



Faculty of Mechanical Engineering

**CONCURRENT ENGINEERING APPROACH IN
THE DEVELOPMENT OF NATURAL FIBRE METAL
LAMINATE PRODUCT: CASE STUDY ON CAR FRONT HOOD**

Noordiana binti Mohd Ishak

Doctor of Philosophy

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THE DEVELOPMENT OF NATURAL FIBRE METAL
LAMINATE PRODUCT: CASE STUDY ON CAR FRONT HOOD**

NOORDIANA BINTI MOHD ISHAK

**A thesis submitted
in fulfillment of the requirements for the degree of
Doctor of Philosophy**

Faculty of Mechanical Engineering

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2019

DECLARATION

I declare that this thesis entitled “Concurrent Engineering Approach in the Development of Natural Fibre Metal Laminate Product: Case Study on Car Front Hood” is the result of my own research except as cited in the references. The thesis has not been accepted for any degree and is not concurrently submitted in candidature of any other degree.

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APPROVAL

I hereby declare that I have read this thesis and in my opinion this thesis is sufficient in terms of scope and quality for the award of Doctor of Philosophy.

Signature :

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Date :

DEDICATION

Specially dedicated to my beloved parent and siblings for their love, supports and prayers.

ABSTRACT

This thesis explores the solutions to improve fuel efficiency towards achieving the reduction in CO₂ emissions by utilizing the natural fibre metal laminate (nFML) as car front hood. Fibre metal laminate (FML) is a lightweight material that inherits advantages of metal and fibre reinforced composite which have outstanding physical and mechanical properties compared with monolithic metal structures. To date, very little research has been reported related to nFML. This research involved concurrent engineering approach in material selection for nFML car front hood using Fuzzy VIKOR method, generated inventive solutions through Theory of Inventive Problem Solving (TRIZ) method and investigated the formability and water absorption behaviour of the nFML to satisfy the intended product design specifications (PDS). Kenaf fibre and polypropylene have been identified as the suitable natural fibre and thermoplastic matrix for fabrication of the nFML using Fuzzy VIKOR method for the car front hood. Identification of problems or contradictions of nFML as car front hood system was constructed using TRIZ method; two layers of kenaf woven fibre [0°/90°] reinforced composite has been identified as the optimal stacking configuration for the reinforced composite in nFML. Forming analysis was conducted to determine the maximum forming limit of the nFML during stamping. Hemispherical punch test was carried out to determine the formability and circle grid analysis was used to determine the forming limit diagram (FLD) and failure limit curve (FLC) of the nFML. Range of safety, critical zone where necking and fracture will occur and strain level of the nFML were also plotted in the FLD. The graph revealed that the nFML have a potential to be formed into a complex shapes compared to aluminium sheet. The nFML also able to sustain higher strain before failure showing that the nFML structure can have the potential for better formability characteristics than aluminium sheet. A further analysis of nFML were conducted to determine the water absorption behaviour of the nFML to further study the function analysis in TRIZ method, the humidity caused by rain or mist is one of the main contradiction in order to perform the nFML as car front hood. Besides water absorption and thickness swelling, tensile test was also conducted to determine the effect of water to nFML strength. It is observed that the moisture content has effect on the tensile properties but the nFML has minimal effect on water absorption behaviour. The developed nFML car front hood is 85% lighter and 96% cheaper than steel. This thesis contributes to the current research by identifying the potential of the nFML in the development of automotive components. This research has successfully demonstrated the capability of nFML in the design of car front hood that satisfies the intended PDS through concurrent engineering approach.

ABSTRAK

Tesis ini meneroka penyelesaian untuk meningkatkan kecekapan bahan api ke arah mencapai pengurangan pelepasan CO₂ dengan menggunakan gentian semula jadi logam lamina (nFML) sebagai penutup hadapan kereta. Gentian logam lamina (FML) adalah bahan ringan yang memiliki kelebihan logam dan komposit bertetulang gentian yang mempunyai sifat-sifat fizikal dan mekanikal yang cemerlang berbanding dengan struktur logam monolitik. Sehingga kini, sedikit penyelidikan telah dilaporkan berkaitan dengan nFML. Penyelidikan ini melibatkan pendekatan kejuruteraan serentak dalam pemilihan bahan untuk penutup hadapan kereta nFML dengan menggunakan kaedah Fuzzy VIKOR, menjana penyelesaian inventif melalui kaedah Penyelesaian Masalah Pengendalian Teori (TRIZ) dan pengkaji mengenai kebolehbentukan dan perilaku penyerapan air nFML untuk memenuhi spesifikasi reka bentuk produk (PDS) yang dimaksudkan. Gentian kenaf dan polypropylene telah dikenal pasti sebagai gentian semula jadi dan matriks termoplastik yang sesuai untuk fabrikasi nFML dalam pemilihan bahan penutup hadapan kereta. Pengenalpastian masalah atau percanggahan nFML sebagai sistem penutup hadapan kereta dibina menggunakan kaedah TRIZ; 2 lapisan serat kenaf [0°/90°] komposit bertetulang telah dikenalpasti sebagai konfigurasi optimum untuk komposit bertetulang dalam nFML. Analisis kebolehbentukan telah dijalankan untuk menentukan hadmaksimum kebolehbentukan nFML semasa stamping. Ujian pukulan hemispherikal telah dijalankan untuk menentukan kebolehbentukan dan analisis grid bulatan digunakan untuk menentukan rajah had kebolehbentukan (FLD) dan lengkungan had kegagalan (FLC) nFML. Julat keselamatan untuk pembentukan regangan, zon kritikal di mana lekukkan dan patah akan berlaku serta paras ketahanan nFML juga diplot dalam FLD. Graf mendedahkan bahawa nFML mempunyai potensi untuk dibentuk menjadi bentuk kompleks berbanding lembaran aluminium. nFML juga dapat mengekalkan ketegangan yang lebih tinggi sebelum kegagalan menunjukkan bahawa struktur nFML boleh mempunyai potensi untuk ciri kebolehbentukan yang lebih baik daripada lembaran aluminium. Analisis seterusnya untuk nFML dijalankan untuk menentukan kelakuan penyerapan air bagi nFML berdasarkan kepada analisis fungsi melalui kaedah TRIZ iaitu kelembapan yang disebabkan oleh hujan atau kabut adalah salah satu percanggahan utama untuk melaksanakan nFML sebagai penutup hadapan kereta. Selain penyerapan air dan pembengkakkan ketebalan, ujian tegangan juga dijalankan untuk menentukan kesan air kepada kekuatan nFML. Telah diperhatikan bahawa kandungan lembapan mempunyai kesan pada sifat tegangan tetapi nFML mempunyai kesan minimum terhadap tingkah laku penyerapan air. Penutup hadapan kereta nFML adalah 85% lebih ringan dan 96% lebih murah daripada keluli. Tesis ini menyumbang kepada penyelidikan semasa dengan mengenal pasti potensi nFML dalam pembangunan komponen automotif. Penyelidikan ini telah berjaya menunjukkan keupayaan nFML dalam reka bentuk penutup hadapan kereta yang memenuhi PDS yang dimaksudkan melalui pendekatan kejuruteraan serentak.

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TABLE OF CONTENTS

	PAGE
DECLARATION	
APPROVAL	
DEDICATION	
ABSTRACT	i
ABSTRAK	ii
ACKNOWLEDGEMENTS	iii
TABLE OF CONTENTS	iv
LIST OF TABLES	vii
LIST OF FIGURES	x
LIST OF APPENDICES	xiii
LIST OF ABBREVIATIONS	xiv
LIST OF PUBLICATIONS	xviii
CHAPTER	
1. INTRODUCTION	1
1.1 Background	1
1.2 Problem statement	4
1.3 Research objectives	7
1.4 Significant of study	8
1.5 Scope and limitation of study	8
1.6 Structure of the thesis	9
2. LITERATURE REVIEW	10
2.1 Introduction	10
2.2 Concurrent engineering	10
2.2.1 Product design specification for automotive design	15
2.2.2 Material selection process	23
2.2.2.1 Material selection using fuzzy set	25
2.2.2.2 VIKOR method	28
2.2.3 Design optimization using theory of inventive problem solving (TRIZ)	34
2.2.4 Processing of car front hood through forming analysis	44
2.2.4.1 Forming limit diagram	47
2.2.4.2 Review on forming analysis for fibre metal laminate	50
2.2.5 Effect of water absorption on mechanical properties	57
2.3 Car front hood	63
2.4 Fibre metal laminate	64
2.5 Natural fibre	74
2.6 Matrix	86
2.7 Summary	99

3.	METHODOLOGY	101
3.1	Introduction	101
3.2	The overall structure of the research work	101
3.3	Product design specification for car front hood	103
3.4	Material selection process	104
3.4.1	Fuzzy set	105
3.4.2	Material selection using fuzzy VIKOR method	110
3.5	Design optimization using TRIZ method	114
3.5.1	Specific problem- model of the problem	117
3.5.1.1	Function analysis	117
3.5.1.2	Contradictions	118
3.5.2	General problem- tool	119
3.5.3	General solution- model of solution	120
3.6	Fabrication of nFML	121
3.6.1	Materials	121
3.6.1.1	Metal for laminate preparation	121
3.6.1.2	Fibre reinforced composite for laminate preparation	122
3.6.2	nFML fabrication process	122
3.6.2.1	Fabrication of natural fibre reinforced composite	123
3.6.2.2	Bonding process of nFML	125
3.7	Formability analysis of nFML	127
3.8	Effect of water absorption on nFML	132
3.9	Summary	135
4.	RESULT AND DISCUSSION	136
4.1	Introduction	136
4.2	Product design specification for car front hood	136
4.3	Material selection of natural fibre and thermoplastic matrix using the fuzzy VIKOR method	138
4.3.1	Selection of natural fibre	142
4.3.2	Selection of thermoplastic matrix	147
4.4	Design optimization of nFML as car front hood using TRIZ method	152
4.4.1	Function analysis of nFML as car front hood	153
4.4.2	Technical contradiction of nFML as car front hood	153
4.4.2.1	Contradiction 1	154
4.4.2.2	Contradiction 2	159
4.4.2.3	Contradiction 3	161
4.5	Formability analysis of nFML	166
4.6	Water absorption behaviour	167
4.6.1	Physical effect	168
4.6.2	Tensile test	171
4.7	Summary	174

5. CONCLUSION AND RECOMMENDATIONS FOR FUTURE RESEARCH	175
5.1 Conclusion	175
5.2 Recommendations for future research	177
REFERENCES	178
APPENDICES	227

LIST OF TABLES

TABLE	TITLE	PAGE
2.1	Summary of product design specifications elements for various automotive components	18
2.2	Integration of TRIZ and MCDM method	43
2.3	Application of FML in aerospace industries (Laiberte et al., 2000, Vlot and Gunnink, 2001, Sinke, 2009, Alderliesten, 2009, Sinmazcelik et al., 2011, Silberschmidt, 2016, Black, 2017, Bano et al., 2017)	66
2.4	Properties of thermoplastic and thermoset (Holbery and Houston, 2006)	87
2.5	Thermoplastic matrix used in automotive components (Lyu and Choi, 2015)	88
3.1	Linguistic variables and corresponding fuzzy number to evaluate the weight of criteria of the material	109
3.2	Linguistic variables and corresponding fuzzy number to evaluate the importance of material with respect to the criteria	109
3.3	Dummy table for TRIZ problem solving method used in the study	115
3.4	Line styles for each types of function interaction (Cameron, 2010)	118
4.1	Product design specification document for the nFML car front hood	137
4.2	Non-selected elements for nFML car front hood material selection process	139
4.3	Importance weight of criteria of material with respect to the car front hood design (linguistic variable)	141
4.4	Importance weight of criteria of the material with respect to the car front hood design (fuzzy set)	142

4.5	Mechanical properties of natural fibre (Akil et al., 2011, Mansor, 2014a, Väisänen et al., 2017)	142
4.6	Importance of material with respect to criteria (linguistic variable)	143
4.7	Importance of material with respect to criteria (fuzzy set)	143
4.8	The aggregated fuzzy value of natural fibre criterion weights assessments	143
4.9	Crisp value for criterion weights and natural fibre assessments	144
4.10	Best value and worst value of crisp for natural fibre	144
4.11	The utility index, regret index and VIKOR value for natural fibre assessments	145
4.12	Ranking of ascending order of the utility index, regret index and VIKOR value	145
4.13	Mechanical properties of thermoplastic matrix (Holbery and Houston, 2006, Mansor, 2014a)	147
4.14	Importance of material with respect to criteria (linguistic variable)	147
4.15	Importance of material with respect to criteria (fuzzy set)	148
4.16	Crisp value for criterion weights and thermoplastic matrix assessments	148
4.17	Best value and worst value of crisp for thermoplastic matrix	149
4.18	The utility index, regret index and VIKOR value for thermoplastic matrix assessments	149
4.19	Ranking of ascending order of the utility index, regret index and VIKOR value	149
4.20	Applications of polypropylene in automotive parts (Brosius, 2006, Koronis et al., 2011, Aková, 2013, Bajwa and Bhattacharjee, 2016)	151
4.21	Identification of TRIZ solution principles for contradiction 1: collision	155
4.22	Specific solution principles for contradiction 1	156
4.23	Overall weight fraction, and tensile strength and Young Modulus for each layer	158
4.24	Identification of TRIZ solution principles for contradiction 2: thickness	160

4.25	Specific solution principles for contradiction 2	161
4.26	Identification of TRIZ solution principles for contradiction 3: water absorption	162
4.27	Specific solution principles for contradiction 3	163
4.28	Weight reduction achieved by nFML compared to other metals	164
4.29	Comparison of weight and associated costs of steel versus nFML for car front hood outer panel (Karlsson, 2016, Anonymous, 2017a, Anonymous, 2019a, Anonymous, 2019b)	166

LIST OF FIGURES

FIGURE	TITLE	PAGE
2.1	Concurrent engineering design stage (Moges, 2007)	14
2.2	Primary specification elements of the PDS (Pugh, 1991)	16
2.3	Comparison between conventional problems solving and TRIZ approach (Frobisher, 2010)	35
2.4	Automotive components that involved forming process (Cooper, 2015, Ricardo & Barbosa, 2018)	44
2.5	Hot Nakazima Test (Ma et al., 2016)	46
2.6	FLD as originally constructed by Goodwin and Keeler (Mangudkar and Hiremath, 2013)	48
2.7	Failure limit diagram (Ozturk and Lee, 2005)	49
2.8	Strain diagram showing different deformation modes corresponding to different strain ratio exhibited by monolithic metal (Gresham., 2006)	49
2.9	Strain distribution behaviour of aluminium and FML (Sexton et al., 2012)	55
2.10	Effect of water on fibre-matrix interface (Azwa et al., 2013)	58
2.11	Car front hood (Chacko, 2015)	64
2.12	Fibre metal laminate (Sivakumar et al., 2014)	65
2.13	Classification of FMLs (Sinmazcelik et al., 2011)	65
2.14	Application of GLARE in Airbus (Gardiner, 2016)	67
2.15	Tensile modulus of the environmental friendly FML (Kuan et al., 2011)	70
2.16	Low velocity impact of the environmental friendly FML (Kuan et al., 2011)	70
2.17	FML based basalt fibre after bending test (Khalili et al., 2011)	71

2.18	Illustration of cross ply and unidirectional of FML based bamboo (Zhang et al., 2000)	72
2.19	Delamination for the stacking 3/2 of the FML based kenaf fibre (Pang et al., 2015)	73
2.20	Classification of natural fibre (Bhattacharyya et al., 2015, Ramamoorthy et al., 2015)	74
2.21	Relative importance of fibres and matrix on properties of the composites (Friedrich and Almajid, 2013)	86
3.1	Overall structure of research work	102
3.2	Multiple criteria decision making process (Dooley et al., 2005)	105
3.3	Triangular membership function (Hsieh et al., 2004)	106
3.4	Trapezoidal membership function (Hsieh et al., 2004)	106
3.5	Membership function of the linguistic variables (Zadeh 1975)	109
3.6	Overall procedure of the Fuzzy VIKOR for current study	111
3.7	TRIZ problem solving method (San et al., 2009)	114
3.8	Overall procedure of TRIZ method in the study	116
3.9	Function analysis (Cameron, 2010)	117
3.10	Contradiction matrix extract (San et al., 2009)	120
3.11	nFML fabrication process	123
3.12	Moulding process to form PP sheets	124
3.13	Stacking of 2 layers of kenaf woven fabrics and polypropylene sheets	125
3.14	Mechanical surface treatment	126
3.15	Arrangement of natural fibre metal laminate bonding	126
3.16	Schematic drawing of the specimens for forming analysis	127
3.17	Specimens for forming analysis	128
3.18	Electrochemical etching process	129
3.19	Etched specimens	129
3.20	Die set assembly	130
3.21	Hydraulic press testing machine	130
3.22	Strain measurement using transparent scale	131

3.23	Water absorption and thickness swelling test specimen for (a) nFML and (b) natural fibre reinforced composite	132
3.24	Water absorption test for (a) nFML and (b) natural fibre reinforced composite	133
3.25	Tensile test specimen for (a) nFML and (b) natural fibre reinforced composite	134
3.26	Tensile test using universal testing machine	135
4.1	Function analysis for natural fibre metal laminate for car front hood	153
4.2	Solution idea no. 1 for contradiction 1	156
4.3	Solution idea no.2 for contradiction 1	158
4.4	Solution idea for the contradiction 2	161
4.5	Solution idea for the contradiction 3	163
4.6	Failure limit diagram of the nFML	167
4.7	Water absorption behaviour of nFML and natural fibre reinforced composite	168
4.8	SEM micrograph of natural fibre reinforced composite after water absorption	170
4.9	Thickness swelling of nFML and natural fibre reinforced composite	171
4.10	Tensile strength of aluminium, nFML and natural fibre reinforced composite	173
4.11	SEM micrograph of wet tensile fracture of nFML	173
4.12	SEM micrograph of wet tensile fracture of natural fibre reinforced composite	174

LIST OF APPENDICES

APPENDIX	TITLE	PAGE
A1	Expert preferences of the selection criteria for natural fibre Reinforced composites in car front hood (outer panel)	227
A2	Details of decision maker	228
B1	39 System parameters	229
B2	40 Inventive principles	233
B3	Expanded TRIZ matrix 2010	234
C1	ASTM E2218	235
C2	ASTM D570	250
C3	ASTM 3039	254

LIST OF ABBREVIATIONS

AA	- Aluminium Alloy
ABS	- Acrylonitrile Butadiene Styrene Copolymer
ADR	- Accord DangereuxRoutier
AHP	- Analytical Hierarchy Process
Al	- Aluminium
Al-Mg	- Aluminium-magnesium
ANP	- Analytical Network Process
ANCAP	- Australia New Car Assessment Programme
ANOVA	- Analysis of Variance
ARALL	- Aramid Fibre Reinforced Aluminium Laminate
ARAS	- A new Additive Ratio Assessment
ASTM	- American Society for Testing and Materials
CAJRALL	- Carbon-Jute Reinforced Aluminium Laminate
CAJRMAL	- Carbon-Jute Reinforced Magnesium Laminate
CARALL	- Carbon Fibre Reinforced Aluminium Laminate
CFC	- Carbon/Flax/Carbon
CFRP	- Carbon Fibre Reinforced Polymer
CH ₄	- Methane
CMVSR	- Canadian Motor Vehicle Safety Regulations
CO ₂	- Carbon dioxide
COPRAS	- Complex Proportional Assessment
DEMATEL	- Decision Making and Evaluation Laboratory
DMA	- Dynamic Mechanical Analysis
EC	- Commission Regulation
EC	- Estimate Cost
ECE	- Economic Commission for Europe
ECQFD	- Environmentally Conscious Quality Function Deployment

EEVC/WG	- European Enhanced Vehicle Safety Committee/ Pedestrian Safety
EU	- European Union
ELECTRE	- Elimination and et choice translating reality
EVAMIX	- Evaluation and mixed criteria
FCF	- flax/carbon/flax
FLC	- Failure Limit Curve
FLD	- Forming Limit Diagram
FML	- Fibre Metal Laminate
FMVSS	- Federal Motor Vehicle Safety Standards
GRA	- Grey Relational Analysis
G/G/G	- glass/glass/glass
G/K/G	- glass/kenaf/glass
GLARE	- Glass Fibre Reinforced Aluminium Laminate
GTR	- Global Technical Regulations
GPa	- Young's modulus
g/cm ³	- Density
gCO ₂ /km	- grams of carbon dioxide per kilometre
HDPE	- High Density Polyethylene
HSS	- High Strength Steel
IOWA	- Induced Ordered Weighted Averaging
IDA	- Institute for Defense Analyses
J/m	- Impact strength
KGK	- kenaf/glass/kenaf
KKK	- kenaf/kenaf/kenaf
kg	- Kilogram
kN	- Kilo newton
kJ/m ²	- Charpy impact strength
LDPE	- Low Density Polyethylene
MABAC	- Multi-Attributive Border Approximation area Comparison
MCDM	- Multi Criteria Decision Making
MPV	- Multipurpose Vehicle
MPa	- Tensile strength

mm	- millimetre
m/s	- Metre per second
mm/min	- Millimetre per minute
nFML	- Natural Fibre Metal Laminate
N ₂ O	- Nitrous oxide
NHTSA	- National Highway Traffic Safety Administration
NaOH	- Sodium Hydroxide
NaCl	- Sodium Chloride
OCRA	- Operational Competitiveness Rating Analysis
ppm	- Parts per million
PDS	- Product Design Specification
PF	- Phenol Formaldehyde
PP	- Polypropylene
PVC	- Poly Vinyl Chloride
POFML	- Palm Oil Fibre Metal Laminate
PLA	- Polylactic Acid
PBS	- Polybutylene Succinate
PROMETHEE	- Preference Ranking Organization Method for Enrichment Evaluations
PS	- Polystyrene
PET	- Polyethylene Terephthalate
QFD	- Quality Function Deployment
SMA	- Shape Memory Alloys
SEM	- Scanning Electron Microscopy
SPIF	- Single Point Incremental Forming
TA	- Titanium Alloy
TC	- Targeted Cost
TRIZ	- Theory of Inventive Problem Solving
TGA	- Thermogravimetric Analysis
TOPSIS	- Technique for Order of Preference by Similarity to Ideal Solution
TAM	- Technology Acceptance Model
TFT-LCD	- Thin film transistor liquid crystal display
UN	- United Nations

USA	- United States of America
USD	- United States Dollar
VIKOR	- Multi Criteria Optimization and Compromise Solution
wt%	- Weight percentage
°C	- degree Celsius

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