
3.20	Shrinkage measurement points in parallel direction of the melt flow.	65
4.1	Detail of; (a) thick flat part dimension and (b) thick flat part in isometric view (Note: All dimensions are in mm).	70
4.2	Flow Chart for Mould Design.	71
4.3	Feed system for thick flat part moulded with dual tab gate.	71
4.4	Detail of feed system design for dual tab gate (All dimensions are in mm).	72
4.5	Cooling channel design for thick flat part.	77
4.6	Cooling channel design (Note: All units are in mm).	84
4.7	Mould insert with dual gate designed in NX software.	85
4.8	Fabricated mould insert.	85
4.9	Sub insert of gates double gates.	85
4.10	K-Type thermocouples located at mould inserts (Core and cavity sites).	86
4.11	Quality plot versus injection time of thick flat part.	87
4.12	Result of fill time from Fill analysis.	88
4.13	Result of shear rate from Fill Analysis.	88
4.14	Analysis log for Filling analysis.	89

4.15	Volume of thick flat parts and gating system.	91
4.16	Ram speed versus ram position.	92
4.17	Part mass in Pack analysis.	93
4.18	Recommended cooling time, 12.03 s.	95
4.19	Recommended packing time, 10.3 s.	95
4.20	Recommended processing in material specification.	99
4.21	Normal probability plots of residual for shrinkage normal to melt flow.	106
4.22	Plots of residual versus run order for shrinkage normal to melt flow.	106
4.23	Experiment and predicted result of shrinkage normal to melt flow.	107
4.24	Normal probability plots of residual for shrinkage parallel to the melt flow.	109
4.25	Plots of residual versus run order for shrinkage parallel to the melt flow.	110
4.26	Experiment and predicted result of shrinkage parallel to the melt flow.	111
4.27	Normal probability plots of residual for weld line strength.	113
4.28	Plots of residual versus run order for weld line strength.	113
4.29	Experiment and predicted result of weld line strength.	114
4.30	Normal probability plot of shrinkage in normal direction to the melt flow.	120
4.31	Residual versus run order for shrinkage in normal direction to the melt flow.	120

4.32	Main effect plot for factor A: Coolant inlet temperature.	122
4.33	Main effect plot for factor B: Melt temperature.	122
4.34	Main effect plot for factor C: Packing pressure.	123
4.35	Interaction plots of parameter A: Coolant inlet temperature and C: Packing pressure to the shrinkage.	124
4.36	Contour plots of parameter A: Coolant inlet temperature and C: Packing pressure to the shrinkage.	124
4.37	Experimental and predicted results of shrinkage in normal direction to the melt flow using CCD.	125
4.38	Normal probability plot of shrinkage in normal direction to the melt flow.	127
4.39	Main effect plot for factor A: Coolant inlet temperature.	128
4.40	Main effect plot for factor B: Melt temperature.	129
4.41	Main effect plot for factor C: Packing pressure.	129
4.42	Contour plots of factor A: Coolant inlet temperature and C: Packing pressure.	130
4.43	Experimental and predicted results of shrinkage in parallel to the melt flow using CCD.	131
4.44	Normal probability plot of weld line strength.	133
4.45	Residual versus run order for weld line strength.	133
4.46	Main effect plot of weld line strength for factor A: Coolant inlet temperature.	134

4.47	Main effect plot of weld line strength for factor B: Melt temperature.	135
4.48	Main effect plot of weld line strength for factor C: Packing pressure.	136
4.49	Main effect plot of weld line strength for factor D: Cooling time.	137
4.50	Interaction plots of weld line strength for A: Coolant inlet temperature and B: Melt temperature.	137
4.51	Contour plots of the weld line strength for A: Coolant inlet temperature and B: Melt temperature.	138
4.52	Interaction plots of weld line strength for A: Coolant inlet temperature and C: Packing pressure.	138
4.53	Contour plots of weld line strength for A: Coolant inlet temperature and C: Packing pressure.	139
4.54	Interaction plots of weld line strength for B: Melt temperature and C: Packing pressure.	140
4.55	Contour plots of weld line strength for B: Melt temperature and C: Packing pressure.	140
4.56	Interaction plots of weld line strength for C: Packing pressure and D: Cooling time.	141
4.57	Contour plots of weld line strength for C: Packing pressure and D: Cooling time.	141
4.58	Experimental and predicted results of the weld line strength using CCD.	142

## LIST OF TABLES

NO.		PAGE
2.1	Researches on improvement of weld line strength using mechanical assistance method.	19
2.2	Researches to improve strength of weld line and surface quality using thermal assistance method.	24
2.3	The researches on improvement of weld line strength using material additive method.	27
2.4	The previous researches on parameter optimisation of weld line.	30
2.5	Summary of shrinkage improvement method.	39
2.6	Summary of improvement of shrinkage using multi objectives of parameters optimization method.	44
3.1	Material properties of a plastic resin (Kazmer, 2007).	52
3.2	Material properties of mould insert (Kazmer, 2007).	53
3.3	List of parameter used in simulation analysis	55
3.4	Injection moulding machine specification.	60
3.5	List of parameter used in injection moulding experiment	60
3.6	Coolant properties.	62
3.7	List of experiments for full factorial design	67
3.7	Additional Experimental design of CCD	67

4.1	Part mass result of variable packing pressure.	94
4.2	Summary of simulation result.	96
4.3	Summary of variable parameters considered in previous researches.	97
4.4	The selected factors.	98
4.5	Selected process variable range for ABS material.	99
4.6	List of experiments for full factorial design.	101
4.7	Results of shrinkage and weld line strength.	102
4.8	ANOVA for shrinkage in normal direction to the melt flow.	104
4.9	Summary of ANOVA for shrinkage in normal direction to the melt flow.	105
4.10	ANOVA for shrinkage parallel to the flow direction.	108
4.11	Summary of ANOVA for shrinkage in normal direction to the melt flow.	109
4.12	ANOVA for weld line strength.	112
4.13	Summary of ANOVA for weld line strength.	112
4.14	Percentage contribution of factors.	115
4.15	Additional Experimental design of CCD.	117
4.16	Results of shrinkages and weld line strength of CCD.	118
4.17	ANOVA of CCD for shrinkage in normal direction to the melt flow.	119



4.18	Summary of ANOVA for shrinkage in normal direction to the melt flow.	119
4.19	ANOVA of CCD for shrinkage parallel to melt flow direction.	126
4.20	Summary of ANOVA for shrinkage in parallel direction to the melt flow.	127
4.21	ANOVA of CCD for weld line strength.	132
4.22	Summary of ANOVA for shrinkage in parallel direction to the melt flow.	132
4.23	Predictive optimal solution of the shrinkage and the weld line strength separately.	143
4.24	Predictive optimal solution of shrinkage and the weld line strength in multi objectives.	143
4.25	Comparison of the results from experimental works and recommended setting from simulation.	145
4.26	Results of verification test.	146
4.27	Comparison of ANOVA results between Full factorial and CCD.	147

## LIST OF ABBREVIATIONS

3D	Three dimensions
ABS	Acrylonitrile Butadiene Styrene
Adj R <sup>2</sup>	The power of two of Adjusted Regression
AMI	Autodesk Moldflow Insight
ANN	Artificial Neural Networks
ANOVA	Analysis of Variance
BP	Back Propagation
CAE	Computer Aided Engineering
CCD	Center Composite Design
CNFs	Carbon Nano Fibers
DMPGA	Distributed Multi-Population Genetic Algorithm
DOE	Design of Experiment
EPCS	Ejector Pins Compression System
FEM	Finite Element Method
FRPP	Fiber Reinforced Polypropylene
GA	Genetic Algorithm
GF	Glass fiber
HDPE	High-density Polyethylene
HIPS	High Impact Polystyrene
LCD	Liquid Crystal Display
LOF	Lack of Fit
OEA	Obstacle Edge Angle

PA 6	Polyamide – 6
PBT	Polybutylene Terephthalate
PMMA	Polymethylmethacrylate
POM	Polyoxymethylene
PP	Polypropylene
PPE	Polyphenylene
PPO	Polyphenylene Oxide
PPS	Polyphenylene Sulfide
Pred R <sup>2</sup>	The power of two of Predicted Regression
PS	Polystyrene
PSO	Particle Swarm Optimization
p-value	Probability value
PVC	Polyvinyl Chloride
RHCM	Rapid Heat Cycle Moulding
RSM	Response Surface Methodology
SAO	Sequential Approximate Optimization
SEM	Scanning Electron Microscope
SM	Shot Material
SMA	Poly Styrene-co-Maleic Anhydride
TiO <sub>2</sub>	Titanium dioxide
V/P	Velocity/pressure
VIAM	Vibration Assisted Injection Moulding

## LIST OF SYMBOLS

$S$	shrinkage (%)
$L_{cavity}$	Length of the cavity (mm)
$L_{part}$	Length of the moulded part (mm)
$\sigma_M$	Tensile strength (N/m <sup>2</sup> )
$\sigma$	Tensile stress (N/m <sup>2</sup> )
$F$	Force (N)
$A$	Cross-sectional area (mm <sup>2</sup> )
$S_{Mp}$	Shrinkage in parallel direction of the melt flow (%)
$S_{Mn}$	Shrinkage in normal direction of the melt flow (%)
$l_c$	Length across the centre of the cavity (mm)
$l_1$	Corresponding length of the test specimen (mm)
$b_c$	Width across the centre of the cavity (mm)
$b_1$	Width of the test specimen respectively (mm)
$\Delta P$	pressure drop (Pa)
$\dot{V}$	Volumetric flow rate (m <sup>3</sup> /s)
$t_c$	Cooling time (s)
$\alpha$	Thermal diffusivity of the material (m <sup>2</sup> /s)
$T_{eject}$	Specified ejection temperature (°C)
$T_{coolant}$	Coolant temperature (°C)
$T_{melt}$	Melt temperature of material (°C)
$\dot{\gamma}$	shear rate (s <sup>-1</sup> )
$t_s$	gate freeze time (s)
$T_{no\ flow}$	Specified temperature material cannot be flow anymore (°C)

$Q_{molding}$	The total amount of heat needs to remove by the cooling system (J)
$C_p$	Specific heat of material (J/g.°C)
$\rho$	Density of material (kg/m <sup>3</sup> )
$\dot{Q}_{cooling}$	Rate of heat transfer from the moulded part (J/s)
$Re$	Reynolds number
$h_{conduction}$	Convection heat transfer coefficient (W/m <sup>2</sup> .°C)
$\phi$	Diameter (m)
$V_{part}$	Volume of the moulded part (m <sup>3</sup> )
$V_{gs}$	Volume of the gating system (m <sup>3</sup> )
$A_{screw}$	Cross sectional area of reciprocating screw (m <sup>2</sup> )

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## **Penilaian terhadap Pengecutan dan Kekuatan Garis Kimpal pada Bahagian Rata yang Tebal dalam Proses Pengacuan Suntikan**

### **ABSTRAK**

Sifat-sifat mekanikal seperti kekuatan bahagian yang dibentuk adalah sangat penting terutamanya bagi bahagian-bahagian yang memerlukan kekuatan yang secukupnya untuk kefungsiannya sesuatu produk. Salah satu daripada kebimbangan utama yang memberi kesan kepada sifat-sifat mekanikal adalah kecacatan garis kimpalan yang berlaku apabila dua atau lebih pintu digunakan semasa proses pengacuan suntikan. Di samping itu, dimensi bahagian juga penting bagi memastikan ketepatan produk. Oleh yang demikian, pengecutan pada bahagian-bahagian yang dibentuk juga perlu dikawal. Kebanyakan kajian sebelum ini memberi tumpuan kepada kekuatan garis kimpalan atau pengecutan bahagian dibentuk secara berasingan dan sukar untuk mencari kajian yang menggabungkan kedua-dua aspek ini. Oleh itu, kajian ini menilai kedua-dua pengecutan dan kekuatan garis kimpalan menggunakan 'Design of Experiment (DOE)' dan 'Response Surface Methodology (RSM)' dalam pengoptimuman pelbagai objektif menggunakan parameter-parameter pengacuan suntikan. Acuan telah berjaya direkabentuk dan lengkap dengan sistem laluan, sistem penyejukan, teras dan rongga bagi bahagian rata yang tebal berdasarkan piawaian ISO. Parameter-parameter pemboleh ubah yang digunakan dalam kajian ini adalah suhu masukan penyejuk, suhu leburan, tekanan pemampatan dan masa penyejukan. Proses simulasi telah dijalankan untuk menentukan parameter pengacuan suntikan yang disyorkan dan julat parameter-parameter pemboleh ubah. Julat boleh terima pemboleh ubah untuk suhu masukan penyejuk telah ditetapkan antara 50°C hingga 70°C, manakala suhu leburan adalah 250°C hingga 270°C. Julat bagi tekanan pemampatan terletak antara 50 MPa hingga 70 MPa dan masa penyejukan antara 8 s hingga 12 s. Kerja-kerja eksperimen telah dijalankan berdasarkan reka bentuk eksperimen di mana model regresi telah dihasilkan untuk meramalkan pengecutan dan kekuatan garis kimpalan. Tetapan parameter proses yang optimal telah dibentuk untuk mencapai pengecutan dan kekuatan garis kimpalan yang optimum pada bahagian yang dibentuk. Keputusan pengecutan dan kekuatan garis kimpalan menggunakan tetapan yang optimal selepas proses pengoptimuman dibandingkan dengan keputusan yang diperolehi menggunakan tetapan yang disyorkan. Hasilnya, pengecutan dalam arah normal dan selari dengan aliran leburan telah dikurangkan masing-masing sebanyak 5.97 % dan 4.91 % yang diramalkan oleh model yang dijana menggunakan RSM. Sebaliknya, kekuatan garis kimpalan telah meningkat sebanyak 3.76 % berbanding dengan kekuatan garis kimpalan yang diperolehi dari tetapan yang disyorkan. Di samping itu, pengecutan dalam arah yang selari dan normal kepada arah aliran leburan yang dioptimumkan menggunakan kaedah pelbagai objektif dapat dikurangkan masing-masing sebanyak 5.93 % dan 4.19 %, manakala kekuatan garis kimpalan dipertingkatkan sebanyak 3.76 %, dengan menggunakan gabungan parameter-parameter berikut, iaitu 69.93°C suhu masuk penyejuk, 270°C suhu leburan, 70 MPa tekanan pemampatan dan 8 s masa penyejukan, dengan ralat model ramalan adalah dari 0.2 % kepada 14.5 % yang diperolehi dalam eksperimen pengesahan. Tekanan pemampatan didapati sebagai parameter paling penting yang memberi kesan kepada pengecutan dalam kedua-dua arah selari dan normal kepada aliran leburan. Sebaliknya, suhu masukan penyejuk adalah parameter paling penting yang mempengaruhi kekuatan garis kimpalan. Kesimpulannya, RSM dengan kaedah pengoptimuman pelbagai objektif telah meningkatkan kedua-dua respon (mengurangkan pengecutan dan meningkatkan kekuatan garis kimpalan) pada bahagian yang dibentuk.

## **Evaluation of Shrinkage and Weld Line Strength on Thick Flat Part in Injection Moulding Process**

### **ABSTRACT**

Mechanical properties such as strength of moulded part is critical predominantly for parts that require a sufficient strength for the functionality of the product. One of the main concerns that affects the mechanical properties is weld line defect which occurs when two or more gates are used during the injection moulding process. In addition, the dimensions of the part are also crucial in terms of precision of the product. Thus, the shrinkage of the moulded parts also needs to be controlled. Most of the previous studies focus on the weld line strength or the shrinkage of the moulded part separately and it is rare to find studies that incorporate both of these aspects. Therefore, the current study evaluates both shrinkage and strength of weld line using Design of Experiment (DOE) and Response Surface Methodology (RSM) in multi-objectives optimisation utilizing the injection moulding parameters. The mould was successfully designed and fabricated complete with gating system, cooling system, core and cavity of a thick flat part based on ISO standard. The variable parameters used in this study are coolant inlet temperature, melt temperature, packing pressure and cooling time. Simulation process was conducted to determine the recommended setting of injection moulding parameters and the range of the variable parameters. The acceptable range of coolant inlet temperature was set between 50°C and 70°C, while the melt temperature was between 250°C and 270°C. The range of packing pressure was set between 50 MPa to 70 MPa and cooling time between 8 s and 12 s. Experimental works were conducted according to the experimental design where regression models were established to predict the shrinkage and weld line strength. An optimal setting parameter of the process was established to achieve the optimum shrinkage and weld line strength of the moulded part. The results of shrinkage and weld line strength using an optimal setting after optimisation process were compared with the results obtained using the recommended setting. It was found that, the shrinkage in the normal and parallel directions to the melt flow were reduced by 5.97 % and 4.91 % by predicted model generated using RSM. On the other hand, the weld line strength was improved by 3.76 % as compared to the weld line strength obtained from the recommended setting. In addition, the shrinkage in parallel and normal directions to the melt flow using multi-objective optimisation reduced by 5.93 % and 4.19 %, respectively, while the weld line strength improved by 3.76 %, using a combination of parameters, of 69.93°C of coolant inlet temperature, 270°C of melt temperature, 70 MPa of packing pressure and 8 s of cooling time, with the predicted errors ranging from 0.2 % to 14.5 % during the validation experiments. The packing pressure was found to be the most significant parameter affecting the shrinkage in both parallel and normal directions to the melt flow. The coolant inlet temperature on the other hand was the most significant parameter affecting the weld line strength. As a conclusion, the RSM in multi-objectives optimisation method improves both responses (reduces the shrinkage and increases the weld line strength) on the thick flat moulded parts.

# CHAPTER 1

## INTRODUCTION

### 1.1 Introduction

Plastic material is commonly used in variety of consumer products as well as industries. Nowadays, plastic has become popular for various types of industries such as food, agriculture, automotive and aerospace. In an automotive industry, most of the internal components are made of plastic, which makes plastic very tangible and widespread. The demand for the plastic product is very high in the market as a wide variety of shapes can be produced using the injection moulding process. However, some defects could occur during the process which affect the quality and cost of the products produced.

### 1.2 Background of study

The undesirable defects will affect the quality of the moulded parts. If the defects are reduced, then the quality can be improved. The common defects in the injection moulding process include sink mark, void, short shot, flash, flow marks, silver streaks, shrinkage, weld line and warpage (Fischer, 2003; Harper, 2006; Osswald & Hernández-Ortiz, 2006). These defects can be minimised or eliminated by a good combination of parameters setting during the injection moulding process (Kazmer, 2009; Shoemaker, 2006). Traditionally, the parameters setting was determined by trial and error method, however this approach does not produce the best quality of the moulded part produced (Kovács & Sikló, 2010). Therefore, parameter optimisation