

STRESS IN PHYSICS

UNDERSTANDING STRESS IN PHYSICS: A COMPREHENSIVE EXPLORATION

STRESS IN PHYSICS, OFTEN MISUNDERSTOOD AS SIMPLY A FEELING, IS A FUNDAMENTAL CONCEPT WITH PROFOUND IMPLICATIONS ACROSS VARIOUS SCIENTIFIC DISCIPLINES. IT QUANTIFIES THE INTERNAL FORCES THAT PARTICLES WITHIN A CONTINUOUS MATERIAL EXERT ON EACH OTHER WHEN SUBJECTED TO EXTERNAL LOADS. THIS ARTICLE DELVES INTO THE INTRICATE WORLD OF STRESS IN PHYSICS, DISSECTING ITS DEFINITION, TYPES, MEASUREMENT, AND ITS CRUCIAL ROLE IN UNDERSTANDING MATERIAL BEHAVIOR. WE WILL EXPLORE HOW DIFFERENT FORMS OF STRESS ARISE, FROM SIMPLE TENSION TO COMPLEX SHEAR FORCES, AND HOW THESE INTERNAL RESISTANCES DICTATE WHETHER A MATERIAL WILL DEFORM, FRACTURE, OR REMAIN INTACT. BY UNRAVELING THE MECHANICS OF STRESS, WE GAIN INVALUABLE INSIGHTS INTO THE STRUCTURAL INTEGRITY OF EVERYTHING FROM BRIDGES AND AIRCRAFT TO BIOLOGICAL TISSUES AND EVEN THE EARTH'S CRUST. PREPARE TO EMBARK ON A DETAILED JOURNEY INTO THE FORCES THAT SHAPE OUR PHYSICAL WORLD AT A MOLECULAR LEVEL.

TABLE OF CONTENTS

- UNDERSTANDING THE FUNDAMENTALS OF STRESS IN PHYSICS
- TYPES OF STRESS IN MECHANICAL ENGINEERING AND PHYSICS
- MEASURING AND QUANTIFYING STRESS
- THE RELATIONSHIP BETWEEN STRESS AND STRAIN
- APPLICATIONS OF STRESS IN PHYSICS
- BEYOND MECHANICAL STRESS: OTHER FORMS OF STRESS

UNDERSTANDING THE FUNDAMENTALS OF STRESS IN PHYSICS

AT ITS CORE, STRESS IN PHYSICS IS A MEASURE OF THE INTENSITY OF INTERNAL FORCES ACTING WITHIN A DEFORMABLE BODY PER UNIT AREA. WHEN AN EXTERNAL FORCE, OR LOAD, IS APPLIED TO A MATERIAL, THE MATERIAL RESISTS THIS DEFORMATION THROUGH INTERNAL FORCES THAT ARE DISTRIBUTED THROUGHOUT ITS VOLUME. IMAGINE PULLING ON A RUBBER BAND; AS YOU EXERT FORCE, THE RUBBER BAND STRETCHES, BUT WITHIN THE RUBBER, MOLECULES ARE PULLING AGAINST EACH OTHER TO COUNTERACT YOUR PULL. THIS INTERNAL RESISTANCE IS WHAT WE QUANTIFY AS STRESS. IT'S NOT ABOUT THE TOTAL FORCE APPLIED, BUT RATHER HOW CONCENTRATED THAT FORCE IS OVER A GIVEN CROSS-SECTIONAL AREA.

THIS CONCEPT IS VITAL BECAUSE IT ALLOWS US TO COMPARE THE LOAD-BEARING CAPACITY OF MATERIALS REGARDLESS OF THEIR SIZE. A THICK STEEL CABLE CAN WITHSTAND A MUCH LARGER TOTAL FORCE THAN A THIN COTTON THREAD, BUT IF WE CONSIDER STRESS, WE ARE LOOKING AT THE FORCE PER UNIT AREA. THIS NORMALIZED MEASURE PROVIDES A STANDARDIZED WAY TO ASSESS MATERIAL STRENGTH AND PREDICT HOW IT WILL BEHAVE UNDER DURESS. WITHOUT UNDERSTANDING STRESS, ENGINEERS WOULD BE GUESSING AT THE SAFETY OF STRUCTURES, LEADING TO CATASTROPHIC FAILURES.

THE UNITS OF STRESS IN THE INTERNATIONAL SYSTEM OF UNITS (SI) ARE PASCALS (Pa), WHICH ARE EQUIVALENT TO NEWTONS PER SQUARE METER (N/m^2). HOWEVER, DUE TO THE PASCAL BEING A RELATIVELY SMALL UNIT, KILOPASCALS (kPa), MEGAPASCALS (MPa), AND GIGAPASCALS (GPa) ARE MORE COMMONLY USED IN ENGINEERING CONTEXTS. THE FUNDAMENTAL IDEA REMAINS: FORCE DISTRIBUTED OVER AN AREA. THIS SIMPLE PRINCIPLE UNDERPINS A VAST ARRAY OF PHYSICAL PHENOMENA AND ENGINEERING MARVELS.

TYPES OF STRESS IN MECHANICAL ENGINEERING AND PHYSICS

MATERIALS CAN EXPERIENCE VARIOUS TYPES OF STRESS DEPENDING ON THE DIRECTION AND NATURE OF THE APPLIED EXTERNAL FORCES. UNDERSTANDING THESE DISTINCTIONS IS CRITICAL FOR ACCURATE ANALYSIS AND DESIGN. THE PRIMARY CATEGORIES OF STRESS ARE TENSILE STRESS, COMPRESSIVE STRESS, AND SHEAR STRESS, EACH REPRESENTING A DISTINCT WAY IN WHICH INTERNAL FORCES MANIFEST.

TENSILE STRESS

TENSILE STRESS OCCURS WHEN A MATERIAL IS SUBJECTED TO FORCES THAT PULL IT APART. THINK OF STRETCHING A ROPE OR PULLING ON A METAL ROD. THESE PULLING FORCES CREATE AN INTERNAL RESISTANCE WITHIN THE MATERIAL THAT TRIES TO HOLD THE PARTICLES TOGETHER. THE STRESS IS TENSILE WHEN THE APPLIED FORCE ACTS PERPENDICULAR TO THE CROSS-SECTIONAL AREA, TENDING TO ELONGATE THE OBJECT. THE FORMULA FOR TENSILE STRESS IS STRAIGHTFORWARD: $\sigma = F/A$, WHERE σ (SIGMA) REPRESENTS TENSILE STRESS, F IS THE APPLIED TENSILE FORCE, AND A IS THE CROSS-SECTIONAL AREA PERPENDICULAR TO THE FORCE.

COMPRESSIVE STRESS

CONVERSELY, COMPRESSIVE STRESS ARISES WHEN FORCES ARE APPLIED TO PUSH A MATERIAL TOGETHER. IMAGINE STANDING ON A COLUMN OR PRESSING DOWN ON A SPONGE. THE MATERIAL IS SQUEEZED, AND THE INTERNAL FORCES RESIST THIS COMPRESSION, TRYING TO PREVENT THE OBJECT FROM BEING CRUSHED. SIMILAR TO TENSILE STRESS, COMPRESSIVE STRESS ALSO ACTS PERPENDICULAR TO THE CROSS-SECTIONAL AREA, BUT IN THE OPPOSITE DIRECTION. THE FORMULA IS THE SAME, $\sigma = F/A$, WHERE F NOW REPRESENTS THE COMPRESSIVE FORCE. MATERIALS OFTEN HAVE DIFFERENT STRENGTHS IN TENSION AND COMPRESSION; FOR INSTANCE, CONCRETE IS STRONG IN COMPRESSION BUT RELATIVELY WEAK IN TENSION.

SHEAR STRESS

SHEAR STRESS IS A BIT DIFFERENT; IT OCCURS WHEN FORCES ACT PARALLEL TO THE CROSS-SECTIONAL AREA, TENDING TO CAUSE ONE PART OF THE MATERIAL TO SLIDE PAST ANOTHER. CONSIDER CUTTING PAPER WITH SCISSORS OR PUNCHING A HOLE IN A METAL SHEET. THE BLADES OF THE SCISSORS OR THE PUNCH EXERT A FORCE PARALLEL TO THE SURFACE, CAUSING THE MATERIAL TO SHEAR. SHEAR STRESS IS DENOTED BY THE GREEK LETTER τ (TAU) AND IS CALCULATED AS $\tau = F/A$, WHERE F IS THE FORCE ACTING PARALLEL TO THE AREA, AND A IS THE AREA OVER WHICH THIS FORCE IS DISTRIBUTED. THIS TYPE OF STRESS IS CRUCIAL IN UNDERSTANDING THE BEHAVIOR OF BOLTED AND RIVETED JOINTS, AS WELL AS THE DEFORMATION OF FLUIDS.

BENDING STRESS

BENDING STRESS IS A MORE COMPLEX PHENOMENON THAT RESULTS FROM THE APPLICATION OF FORCES THAT CAUSE A STRUCTURAL MEMBER TO BEND. WHEN A BEAM, FOR EXAMPLE, IS SUBJECTED TO A LOAD, THE TOP SURFACE EXPERIENCES COMPRESSIVE STRESS, WHILE THE BOTTOM SURFACE EXPERIENCES TENSILE STRESS. THE STRESS VARIES ACROSS THE CROSS-SECTION, BEING ZERO AT THE NEUTRAL AXIS, WHICH IS A LINE OR PLANE WITHIN THE MATERIAL WHERE THE BENDING STRESS IS NEITHER TENSILE NOR COMPRESSIVE. UNDERSTANDING BENDING STRESS IS FUNDAMENTAL IN DESIGNING BEAMS, BRIDGES, AND AIRCRAFT WINGS.

TORSIONAL STRESS

TORSIONAL STRESS, OR TORQUE, OCCURS WHEN A TWISTING FORCE IS APPLIED TO AN OBJECT. THINK OF TWISTING A SCREWDRIVER OR THE DRIVE SHAFT OF A CAR. THIS TWISTING MOTION CREATES SHEAR STRESSES WITHIN THE MATERIAL THAT ACT PERPENDICULAR TO THE AXIS OF ROTATION. THE MAGNITUDE OF TORSIONAL STRESS DEPENDS ON THE APPLIED TORQUE, THE GEOMETRY OF THE OBJECT, AND ITS MATERIAL PROPERTIES. IT'S PARTICULARLY IMPORTANT IN THE DESIGN OF ROTATING MACHINERY AND SHAFTS.

MEASURING AND QUANTIFYING STRESS

ACCURATELY MEASURING STRESS IS PARAMOUNT IN ENGINEERING AND SCIENTIFIC RESEARCH. WHILE STRESS IS AN INTERNAL QUANTITY, IT CAN BE INFERRED AND QUANTIFIED THROUGH VARIOUS EXPERIMENTAL TECHNIQUES. THESE METHODS OFTEN INVOLVE MEASURING THE RESULTING DEFORMATION, KNOWN AS STRAIN, OR USING SPECIALIZED SENSORS.

STRAIN GAUGES

ONE OF THE MOST COMMON METHODS FOR MEASURING STRESS INDIRECTLY IS BY USING STRAIN GAUGES. A STRAIN GAUGE IS A RESISTIVE SENSOR WHOSE ELECTRICAL RESISTANCE CHANGES IN PROPORTION TO THE AMOUNT IT IS STRETCHED OR COMPRESSED. BY BONDING A STRAIN GAUGE TO THE SURFACE OF A MATERIAL AND MEASURING ITS CHANGE IN RESISTANCE WHEN A LOAD IS APPLIED, ENGINEERS CAN CALCULATE THE STRAIN. KNOWING THE MATERIAL'S YOUNG'S MODULUS (A MEASURE OF ITS STIFFNESS), THE STRESS CAN THEN BE DETERMINED USING THE RELATIONSHIP BETWEEN STRESS AND STRAIN.

PHOTOELASTICITY

PHOTOELASTICITY IS AN OPTICAL TECHNIQUE USED TO ANALYZE STRESS DISTRIBUTION IN TRANSPARENT MATERIALS. WHEN POLARIZED LIGHT IS PASSED THROUGH A STRESSED TRANSPARENT MODEL, IT CREATES COLORFUL FRINGE PATTERNS THAT ARE DIRECTLY RELATED TO THE STRESS LEVELS AND THEIR DIRECTIONS. BY ANALYZING THESE PATTERNS, ENGINEERS CAN VISUALIZE AND QUANTIFY THE STRESS CONCENTRATION IN COMPLEX GEOMETRIES, WHICH IS INVALUABLE FOR IDENTIFYING POTENTIAL FAILURE POINTS IN COMPONENTS.

FINITE ELEMENT ANALYSIS (FEA)

IN MODERN ENGINEERING, FINITE ELEMENT ANALYSIS (FEA) IS A POWERFUL COMPUTATIONAL TOOL USED TO SIMULATE AND PREDICT HOW A PRODUCT OR STRUCTURE WILL BE AFFECTED BY REAL-WORLD FORCES, VIBRATION, HEAT, FLUID FLOW, AND OTHER PHYSICAL EFFECTS. FEA BREAKS DOWN A COMPLEX STRUCTURE INTO SMALLER, SIMPLER ELEMENTS, ALLOWING FOR THE CALCULATION OF STRESS AND STRAIN AT NUMEROUS POINTS THROUGHOUT THE COMPONENT. THIS ALLOWS FOR DETAILED ANALYSIS OF STRESS DISTRIBUTION WITHOUT PHYSICAL TESTING IN MANY CASES.

THE RELATIONSHIP BETWEEN STRESS AND STRAIN

STRESS AND STRAIN ARE INEXTRICABLY LINKED. STRAIN IS THE MEASURE OF DEFORMATION, REPRESENTING THE RELATIVE CHANGE IN SHAPE OR SIZE OF A MATERIAL UNDER STRESS. FOR MANY MATERIALS, PARTICULARLY IN THE ELASTIC REGION (WHERE THE MATERIAL RETURNS TO ITS ORIGINAL SHAPE AFTER THE STRESS IS REMOVED), THERE EXISTS A LINEAR RELATIONSHIP BETWEEN STRESS AND STRAIN, FAMOUSLY DESCRIBED BY HOOKE'S LAW.

HOOKE'S LAW AND ELASTIC MODULUS

HOOKE'S LAW STATES THAT THE STRESS IN A MATERIAL IS DIRECTLY PROPORTIONAL TO THE STRAIN IT EXPERIENCES, WITHIN THE ELASTIC LIMIT. MATHEMATICALLY, THIS IS EXPRESSED AS $\sigma = E\epsilon$ FOR TENSILE AND COMPRESSIVE STRESS, AND $\tau = G\gamma$ FOR SHEAR STRESS. HERE, E IS YOUNG'S MODULUS, A FUNDAMENTAL MATERIAL PROPERTY REPRESENTING ITS STIFFNESS IN TENSION OR COMPRESSION, AND G IS THE SHEAR MODULUS, REPRESENTING ITS RESISTANCE TO SHEAR DEFORMATION. ϵ (EPSILON) IS THE ENGINEERING STRAIN (CHANGE IN LENGTH DIVIDED BY ORIGINAL LENGTH), AND γ (GAMMA) IS THE SHEAR STRAIN (THE ANGLE OF DEFORMATION). THESE MODULI ARE CRUCIAL IN DETERMINING HOW MUCH A MATERIAL WILL DEFORM UNDER A GIVEN LOAD.

PLASTIC DEFORMATION AND FAILURE

BEYOND THE ELASTIC LIMIT, MATERIALS UNDERGO PLASTIC DEFORMATION, MEANING THEY DO NOT RETURN TO THEIR ORIGINAL SHAPE ONCE THE STRESS IS REMOVED. THIS OCCURS WHEN THE INTERNAL FORCES HOLDING THE MATERIAL'S ATOMS OR MOLECULES TOGETHER ARE OVERCOME, LEADING TO PERMANENT CHANGES IN THEIR ARRANGEMENT. EVENTUALLY, IF THE STRESS CONTINUES TO INCREASE, THE MATERIAL WILL REACH ITS ULTIMATE TENSILE STRENGTH AND FRACTURE. UNDERSTANDING THE TRANSITION FROM ELASTIC TO PLASTIC BEHAVIOR IS ESSENTIAL FOR PREDICTING MATERIAL FAILURE AND ENSURING STRUCTURAL INTEGRITY.

APPLICATIONS OF STRESS IN PHYSICS

THE CONCEPT OF STRESS IN PHYSICS FINDS UBIQUITOUS APPLICATION IN VIRTUALLY EVERY FIELD OF ENGINEERING AND MATERIAL SCIENCE. FROM THE GRANDEST OF ARCHITECTURAL DESIGNS TO THE MICROSCOPIC WORKINGS OF BIOLOGICAL SYSTEMS, STRESS ANALYSIS PLAYS A CRITICAL ROLE.

- **STRUCTURAL ENGINEERING:** DESIGNING BUILDINGS, BRIDGES, DAMS, AND OTHER INFRASTRUCTURE TO WITHSTAND ENVIRONMENTAL LOADS LIKE WIND, EARTHQUAKES, AND THEIR OWN WEIGHT.
- **AEROSPACE ENGINEERING:** ENSURING THE STRUCTURAL INTEGRITY OF AIRCRAFT AND SPACECRAFT UNDER EXTREME CONDITIONS OF FLIGHT, INCLUDING ATMOSPHERIC PRESSURE CHANGES AND HIGH SPEEDS.
- **MECHANICAL DESIGN:** CREATING MACHINE COMPONENTS, VEHICLES, AND TOOLS THAT CAN SAFELY WITHSTAND OPERATIONAL STRESSES DURING USE.
- **MATERIALS SCIENCE:** DEVELOPING NEW MATERIALS WITH SPECIFIC STRENGTH PROPERTIES AND UNDERSTANDING THE FAILURE MECHANISMS OF EXISTING ONES.
- **BIOMEDICAL ENGINEERING:** ANALYZING THE STRESSES ON BIOLOGICAL TISSUES, IMPLANTS, AND PROSTHETICS TO ENSURE BIOCOMPATIBILITY AND FUNCTIONALITY.
- **GEOPHYSICS:** STUDYING THE STRESSES WITHIN THE EARTH'S CRUST THAT LEAD TO EARTHQUAKES AND VOLCANIC ACTIVITY.

IN ESSENCE, ANY FIELD THAT INVOLVES PHYSICAL OBJECTS EXPERIENCING EXTERNAL FORCES RELIES HEAVILY ON THE PRINCIPLES OF STRESS ANALYSIS TO ENSURE SAFETY, EFFICIENCY, AND LONGEVITY.

BEYOND MECHANICAL STRESS: OTHER FORMS OF STRESS

WHILE MECHANICAL STRESS IS THE MOST COMMONLY DISCUSSED FORM, THE CONCEPT OF "STRESS" IN A BROADER SCIENTIFIC CONTEXT CAN EXTEND TO OTHER PHYSICAL PHENOMENA THAT INVOLVE INTERNAL RESISTANCE TO EXTERNAL INFLUENCE.

THERMAL STRESS

THERMAL STRESS ARISES WHEN A MATERIAL IS SUBJECTED TO TEMPERATURE CHANGES, CAUSING IT TO EXPAND OR CONTRACT. IF THIS EXPANSION OR CONTRACTION IS CONSTRAINED, INTERNAL STRESSES ARE GENERATED. FOR EXAMPLE, IF A METAL ROD IS HEATED AND FIXED AT BOTH ENDS, IT WILL TRY TO EXPAND, BUT THE FIXED ENDS WILL RESIST THIS, CREATING COMPRESSIVE THERMAL STRESS. CONVERSELY, COOLING A CONSTRAINED ROD WILL INDUCE TENSILE THERMAL STRESS. THIS IS A CRITICAL CONSIDERATION IN THE DESIGN OF ENGINES, PIPELINES, AND ANYTHING EXPOSED TO VARYING TEMPERATURES.

RESIDUAL STRESS

RESIDUAL STRESSES ARE STRESSES THAT REMAIN WITHIN A MATERIAL EVEN AFTER ALL EXTERNAL LOADS HAVE BEEN REMOVED. THEY CAN BE INTRODUCED DURING MANUFACTURING PROCESSES SUCH AS WELDING, CASTING, OR MACHINING, OR DUE TO MECHANICAL TREATMENTS LIKE SHOT PEENING. RESIDUAL STRESSES CAN SIGNIFICANTLY AFFECT A MATERIAL'S PERFORMANCE, EITHER BENEFICIALLY (E.G., INDUCING COMPRESSIVE RESIDUAL STRESSES ON A SURFACE TO IMPROVE FATIGUE LIFE) OR DETRIMENTALLY (E.G., INTRODUCING TENSILE RESIDUAL STRESSES THAT PROMOTE CRACKING).

UNDERSTANDING THESE VARIOUS FORMS OF STRESS, ALONGSIDE MECHANICAL STRESS, PROVIDES A MORE HOLISTIC PICTURE OF HOW MATERIALS RESPOND TO THEIR ENVIRONMENT AND EXTERNAL INFLUENCES. IT UNDERSCORES THE PERVASIVE NATURE OF FORCES AND RESISTANCES IN THE PHYSICAL WORLD.

FAQ

Q: WHAT IS THE FUNDAMENTAL DIFFERENCE BETWEEN STRESS AND FORCE IN PHYSICS?

A: FORCE IS A PUSH OR PULL ACTING ON AN OBJECT. STRESS, ON THE OTHER HAND, IS THE INTENSITY OF THE INTERNAL FORCES ACTING WITHIN A MATERIAL PER UNIT AREA THAT RESIST AN APPLIED EXTERNAL FORCE. FORCE IS A TOTAL QUANTITY, WHILE STRESS IS A DISTRIBUTED QUANTITY NORMALIZED BY AREA.

Q: IS STRESS ALWAYS A NEGATIVE THING IN MATERIALS?

A: NOT NECESSARILY. WHILE EXCESSIVE STRESS LEADS TO DEFORMATION OR FAILURE, CONTROLLED STRESSES, PARTICULARLY COMPRESSIVE RESIDUAL STRESSES INTRODUCED INTENTIONALLY, CAN ENHANCE A MATERIAL'S PERFORMANCE, SUCH AS IMPROVING ITS RESISTANCE TO FATIGUE CRACKING.

Q: HOW DOES THE SHAPE OF AN OBJECT AFFECT THE STRESS IT EXPERIENCES?

A: THE SHAPE OF AN OBJECT, PARTICULARLY THE PRESENCE OF SHARP CORNERS, HOLES, OR SUDDEN CHANGES IN CROSS-SECTION, CAN LEAD TO STRESS CONCENTRATIONS. THIS MEANS THAT THE STRESS IS NOT UNIFORMLY DISTRIBUTED BUT IS MUCH HIGHER IN CERTAIN LOCALIZED AREAS, WHICH CAN BECOME POINTS OF FAILURE.

Q: WHAT IS THE SIGNIFICANCE OF THE ELASTIC LIMIT IN STRESS ANALYSIS?

A: THE ELASTIC LIMIT IS THE MAXIMUM STRESS A MATERIAL CAN WITHSTAND WITHOUT UNDERGOING PERMANENT DEFORMATION. BEYOND THIS LIMIT, THE MATERIAL ENTERS THE PLASTIC REGION, WHERE IT WILL NOT RETURN TO ITS ORIGINAL SHAPE. UNDERSTANDING THE ELASTIC LIMIT IS CRUCIAL FOR DESIGNING STRUCTURES THAT CAN RETURN TO THEIR ORIGINAL FORM AFTER EXPERIENCING LOADS.

Q: HOW IS STRESS RELEVANT IN THE CONTEXT OF EVERYDAY OBJECTS?

A: STRESS IS PRESENT IN ALMOST EVERY OBJECT WE INTERACT WITH. THE STRESS ON THE LEGS OF A CHAIR SUPPORTING A PERSON, THE STRESS ON A CAR TIRE AS IT ROLLS, OR THE STRESS ON A SMARTPHONE SCREEN WHEN IT'S TAPPED ARE ALL EXAMPLES OF HOW STRESS IS A FUNDAMENTAL ASPECT OF EVERYDAY PHYSICS.

Q: WHAT ARE SOME COMMON UNITS USED TO MEASURE STRESS IN PHYSICS AND ENGINEERING?

A: THE SI UNIT FOR STRESS IS THE PASCAL (Pa), WHICH IS EQUIVALENT TO ONE NEWTON PER SQUARE METER (N/m^2). HOWEVER, DUE TO THE SMALL MAGNITUDE OF THE PASCAL, ENGINEERS FREQUENTLY USE LARGER UNITS SUCH AS KILOPASCALS (kPa), MEGAPASCALS (MPa), AND GIGAPASCALS (GPa). OTHER NON-SI UNITS LIKE POUNDS PER SQUARE INCH (PSI) ARE ALSO USED IN SOME REGIONS.

Q: CAN YOU EXPLAIN THE CONCEPT OF STRESS CONCENTRATION WITH A SIMPLE ANALOGY?

A: IMAGINE TRYING TO TEAR A PIECE OF PAPER. IT'S HARDER TO TEAR IT UNIFORMLY. HOWEVER, IF YOU MAKE A SMALL CUT OR TEAR AT THE EDGE, IT BECOMES MUCH EASIER TO RIP THE PAPER FURTHER FROM THAT POINT. THE CUT ACTS AS A STRESS CONCENTRATOR, CONCENTRATING THE TEARING FORCE IN A SMALL AREA, MAKING IT MORE PRONE TO FAILURE. SIMILARLY, IN MATERIALS, HOLES OR SHARP CORNERS CONCENTRATE STRESS.

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