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Hahnen et al.

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(54) **HYBRID STRUCTURES FOR JOINING OF METALS AND CONTINUOUS FIBER MATERIALS**

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B23K 103/16 (2006.01)

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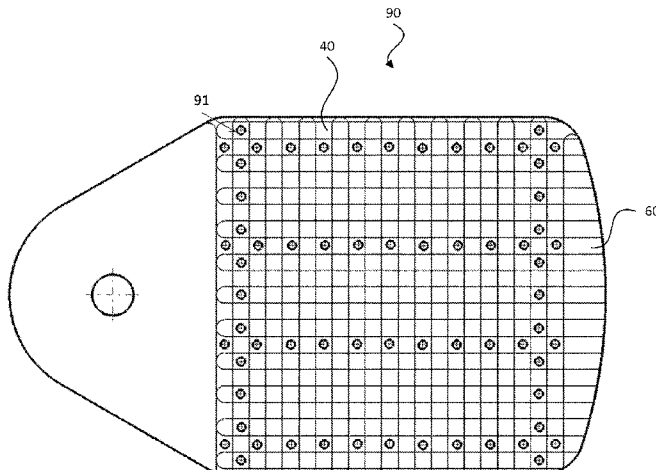
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(57) **ABSTRACT**

A transition structure includes a metallic portion, a fiber portion including a plurality of tows embedded within the metallic portion and extending out from the metallic portion forming a fabric, and a binding material forming a matrix surrounding the fiber portion embedded within the metallic portion. The fiber portion may be attached to or form part of a composite vehicle component. The transition structure may join a metallic component and a composite component. The transition structure may be manufactured by creating first channels within a layer of a metallic substrate, inserting fiber tows into the first channels, placing a first metallic layer over the metallic substrate and the fiber tows, consolidating the metallic layer to the metallic substrate, and binding the

(Continued)



fiber tows within a resin. Prior to binding, additional layers of channels and fiber tows may be consolidated onto the first metallic layer.

20 Claims, 17 Drawing Sheets

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 USPC 428/293.1, 223, 102, 85
 See application file for complete search history.

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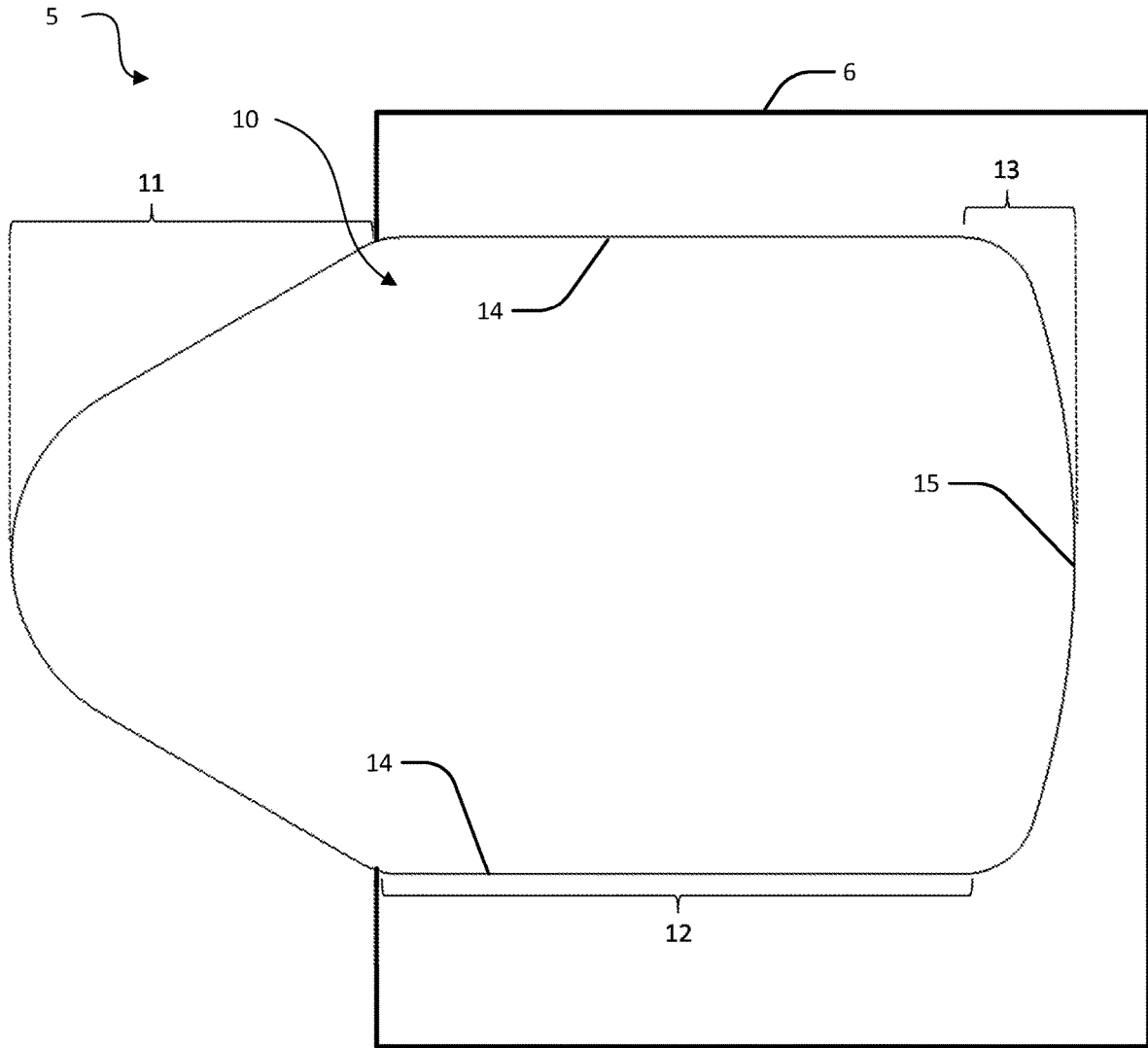


FIG. 1

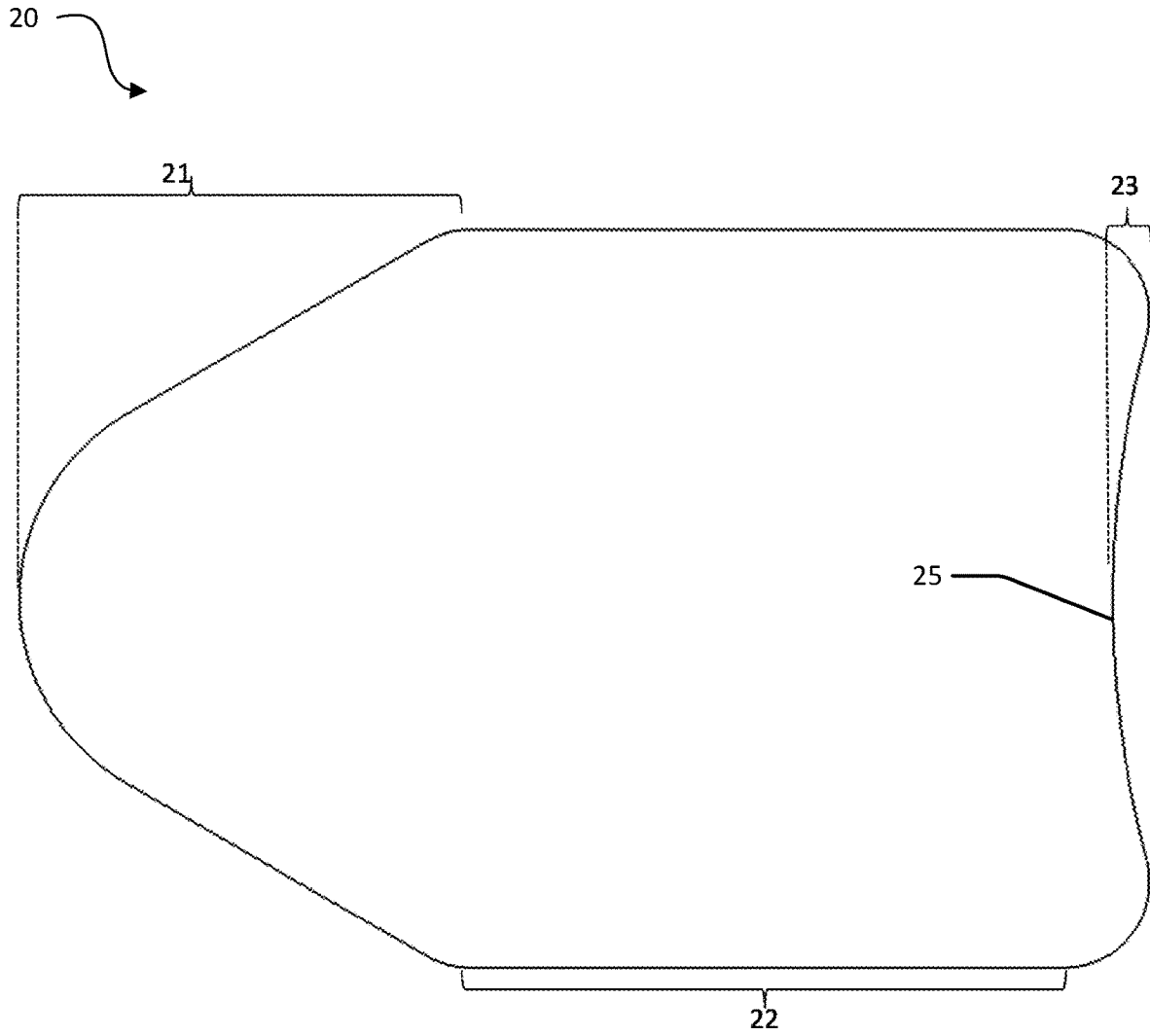


FIG. 2

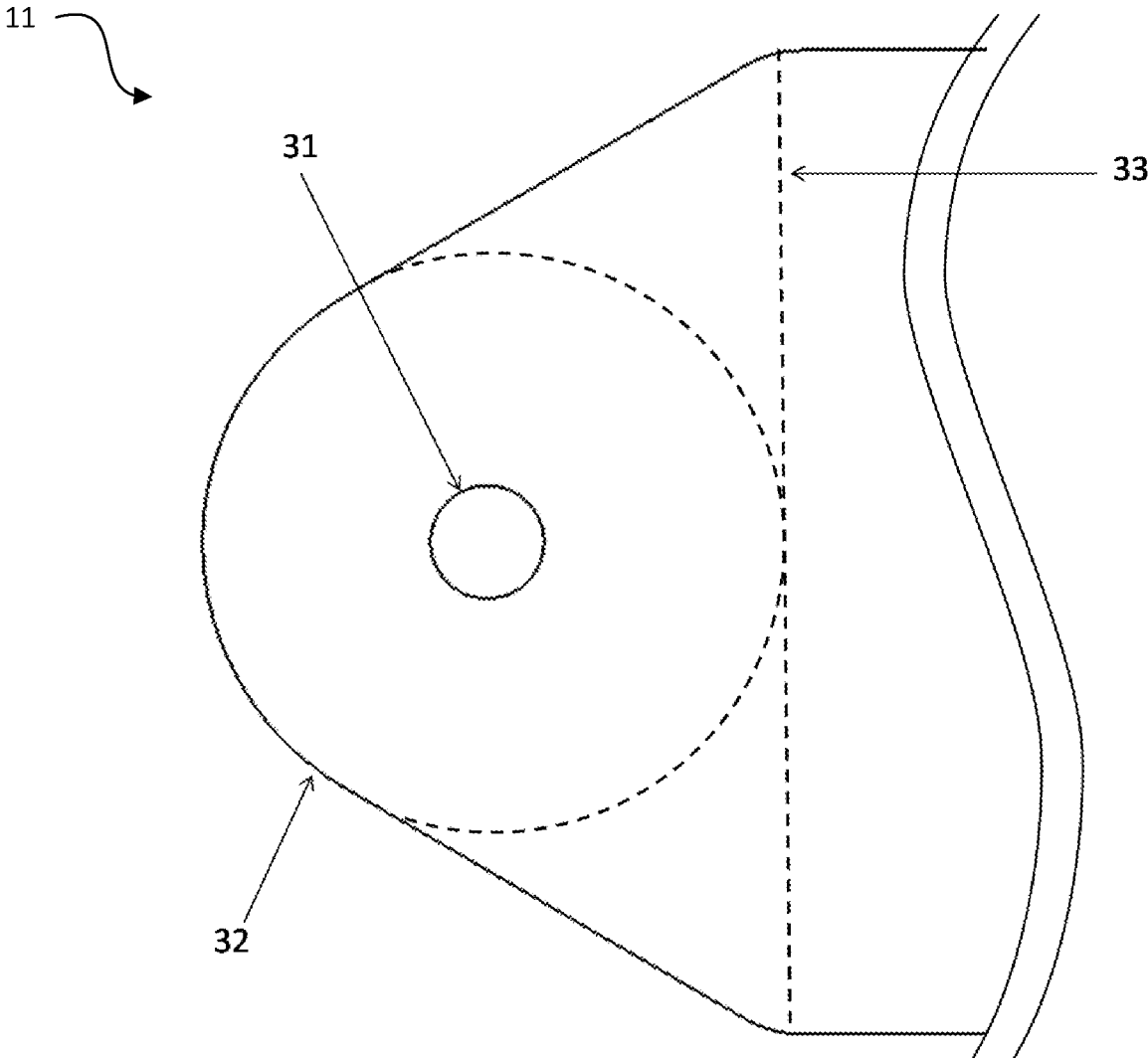


FIG. 3

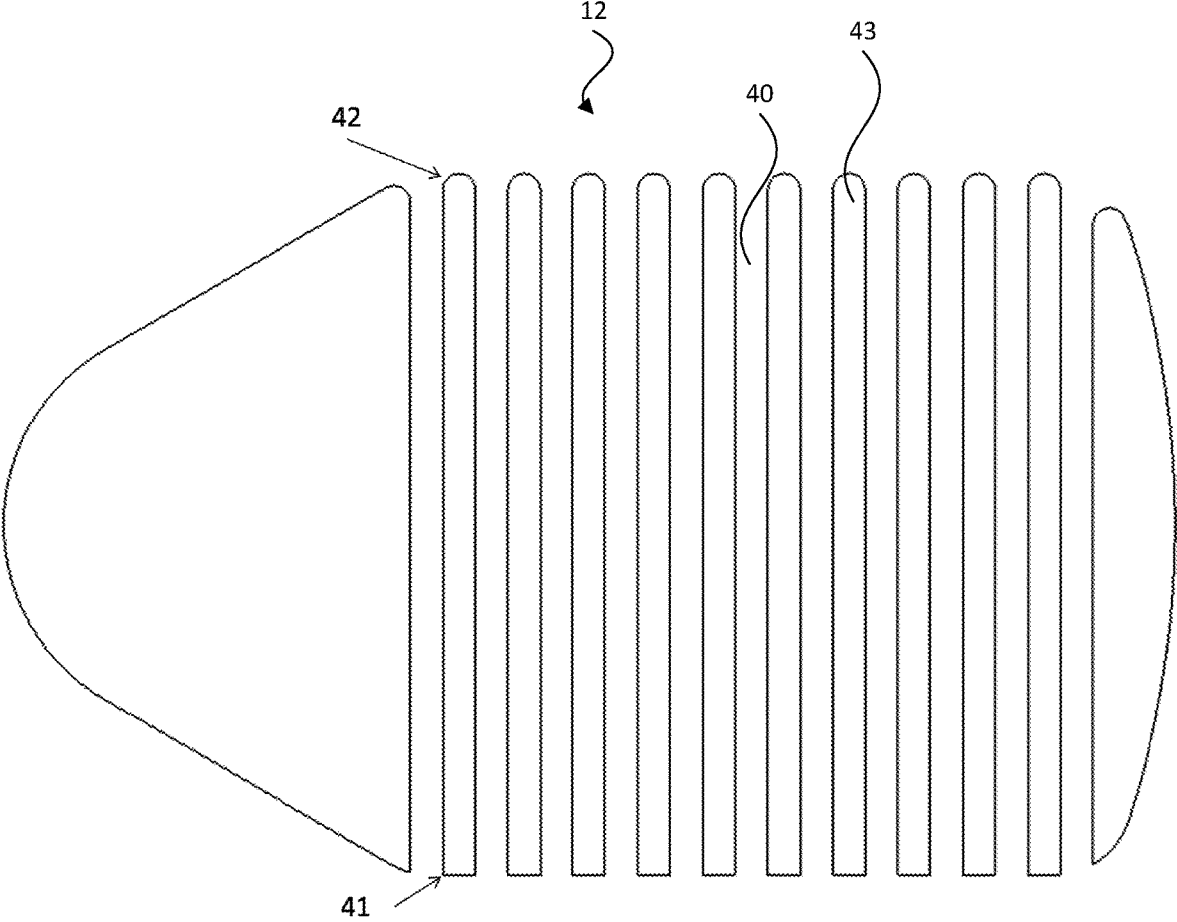


FIG. 4

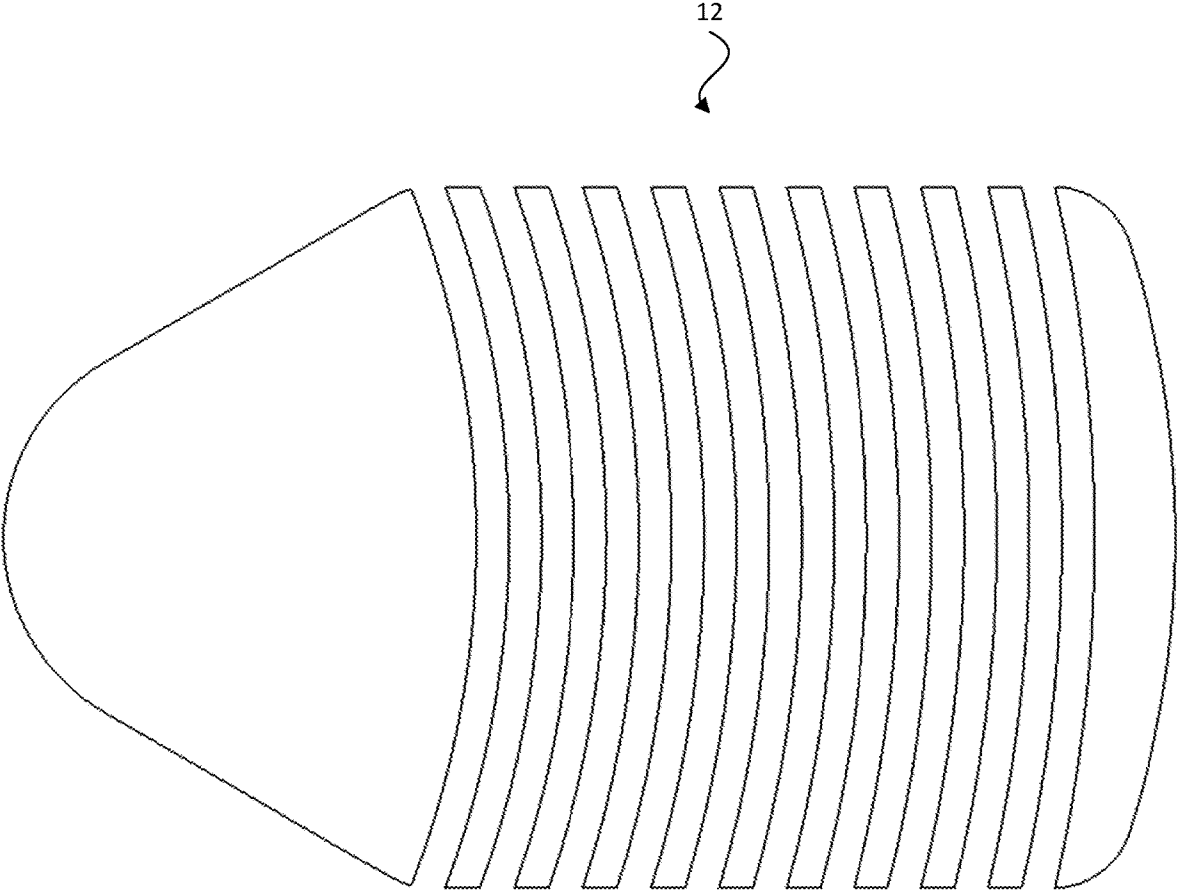


FIG. 5

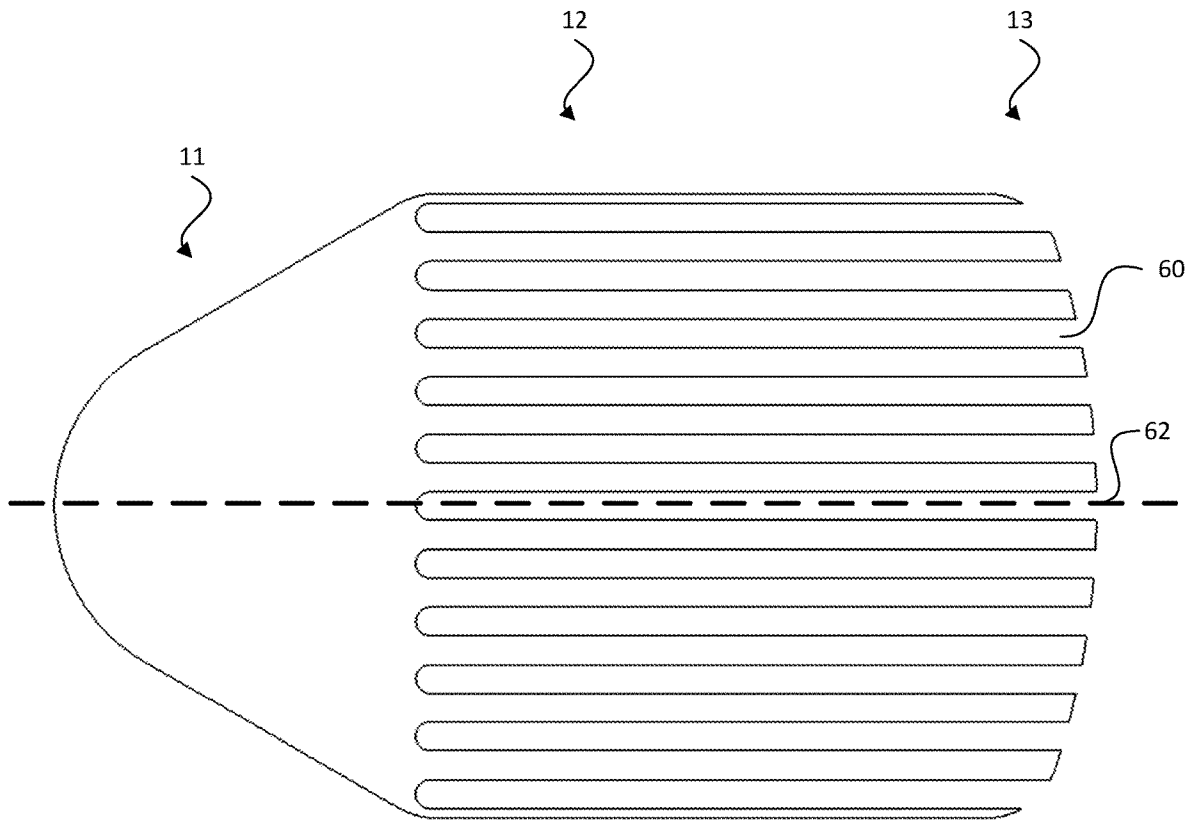


FIG. 6

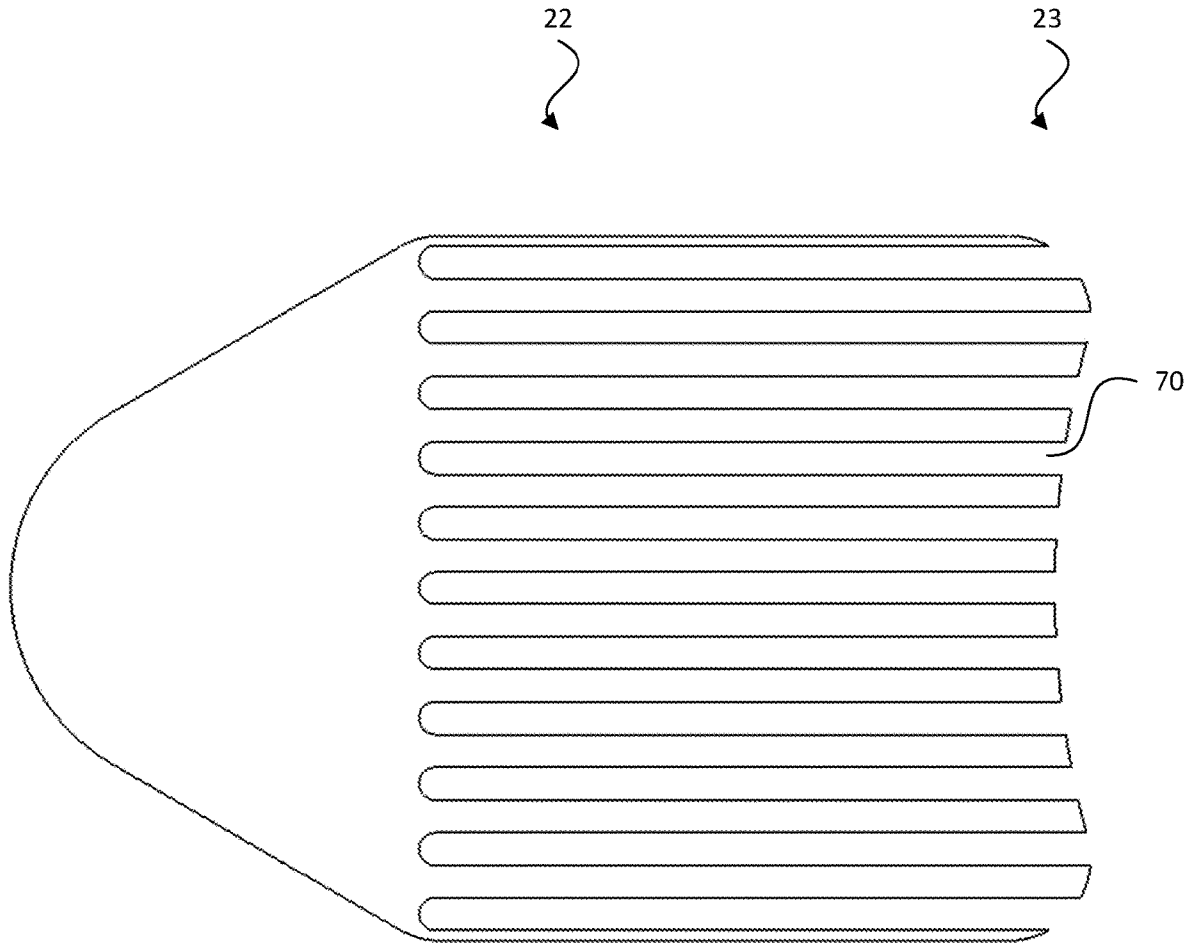


FIG. 7

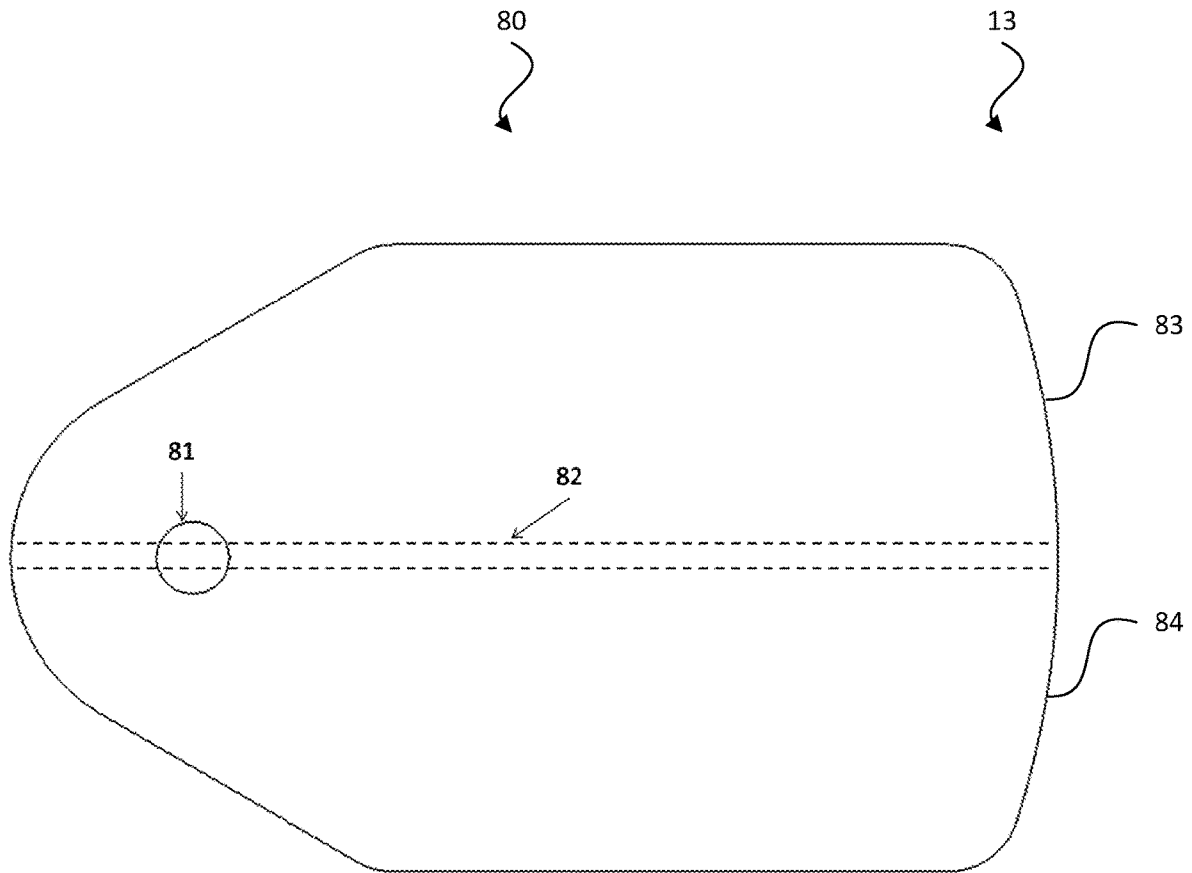


FIG. 8

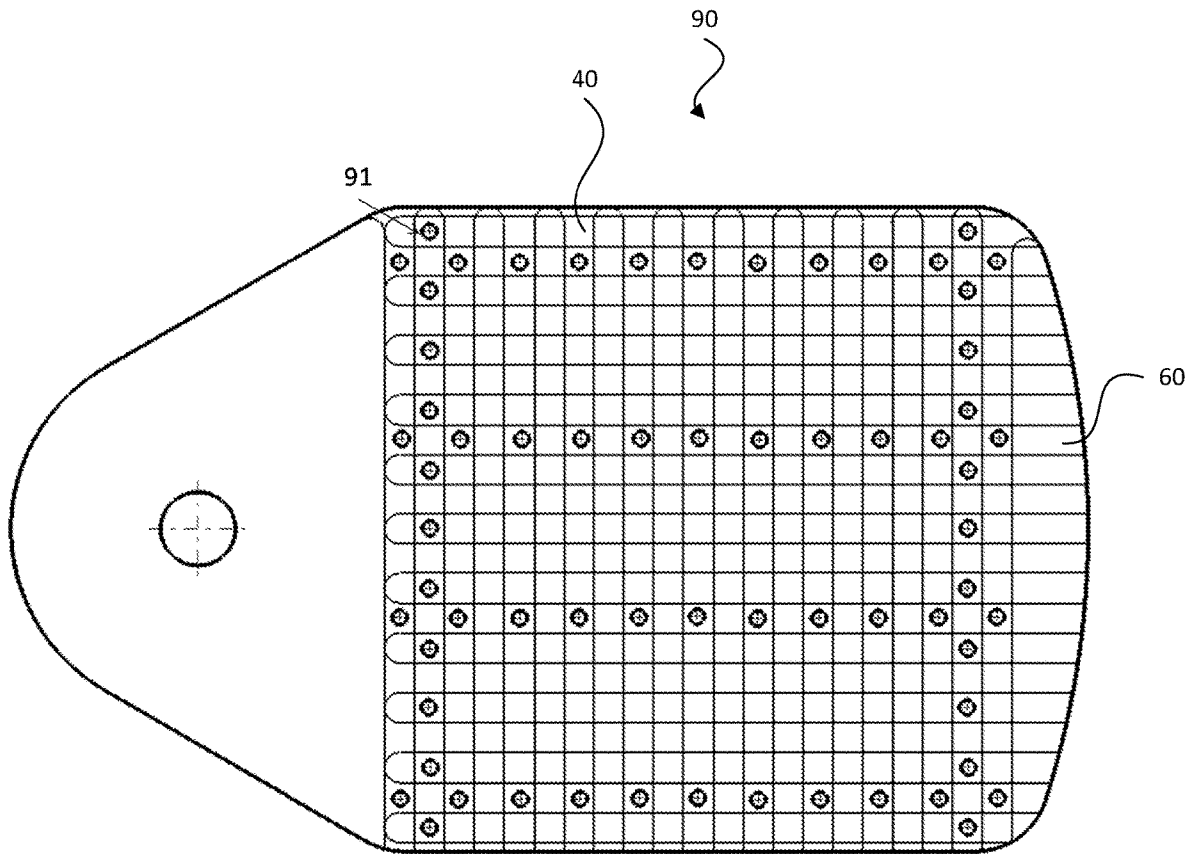


FIG. 9

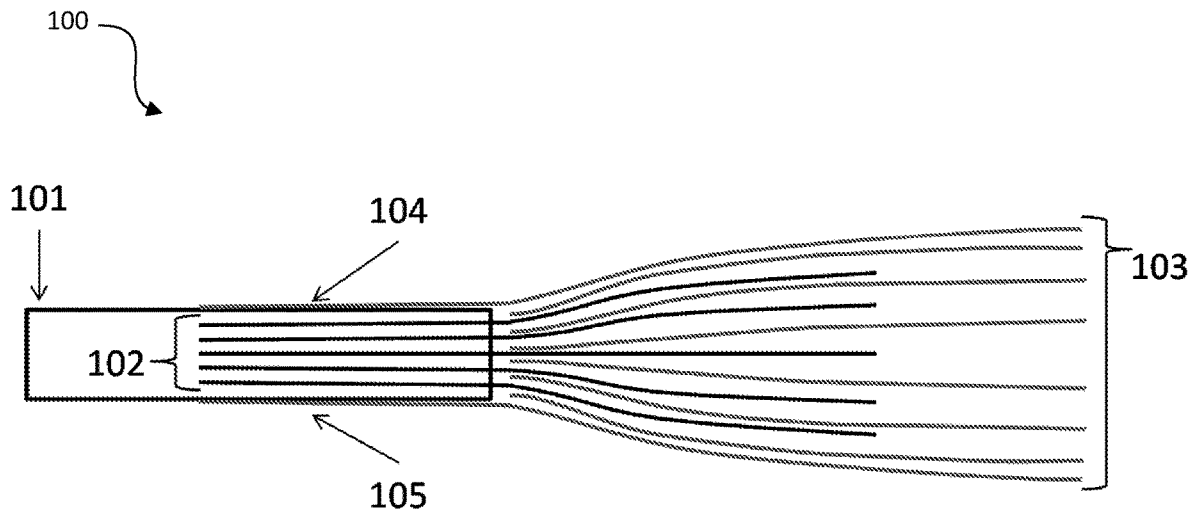


FIG. 10

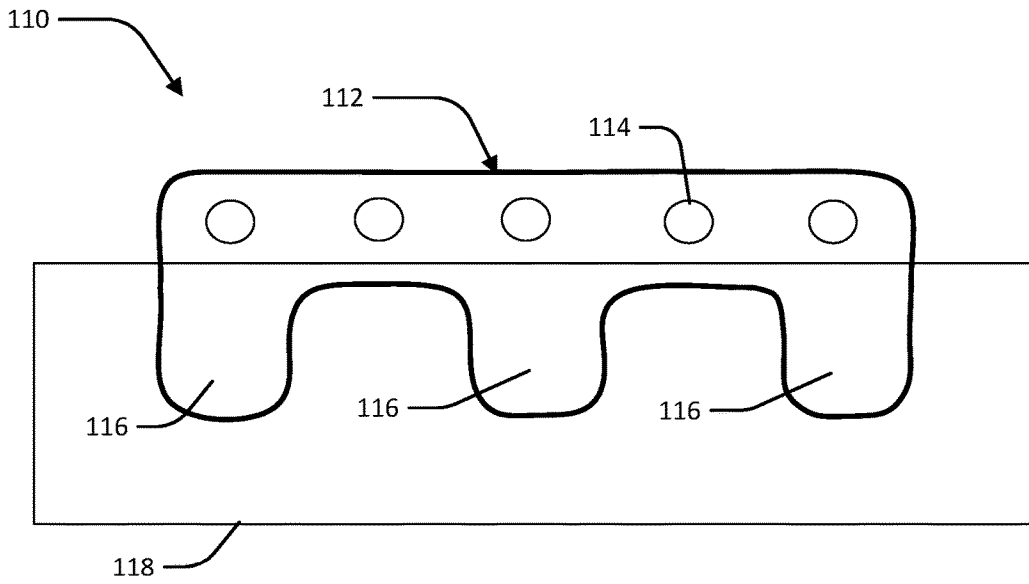


FIG. 11

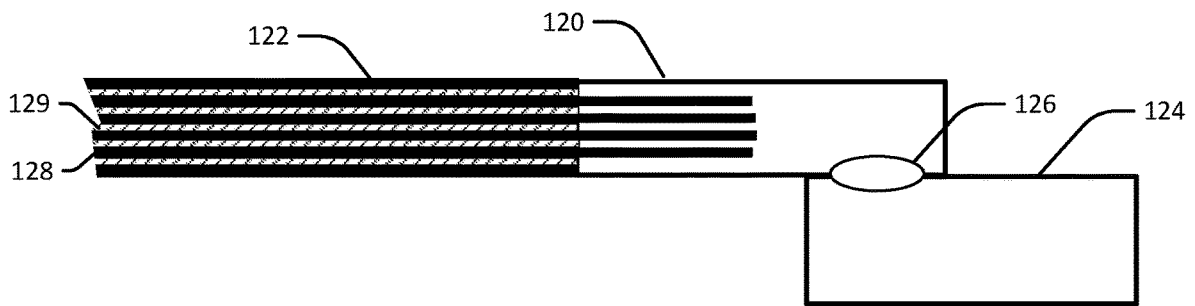


FIG. 12

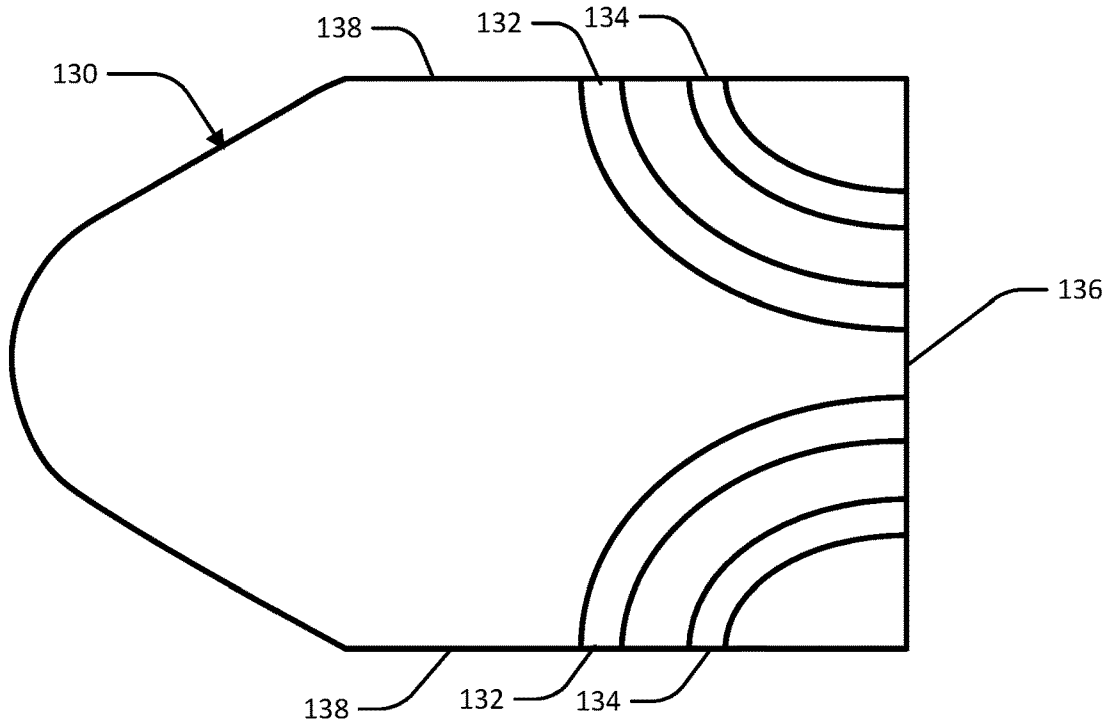


FIG. 13

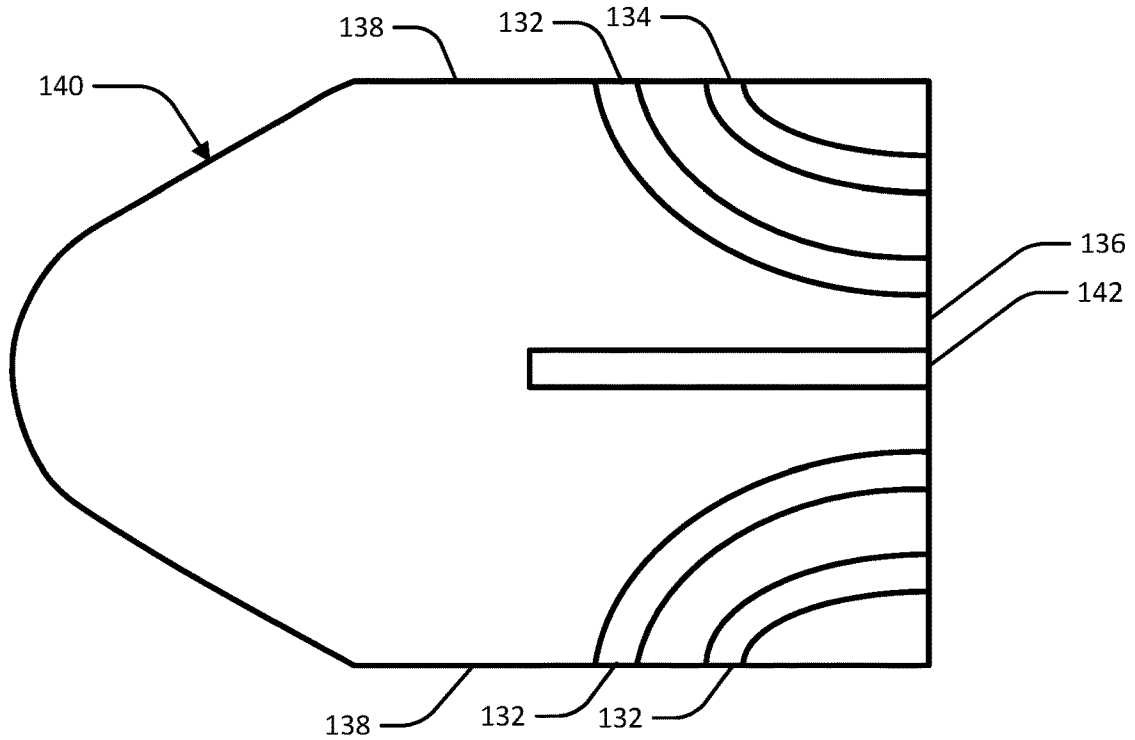


FIG. 14

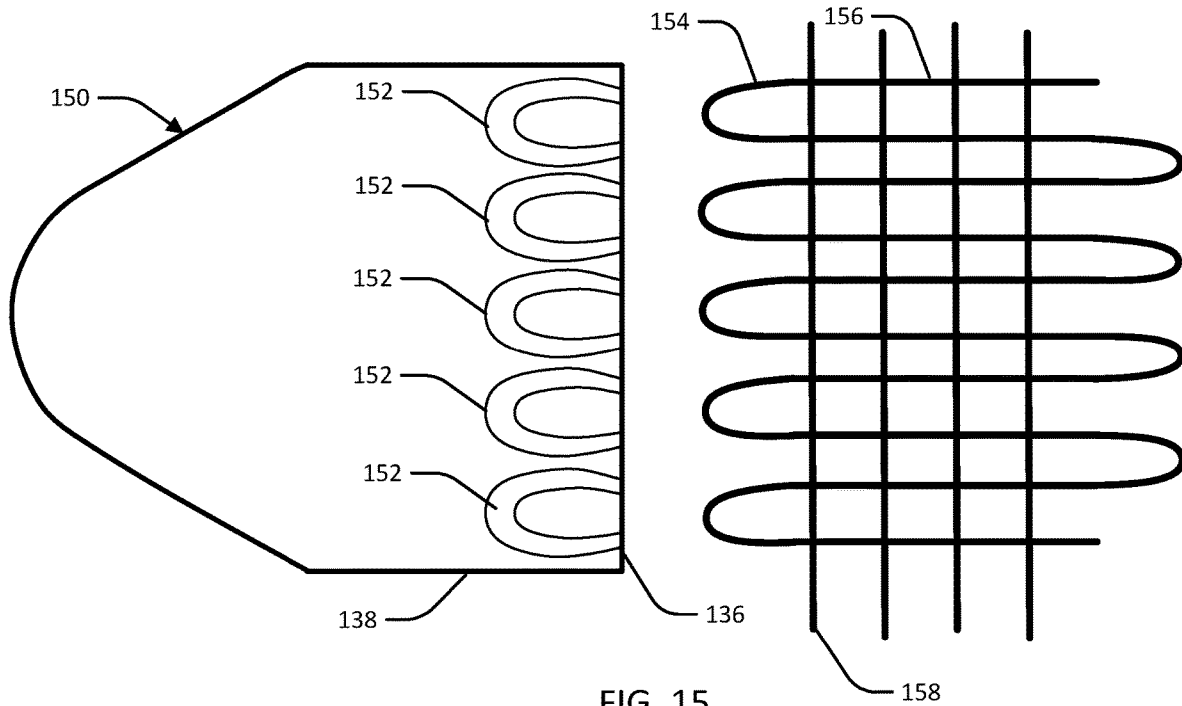


FIG. 15

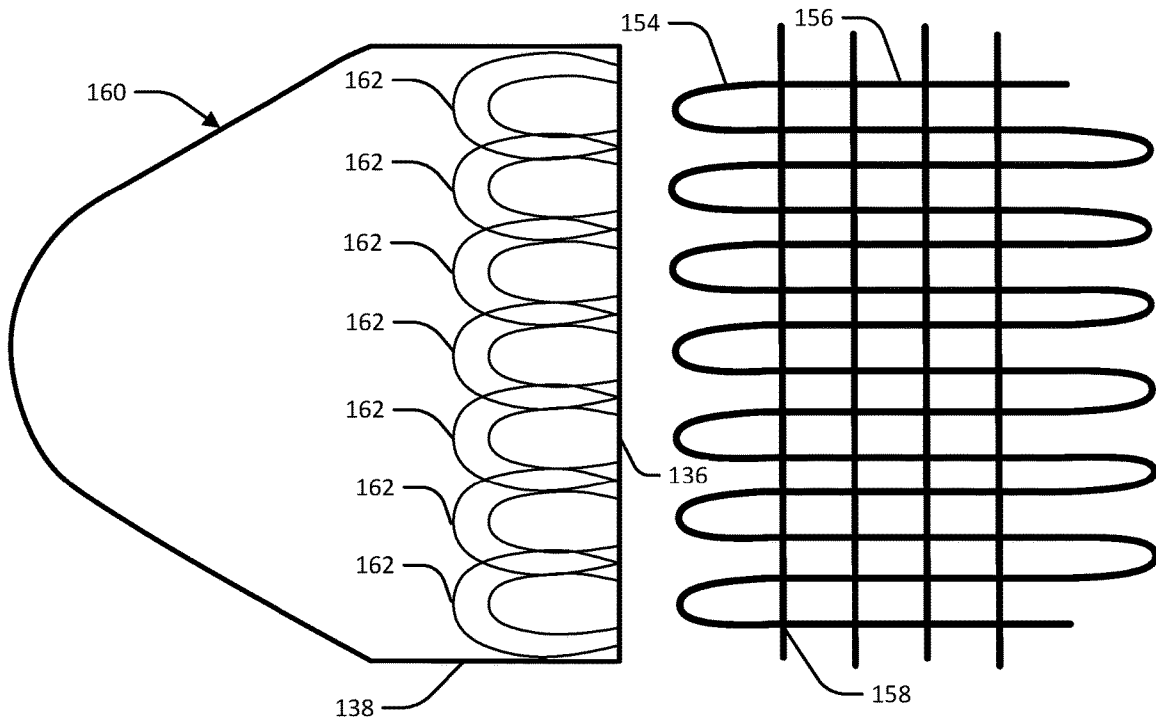
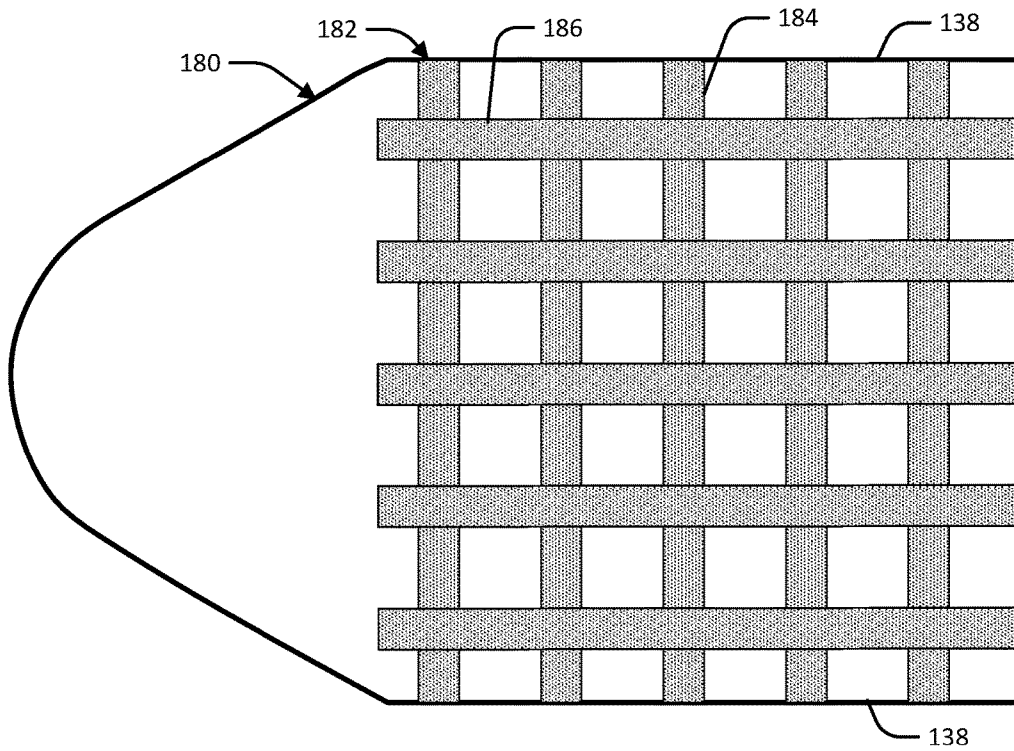
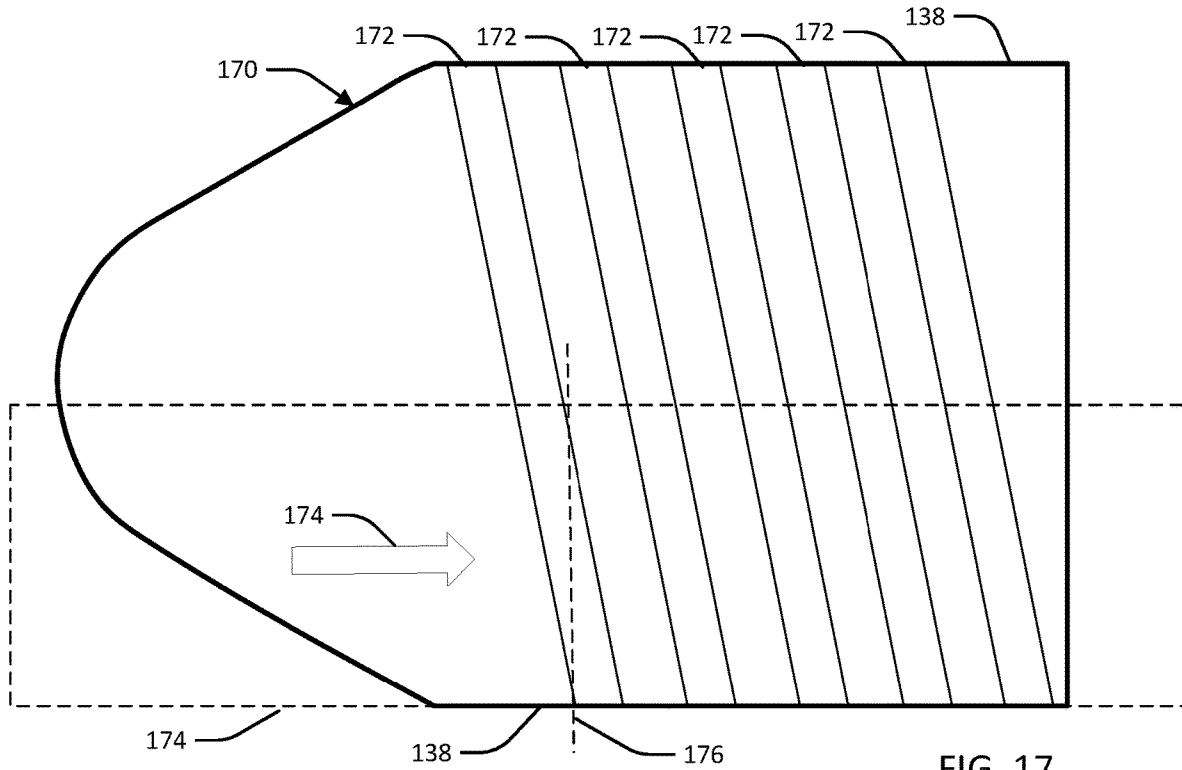


FIG. 16



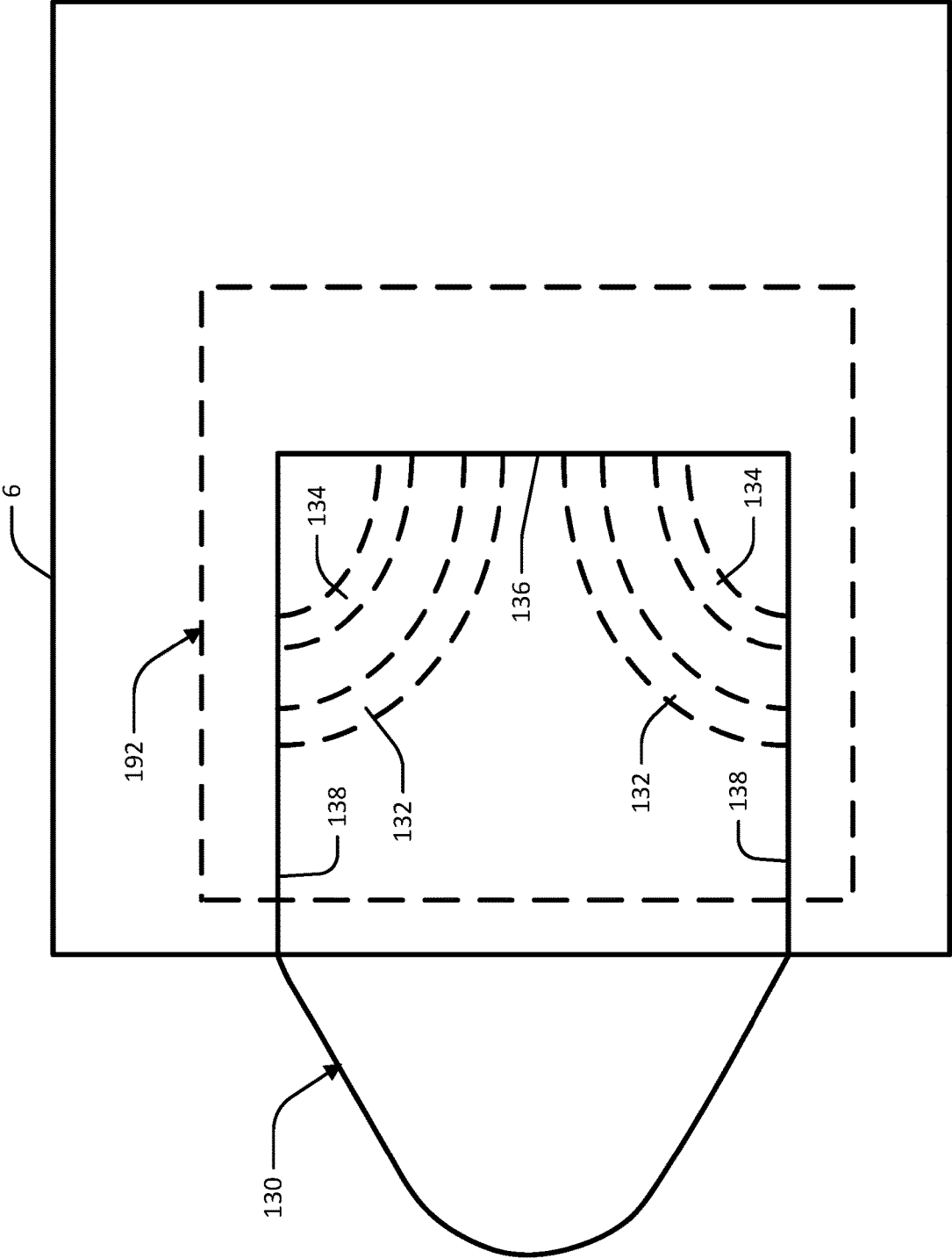


FIG. 19

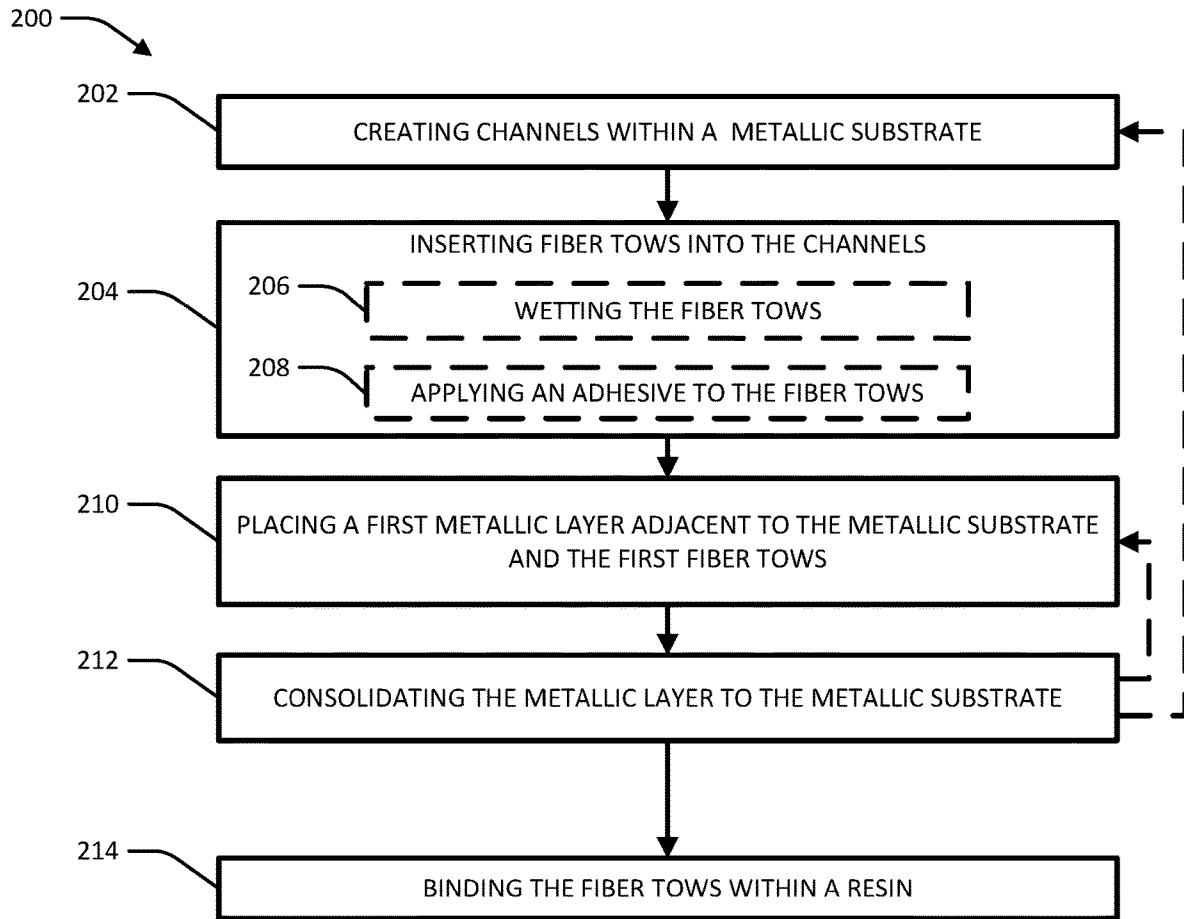


FIG. 20

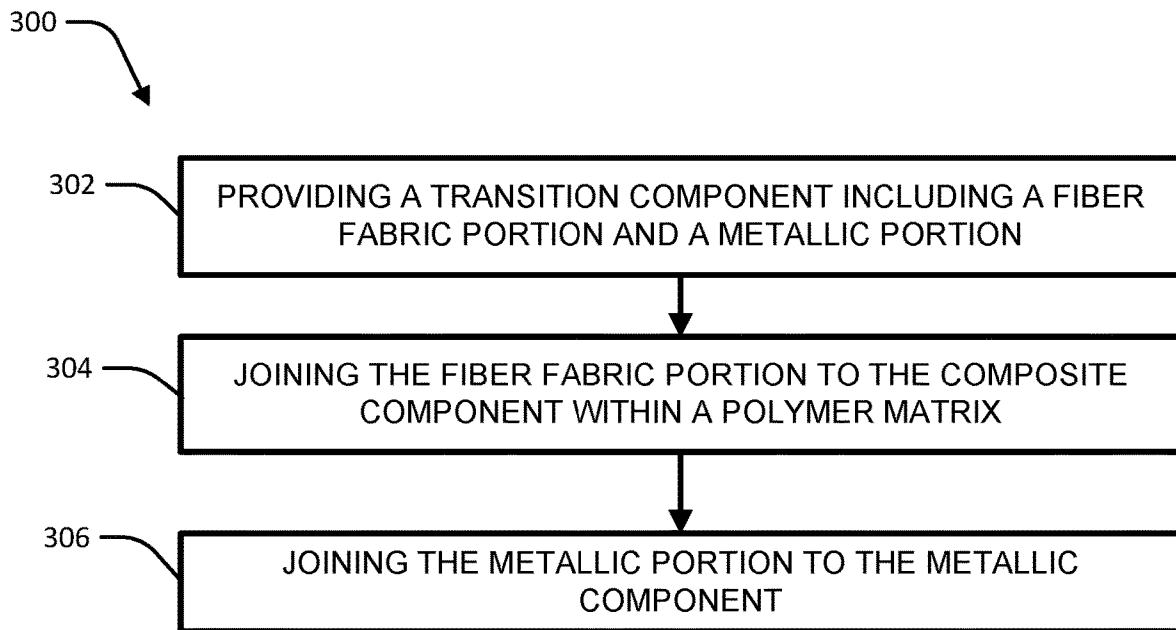


FIG. 21

HYBRID STRUCTURES FOR JOINING OF METALS AND CONTINUOUS FIBER MATERIALS

CROSS-REFERENCE TO RELATED APPLICATIONS

The present Application for Patent is a Division of U.S. patent application Ser. No. 15/479,953, entitled "HYBRID STRUCTURES FOR JOINING OF METALS AND CONTINUOUS FIBER MATERIALS," filed Apr. 5, 2017, which claims priority to Provisional Application No. 62/319,113 entitled "HYBRID STRUCTURES FOR JOINING OF METALS AND CONTINUOUS FIBER MATERIALS," filed Apr. 6, 2016, both of which are assigned to the assignees hereof, and incorporated herein by reference in their entirety.

BACKGROUND

Composite materials such as carbon fiber reinforced polymers offer a high strength or stiffness to weight ratio and may be used to replace traditional metal components in a variety of applications such as automotive and aerospace. Metal components, however, may be preferred for other components within the same application. Accordingly, there is a need to join composite components to metal components.

Traditional methods of joining composite components to metal components use a combination of adhesive and mechanical joining techniques. For example, an adhesive is used to bind the polymer to the metal, then a mechanical fastener is driven through the composite component and the mechanical component. Such traditional methods may damage the reinforcing material and create joints that are weaker than the components. For example, where continuous fiber materials are used, a mechanical fastener may break the continuous fibers, creating a point of weakness.

In view of the foregoing, there is a need for improvements to techniques for joining metals and continuous fiber materials. Further advantages will become apparent from the disclosure provided below.

SUMMARY

This summary is provided to introduce a selection of concepts in a simplified form that are further described below in the DETAILED DESCRIPTION. This summary is not intended to identify key features of the claimed subject matter, nor is it intended to be used as an aid in determining the scope of the claimed subject matter.

According to one aspect of the present disclosure, a transition structure, includes a metallic portion and a fiber portion. The fiber portion includes a plurality of tows embedded within the metallic portion and extending out from the metallic portion. The transition structure also includes a binding material forming a matrix surrounding the fiber portion embedded within the metallic portion.

In another aspect, a vehicle component includes a fiber reinforced polymer body and a metallic attachment portion. At least a portion of the fiber reinforced polymer body is embedded within the metallic attachment portion.

In another aspect, a method of manufacturing a transition structure or vehicle component includes forming first channels within a layer of a metallic substrate. The method also includes inserting fiber tows into the first channels. The method further includes placing a first metallic layer over

the metallic substrate and the fiber tows. The method additionally includes consolidating the metallic layer to the metallic substrate. The method also includes binding the fiber tows within a resin.

In another aspect, a method of joining a composite component to a metallic component includes providing a transition component including a fiber sheet portion and a metallic portion, wherein fibers forming the fiber sheet portion extend into and are embedded within the metallic portion. The method also includes joining the fiber sheet portion to the composite component within a polymer matrix. The method further includes joining the metallic portion to the metallic component.

BRIEF DESCRIPTION OF THE DRAWINGS

The novel features believed to be characteristic of the disclosure are set forth in the appended claims. In the descriptions that follow, like parts are marked throughout the specification and drawings with the same numerals, respectively. The drawing figures are not necessarily drawn to scale and certain figures may be shown in exaggerated or generalized form in the interest of clarity and conciseness. The disclosure itself, however, as well as a preferred mode of use, further objects and advances thereof, will be best understood by reference to the following detailed description of illustrative aspects of the disclosure when read in conjunction with the accompanying drawings, wherein:

FIG. 1 illustrates an example transition structure having a convex transition region according to an aspect of the disclosure.

FIG. 2 illustrates an example transition structure having a concave transition region according to an aspect of the disclosure.

FIG. 3 illustrates details of a metal attachment region of the example transition structure of FIG. 1 or FIG. 2.

FIG. 4 illustrates widthwise channels in an example transition structure.

FIG. 5 illustrates curved channels in an example transition structure.

FIG. 6 illustrates lengthwise channels in the example transition structure of FIG. 1.

FIG. 7 illustrates lengthwise channels in the example transition structure of FIG. 2.

FIG. 8 illustrates seam placement when a single layer is comprised of multiple tapes in an example transition structure.

FIG. 9 illustrates sprue holes in an example transition structure.

FIG. 10 illustrates a side section view of an example transition structure in engagement with a layered fiber structure.

FIG. 11 illustrates an example transition structure with multiple metal attachment regions and multiple fabric engagement regions.

FIG. 12 illustrates an example of a transition structure joining a composite vehicle structure to a metallic vehicle frame.

FIG. 13 illustrates an transition structure including curved channels.

FIG. 14 illustrates an example transition structure including straight channels and curved channels.

FIG. 15 illustrates an example transition structure including looped channels.

FIG. 16 illustrates an example transition structure including overlapping looped channels.

FIG. 17 illustrates an example transition structure including angled channels.

FIG. 18 illustrates an example transition structure including crossed channels.

FIG. 19 illustrates an example transition structure including a metallic flange.

FIG. 20 is a flowchart showing an example method of manufacturing a transition structure.

FIG. 21 is a flowchart showing an example method of using a transition structure to join a metal component and a fiber reinforced component.

DETAILED DESCRIPTION

The following includes definitions of selected terms employed herein. The definitions include various examples and/or forms of components that fall within the scope of a term and that may be used for implementation. The examples are not intended to be limiting.

A “vehicle,” as used herein, refers to any manned or unmanned structure capable of moving and is powered by any form of energy. The term “vehicle” includes, but is not limited to: cars, trucks, vans, minivans, SUVs, motorcycles, scooters, boats, personal watercraft, submersibles, aircraft, and spacecraft. In some cases, a motor vehicle includes one or more engines.

Generally described, the present disclosure provides for techniques joining fiber reinforced composite materials and metal materials. For example, some vehicle components may be manufactured of reinforced composite materials but need to be joined to metallic vehicle components. For example, a composite vehicle roof may be joined to a metallic vehicle frame. In an aspect, a transition structure provides an interface between a fiber reinforced composite component and a metallic component. The transition structure may include fibers having a portion embedded within a metallic sheet and one or more free ends that extends from one or more edges of the metallic sheet. The fibers may be bundles of continuous fibers referred to herein as tows. The tows may be part of unidirectional fiber mats, woven fiber mats, or single tows. The free ends of the tows may be interlayered with fiber sheets of the composite component and the polymer (e.g., epoxy) may bind the tows within the composite component. The epoxy may form the binding polymer for a carbon, or other, fiber reinforced polymer component. A metal engagement portion of the transition structure, which may include no embedded fibers, may be welded or mechanically fastened to the metallic component.

In an aspect, the transition structure may be manufactured using an additive manufacturing process and/or computer numeric controlled machining operations. For example, using ultrasonic additive manufacturing (UAM) layers of metallic foil may be consolidated layer-by-layer to form the metallic portions of the transition structure. Other additive manufacturing techniques such as explosion welding and impulse welding may also be used. Further, the metallic portions may be machined, formed, embossed, or additively manufactured to include channels or grooves to hold the fiber tows. In an aspect, the channels may extend across the width and/or length of the transition structure and may be curved or have varying cross section shapes and/or sizes to provide additional mechanical locking of the fiber tows within the metallic portion. Multiple tows may be aggregated within the channels. Adding an additional layer of metallic material in the additive manufacturing process may cause the metal to flow around individual fibers of the fiber tow and mechanically interlock with the tow. This inclusion

of a channel prevents fiber crushing and allows metal to metal contact around the fibers. Moreover, the temperature used in the process may be less than a critical temperature, e.g. glass transition, melting, decomposition, or cure temperatures, of a polymeric resin. The process of creating grooves, inserting fiber tows, and adding one or more metallic layers may be repeated to form a multi-layered structure. The channels in each layer may be oriented in different angles such that multiple layers of fiber tows extend from the metallic portion of the transition structure with different orientations. The metallic portion of the transition structure may also include sprue holes extending through the transition structure and interconnecting channels.

The transition structure may be joined with a composite component during manufacture of the composite component. The transition structure may be integrated into the composite structure with other laminates or resin. For example, if dry fiber tows are embedded within the structure, addition of resin may reinforce the joint as capillary action causes the epoxy to wet into voids that were not initially filled with flowing metal during a metal consolidation process. This allows the entire fiber bundle to share load and couple with the mechanical bond of the metal on the outer fibers of the bundle. The resin also results in adhesion between the individual fibers of the embedded tows and the metal channel. Additionally, the epoxy may flow into the sprue holes and form an interlocking matrix within the metallic portion. As another example, the fiber tows may be impregnated with resin (e.g., as a pre-preg). The fibers of the composite structure may also be pre-preg, or a resin may be applied separately. In either case, the external epoxy may bond with the internal epoxy via the sprue holes. Further, the binding material may provide a physical barrier between fibers and metal and help prevent galvanic corrosion by preventing infiltration of electrolytes and electrical continuity between the metal and fibers. In another aspect, fiber glass fabric may be embedded within the metal to avoid carbon-metal electrical continuity and prevent corrosion.

Turning to the figures, where like reference numbers refer to like components, FIG. 1 illustrates an example transition structure 5 including a metallic portion 10 and a fiber composite portion 6. The metallic portion 10 may be formed of any metal compatible with the techniques disclosed herein. For example, the metallic portion 10 may be formed of steel, aluminum, magnesium, titanium, cobalt, beryllium, nickel, columbium, tantalum, tungsten, and alloys thereof, or other structural alloys. A metal attachment region 11 provides a location for attachment to a metallic component, for example, using welding, an adhesive, or a mechanical fastener such as flow drill screws, self-piercing rivets, bolts, or nails. A fiber engagement region 12 includes an area where the fiber tows of fiber portion 6 are embedded within the metallic portion of the transition structure. The fiber tows may include bundles of carbon fibers, glass fibers, other high performance synthetic fibers, and/or natural or biological fibers. The edges 14 of the fiber engagement region 12 may be curved to avoid sharp edges that may cause stress concentrations on a finished component. A fiber transition region 13 is located opposite the metal attachment region 11. The fiber transition region 13 may have a convex edge 15 that may help avoid stress concentration due to a possible stiffness mismatch between the metal component and the composite component. Each of the corners of the metallic portion 10 may be curved with a wide radius to avoid sharp corners that may concentrate stress.

FIG. 2 illustrates another example of a metallic portion 20 of an example transition structure. The metallic portion 20

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may be similar to the metallic portion **10** with the metal attachment region **21** corresponding to the metal attachment region **11**, the fiber engagement region **22** corresponding to the fiber engagement region **22**, and the fiber transition region **23** corresponding to the fiber transition region **13**. The fiber transition region **23** may have a concave edge **25** to avoid stress concentration due to possible stiffness mismatch between the metal and composite. The shape of the fiber transition region **13** or the fiber transition region **23** may be selected based on the relative stiffness of the finished components and the expected direction of stress on the joint.

FIG. **3** illustrates a detailed view of a metal attachment region **11**. A method for joining the transition structure to a metallic component may have an affected area where the joining method would affect the surrounding materials. Moreover, the joining method may require a certain area. For example, as illustrated in FIG. **3**, a resistance spot weld **31** may have a defined finite diameter. A free edge **32** of the transition structure may be at least a defined distance from the spot weld **31**. For example, the free edge **32** may be a distance of approximately 2-2.5 times the diameter from the spot weld **31**. The defined distance may vary based on the type of weld, metal, or mechanical fastener to be used. A start of the fiber transition region **33** may also be located at least the defined distance from the spot weld **31** or the location of the mechanical fastener.

FIG. **4** illustrates an example of channels **40** within a fiber engagement region **12**. The channels **40** may be portions of the fiber engagement region **12** where metal is not present in one or more layers. For example, the channels **40** may be machined out of a layer of the metal. Laser ablation may also be used to remove metal to form the channels **40**. In another aspect, the channels **40** may be created by adding metallic strips **43** surrounding the channels **40** using an additive manufacturing process. As another example, forming can be accomplished by pressing the actual or temporary fiber into the metal, thereby creating an impression of the fiber. Depending on the manufacturing process, the metallic strips **43** may form sharp channel corners **41**. The sharp channel corners **41** may be filleted to form rounded corners **42**, which form exit holes for the fiber tows extending from the fiber engagement region **12**. As illustrated in FIG. **4**, the channels **40** may extend across a width of the fiber engagement region **12**. In an aspect, continuous fiber tows may be embedded within the channels **40** such that a free end of the fiber tows extends from each end of the channels **40**.

FIG. **5** illustrates another example of a fiber engagement region **12** having curved channels. The curved channels may increase fiber engagement and adhesive surface area to help retain the fiber tows against longitudinal stress. A non-exhaustive list of examples of other channel geometries include circular, semi-circular, arc, and polygonal shapes. In an aspect, the channels may form a "U" shape such that the fiber tows double back on themselves to increase pullout force. As another example, the channels may form an "L" shape or an arc such that the fiber tows enter and exit the transition structure in perpendicular or other relative directions to improve strength for specific targeted loading conditions. Additionally channel spacing may vary to create a smooth stress transition and blind channels terminating within the transition structure may end at different lengths or be staggered to reduce stress concentration. The curved channels may also have filleted corners to prevent sharp corners.

FIG. **6** illustrates another example of a fiber engagement region **12** and fiber transition region **13** having channels **60** extending lengthwise. The length may be defined in the

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direction an axis **62** that extends from the free edge to the transition edge. The channels **60** may extend from the fiber transition region **13** and stop before the metal attachment region **11**. The fiber tows may be embedded within the channels **60** such that one end of each fiber tow terminates within the transition structure. Once again, the corners may be filleted to prevent stress concentrations. FIG. **7** illustrates another example of the fiber engagement region **22** and fiber transition region **23** having channels **70** extending lengthwise. FIG. **8** illustrates an example of a transition structure **80** that may be formed by overlapping portions. In an aspect, an additive manufacturing technique (e.g., ultrasonic additive manufacturing) or particular additive manufacturing apparatus may have dimensional limits. For example, a UAM apparatus may have a maximum width of 1 inch for a tape to be consolidated in a layer, so multiple tapes may be used to form a single layer. The first tape **83** and the second tape **84** may overlap to form a seam **82**. The seam **82** may be aligned with a spot weld location **81**. The spot weld may reinforce the seam **82**. Further the seam **82** may be oriented transverse (e.g., perpendicular) to channels in an adjacent layer. Although the transition structure **80** is shown with a single seam **82**, it should be appreciated that a larger transition structure may include multiple seams.

FIG. **9** illustrates a transition structure **90** having sprue holes **91**. FIG. **9** also illustrates overlapping channels. The transition structure **90** may be fabricated in a layer-by-layer manner using additive manufacturing. A different shape and/or orientation of channels may be selected for each layer. Some layers may include no channels. In the illustrated example, channels **40** extending across the width of the transition structure **90** and channels **60** extending lengthwise overlap in different layers. Orienting the channels and fiber tows embedded therein may improve strength of the transition structure. For example, if one layer is subject to the tows pulling out, a neighboring layer may be subject to shear. The combined layers, however, may mitigate the weaknesses of the neighboring layers.

Each sprue hole **91** may be aligned with one or more channels **40** and/or channels **60**. The sprue holes **91** may allow a binding material (e.g., epoxy) to flow through the metallic portion of the transition structure **90** to wet the embedded fiber tows (e.g., when using resin transfer molding) and allow air to exit the transition structure **90**. For example, a sprue hole may be located at the end of a blind channel to allow air to be expelled. Moreover, the fiber tows may be impregnated with binding material before being inserted into the channels **40**, **60**. Accordingly, the binding material entering the sprue holes **91** may bind with the binding material impregnated into the fiber tows. The binding material may therefore form a 3-dimensional lattice interlocked with the metallic portion. In an aspect, the sprue holes **91** may be fabricated on a layer-by-layer basis. For example, each layer of the metallic material may include an opening in the same location such that when the layers are consolidated the openings align to form the sprue holes **91**. Additionally, the sprue holes may be staggered such that the binding materials flows from a first sprue hole, through a channel, and to a second sprue hole. The sprue holes **91** may also be drilled through the transition structure **90**. The sprue holes may extend through one or more layers. For example, the sprue holes may extend through a top layer or a bottom layer to ensure that air bubbles do not get trapped within the binding material during curing.

FIG. **10** illustrates a side section view of an example transition structure **100** in interlayered arrangement with a layered fiber laminate structure **103**. Fiber tows from a fabric

laminate patch **102** may be embedded within the metal portion **101** to form the fiber portion **6** and have free edges extending out of the metal portion **101** toward the layered fiber laminate structure **103**. The free edges of the fabric laminate patch **102** may be interleaved between layers of the layered fiber laminate structure **103** such that layers of fabric laminate patch **102** alternate with layers of the layered fiber laminate structure **103**. In an aspect, a top layer **104** and a bottom layer **105** of the layered fiber laminate structure **103** may overlap the metal portion **101**. For example, the top layer **104** and the bottom layer **105** may cover the sprue holes **91** (FIG. **9**) and be bonded to an external surface of the metal portion **101** via the binding material. Such external layers may prevent delamination and may also contribute to the overall strength of the transition structure. In an aspect, both the patch **102** and the layered fiber laminate structure **103** are impregnated with the binding material. The transition structure **100** and the layered fiber laminate structure **103** may be heated and/or compressed to bind and cure the binding material to form a solid composite component.

FIG. **11** illustrates an example of a transition structure **110** including a metal attachment region **112** including multiple attachment points **114** (e.g., spot welds). The transition structure **110** may include multiple fiber engagement regions **116**. The multiple attachment points **114** may reduce stresses due to twisting. The metal attachment region **112** may be similar to the metal attachment region **11**. Each of the fiber engagement regions **116** may be similar to the fiber engagement region **12**. For example, each of the fiber engagement regions **116** may include channels for retaining tows of the fabric **118**.

FIG. **12** illustrates an example of a transition structure **120** joining a composite vehicle component **122** to a metallic vehicle frame **124**. The composite vehicle component **122** includes multiple layers of fiber **128** and layers of resin **129**. At least some of the layers of fiber **128** extend into the transition structure **120** and are embedded within a metallic portion of the transition structure **120**. The transition structure **120** is joined to the metallic vehicle frame **124** using a spot weld **126**. The spot weld **126** may be located at a portion of the transition structure **120** that does not include fiber.

FIG. **13** illustrates an example transition structure **130** including curved channels. The transition structure **130** may include a transition edge **136** and side edges **138**. Each of the inner curved channels **132** may curve from the transition edge **136** to one of the side edges **138**. Similarly, each of the outer curved channels **134** may curve from the transition edge **136** to one of the side edges **134**. In an aspect, for example, an inner curved channel **132** and an outer curved channel may be concentric arcs. The curved channels **132**, **134** may provide a curved path for the fiber tows. Accordingly, a fiber tow extending through one of the curved channels **132**, **134** may extend from the transition edge **136** in a first direction and may extend from a side edge **138** in a second direction that is substantially perpendicular to the first direction. This may, for example, allow the fiber tow to be bonded to a woven fiber fabric along both directions of the weave. The curved channels **132**, **134** may also help prevent pullout of the fibers from the transition structure.

FIG. **14** illustrates an example transition structure **140** including straight channels and curved channels. The transition structure **140** may be similar to the transition structure **130** and include curved channels **132**, **134** curving from a transition edge **136** to one of side edges **138**. The transition structure **140** may also include one or more straight channels

142. For example, the straight channel **142** may be centrally located between the inner curved channels **132**.

FIG. **15** illustrates an example transition structure **150** including looped channels **152**. The transition structure **150** may have a transition edge **136** and side edges **138**. In an implementation, the looped channels **152** may be located along the transition edge **136** such that two ends of each looped channel **152** are located on the transition edge **136**. The looped channels **152** may be adapted to receive a looped fiber tow of a fiber fabric. For example, a fiber fabric may include natural loops **154** formed by a continuous weft tow **156**. In an aspect, no pre-processing of the fiber fabric may be needed for the natural loops **154** to be inserted into the looped channels **152**. In another aspect, one of more warp tows **158** may be removed from the fabric to allow the natural loops to extend from the edge of the fiber fabric. The natural loops **154** may then be placed within the looped channels **152** and consolidated.

FIG. **16** illustrates an example transition structure **160** including overlapping looped channels **162**. The transition structure **160** may include a transition edge **136** and side edges **138**. Similar to the transition structure **150**, the overlapping looped channels **162** may be located along the transition edge **136**. The overlapping looped channels **162** may each overlap with an adjacent channel. The overlapping looped channels **162** may be used with a more tightly woven fabric. In another example, a pattern of natural loops **154** (e.g., every third loop) may be used with the transition structure **150**, while a higher frequency pattern (e.g., every loop or every other loop) may be used with the transition structure **160**. In another example, loops of a first layer of fabric may be placed into every other overlapping looped channel **162** and loops of a second layer of fabric may be placed into the remaining overlapping looped channels **162**. The loops of various layers may then be consolidated within the overlapping looped channels **162**.

FIG. **17** illustrates an example transition structure **170** including angled channels **172**. The angled channels **172** may extend across the transition structure **170** between side edges **138**. In an aspect where ultrasonic additive manufacturing is used to form the transition structure **170**, the angled channels **172** may help prevent tearing of the metallic foil as it is being ultrasonically welded to the consolidated metallic portion of the transition structure. In particular, foil tearing may be more likely to occur when a channel is perpendicular to a direction of movement of the sonotrode relative to the transition structure. The fiber tows may act as a lubricant causing the foil to move and tear as the sonotrode passes over the channels. Such foil tearing may lead to a defective part. By angling the channels **172** with respect to the travel direction **174**, at least a portion of a foil tape **178** may be in contact with the preceding metallic layer as the sonotrode moves in the travel direction **174**. For example, at the line **176** where the sonotrode reaches the first angled channel **172** along the side edge **138**, the sonotrode may also contract the metallic portion at the far edge of the angled channel **172**. The angle and width of the angled channels **172** may be selected to minimize foil tearing.

FIG. **18** illustrates an example transition structure **180** including crossed channels **182**. The crossed channels **182** may include longitudinal channels **184** extending from a metal attachment region **21** toward a transition edge **136** and perpendicular channels **186** extending between side edges **138**. Tows of a fiber fabric may be inserted into the crossed channels **182** while leaving the woven structure of the fabric at least partially intact. For example, every other warp or

weft tow may be removed from the fiber fabric, and the remaining tows may be placed into the crossed channels **182**.

FIG. **19** illustrates an example transition structure **190** including a metallic flange **192**. The metallic portion of the transition structure **130** is illustrated, but it should be appreciated that any of the metallic portions of the transition structures discussed above may be used with a metallic flange **192**. The fiber engaging region of the transition structure **130** may contact multiple layers of fiber portion **6** with tows of each layer embedded within different sets of channels (e.g., curved channels **132**, **134**). The flange **192** may be formed by one or more metallic layers that extend beyond the side edges **138** and/or transition edge **136** of the transition structure **130**. The flange **192** may be located between two layers of the fiber portion **6** such that the flange **192** is located internally in the fiber portion **6** of the transition structure. The flange **192** may increase the rigidity of the transition structure and help prevent twisting of the metallic portion.

FIG. **20** is a flowchart of an example method **200** of manufacturing a transition structure. The method **200** may be performed by an operator using equipment including an ultrasonic welding machine and other manufacturing tools and apparatuses known in the art. Although the method **200** is described below with respect to actions performed by an operator, one or more of the steps described herein may be automated.

In block **202**, the method **200** may include creating channels within a metallic substrate. In an example, the metallic substrate may be a sheet of metal such as a sheet of aluminum. The channels may be created using methods for subtractive manufacturing known in the art. For example, cutting, milling, or laser ablation may be used to create first channels within the metallic substrate. In another example, the metallic substrate with channels may be formed using an additive manufacturing technique. For example, the channels may be formed by consolidating layers of metallic foil, where the layers of metallic foil include cutouts that form the channels. Combinations of additive and subtractive manufacturing may also be used to create the channels.

In block **204**, the method **200** may include inserting fiber tows into the channels. The fiber tows may be individual fiber tows or may be part of a fiber fabric (e.g., a carbon fiber mat). In the case of a fiber fabric, specific tows may be isolated from the fabric, for example, by removing other tows within the fabric. The block **204** may also optionally include, at sub-block **206**, wetting the fiber tows. For example, alcohol may be used to wet the fiber tows in order to more easily place the fiber tows within the first channels. The block **204** may also optionally include, at sub-block **208**, applying an adhesive to the fiber tows and/or the first channels. For example, a spray adhesive may be applied once the fiber tows are located in the channels. The adhesive may help retain the fiber tows within the channels during subsequent steps.

In block **210**, the method **200** may include placing a metallic layer adjacent to the metallic substrate and the fiber tows. For example, the metallic layer may be a metallic foil tape. The metallic layer may be placed by an ultrasonic welding machine during a welding operation.

In block **212**, the method **200** may include consolidating the metallic layer to the metallic substrate. In an aspect, for example, the metallic layer may be consolidated to the metallic substrate using the ultrasonic welding machine. In an aspect, to reduce foil tearing, during a first pass, the ultrasonic welding machine may attach the metallic layer to

the metallic substrate using a relatively low parameter set (e.g., pressure, frequency, amplitude) for a first pass. The ultrasonic welding machine may weld the metallic layer to the metallic substrate using a relatively high parameter set for a second pass. The method **200** may optionally return to block **212** to add additional metallic layers. Each layer may be consolidated with the metallic substrate to increase the thickness of the consolidated metallic substrate. For example, in an implementation, 1-10, preferably 2-5 layers may be added sequentially.

The method **200** may optionally return to block **202** to add an additional layer of fiber tows. The consolidated metallic substrate and metallic layers may be treated as the metallic substrate. In an aspect, an additional layer of fabric tows may be placed in second channels offset from the first channels. Offsetting the first channels from the second channels may help avoid weak points within the transition structure. In another aspect, the second channels may be aligned with one or more of the first channels. Aligning the first channels with the second channels may allow the fibers to be joined by a resin, which may reduce fiber pullout. As discussed above with respect to FIG. **9**, sprue holes may be used to connect channels.

In block **214**, the method **200** may include binding the fiber tows within a resin. The resin may be applied to the fiber tows embedded within the metallic portion, as well as to the portions of fiber tows extending out of the metallic portion. The portions of the fiber tows extending out of the metallic portion may form a portion of a carbon fiber composite component. As illustrated in FIG. **10**, binding the fiber tows within a resin may include interleaving the fiber tows between layers of fiber fabric.

FIG. **21** is a flowchart showing an example method **300** of joining a composite component to a metallic component. The method **300** may be performed by an operator using the tools described. Further, one or more steps of the method **300** may be automated, for example, using a robot or robotic arm to perform the described actions. Reference is made to FIG. **12**, which illustrates a composite vehicle component **122** joined to a metallic vehicle frame **124** via a transition structure **120**.

In block **302**, the method **300** may include providing a transition component including a fiber fabric portion and a metallic portion. The transition structure **120** may be any of the example transition components described above. In an aspect, the fibers of the fiber fabric portion extend into and are embedded within the metallic portion. The fiber fabric portion may initially be unbound fibers. For example, the fiber fabric portion may be dry fiber tows, dry fiber fabric, or may be pre-pregnated with a resin.

In block **304**, the method **300** may include joining the fiber fabric portion to the composite component within a polymer matrix. For example, the fiber fabric portion may be joined to the composite component by interleaving layers of the fiber portion **6** with fiber fabric layers of the composite vehicle component **122**. A resin may be applied to the fiber portion **6** and the fiber fabric layers of the composite vehicle component **122** to form the composite vehicle component **122** with the transition component embedded within the composite vehicle component **122**.

In block **306**, the method **300** may include joining the metallic portion to the metallic component. The metallic component, for example, may be a metallic vehicle component such as the metallic vehicle frame **124**. In an aspect, for example, the metallic portion may be welded to the metallic component using spot welds **126**. It should be appreciated that other known techniques for joining metals (e.g., fasten-

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ers and other types of welding) may be used. Accordingly, in an aspect, the method 300 may allow the block 306 to be performed using machinery and techniques typically available in a vehicle assembly facility.

It will be appreciated that various implementations of the above-disclosed and other features and functions, or alternatives or varieties thereof, may be desirably combined into many other different systems or applications. Also that various presently unforeseen or unanticipated alternatives, modifications, variations, or improvements therein may be subsequently made by those skilled in the art which are also intended to be encompassed by the following claims.

What is claimed is:

1. A method comprising:
 creating first channels within a metallic substrate;
 inserting first fiber tows into the first channels;
 placing a first metallic layer adjacent to the metallic substrate and the first fiber tows;
 consolidating the first metallic layer to the metallic substrate; and
 binding the first fiber tows within a resin.
2. The method of claim 1, further comprising:
 creating second channels within the consolidated metallic substrate and the first metallic layer;
 inserting second fiber tows into the second channels;
 placing a second metallic layer adjacent to the metallic substrate and the second fiber tows; and
 consolidating the second metallic layer to the consolidated metallic substrate and the first metallic layer.
3. The method of claim 1, further comprising wetting the fiber tows prior to inserting the first fibers tows into the first channels.
4. The method of claim 1, further comprising applying an adhesive to the first fiber tows to retain the first fiber tows within the first channels.
5. The method of claim 1, wherein the consolidating comprises:
 attaching the first metallic layer to the metallic substrate using ultrasonic welding with a relatively low parameter set for a first pass; and
 welding the first metallic layer to the metallic substrate using ultrasonic welding with a relatively high parameter set for a second pass.
6. The method of claim 1, further comprising joining the first fiber tows to a layered fiber structure within a polymer matrix.
7. The method of claim 6, wherein the first fiber tows include a first fiber that is a different fiber material than a second fiber of the layered fiber structure.
8. The method of claim 6, wherein joining the first fiber tows to the layered fiber structure comprises:

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interleaving the first fiber tows with fiber fabric layers of the layered fiber structure; and
 applying a resin to the first fiber tows and the fiber fabric layers to form the polymer matrix.

9. The method of claim 1, wherein the first fiber tows are non-conductive.
10. The method of claim 1, wherein the first fiber tows are fiber glass.
11. The method of claim 1, wherein the first fiber tows include at least one of:
 carbon fibers, glass fibers, synthetic fibers, natural fibers, or biological fibers.
12. The method of claim 1, wherein the metallic substrate and the first metallic layer are structural alloys.
13. The method of claim 1, wherein the metallic substrate and the first metallic layer include at least one of: steel, aluminum, magnesium, titanium, cobalt, beryllium, nickel, columbium, tantalum, tungsten, and alloys thereof.
14. The method of claim 1, further comprising joining the consolidated metallic substrate and the first metallic layer to a metallic vehicle component.
15. The method of claim 14, wherein joining the consolidated metallic substrate and the first metallic layer to the metallic vehicle component comprises spot welding the consolidated metallic substrate and the first metallic layer at a location that does not include the first fiber tows.
16. The method of claim 14, wherein joining the consolidated metallic substrate and the first metallic layer to the metallic vehicle component comprises inserting a fastener through the consolidated metallic substrate and the first metallic layer at a location that does not include the first fiber tows.
17. The method of claim 1, wherein the resin provides a physical barrier that prevents electrical continuity between the first fiber tows and the consolidated metal.
18. The method of claim 1, wherein consolidating the first metallic layer to the metallic substrate comprises ultrasonically welding the first metallic layer to the metallic substrate, wherein the ultrasonic welding causes metal of the first metallic layer or the metallic substrate to flow around individual fibers of the fiber tow and mechanically interlock with the tow.
19. The method of claim 1, wherein creating the first channels within the metallic substrate comprises creating channels that extend from a first edge of the metallic substrate to a second edge of the metallic substrate.
20. The method of claim 1, wherein creating the first channels within the metallic substrate comprises filleting corners of the first channels.

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