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Distortion of Thin-Walled Open Cross Section Members

Distorsion des profils à section ouverte et parois minces

Deformation von dünnwandigen Bauteilen mit offenem Querschnitt

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SUMMARY

In the analysis of thin-walled open-cross-section members, the effect of distorting contours of the cross sections has, up till now, not been taken into account. In this study a «theory of bars with distortion» is developed. This theory includes the conventional theory of warping torsion. An index showing rigidity of distorsion is proposed. In particular, many experiments have been carried out.

RÉSUMÉ

Jusqu'à présent, l'analyse des profils à section ouverte et parois minces ne prend pas en compte l'effet de la distorsion du contour de la section droite. Cette étude présente une théorie qui rend compte de cette distorsion en plus du gauchissement admis en torsion non-uniforme. On propose en particulier un indice de rigidité à la distorsion. Des résultats d'essais permettent de vérifier cette théorie.

ZUSAMMENFASSUNG

Mit den bisherigen Berechnungsmethoden konnte bei dünnwandigen Stäben mit offenem Profil der Verformungseffekt für die Konturlinien nicht berechnet werden. In dieser Abhandlung wird eine «Theorie für Stäbe mit deformierbaren Querschnitten» entwickelt, wobei die bekannte Theorie für Wölbtorsion berücksichtigt worden ist. Im besonderen schlägt man die Einführung eines Steifigkeitsindexes für die Deformation vor. Weiterhin wurde eine grosse Anzahl von Experimenten durchgeführt.

1. PREFACE

Recently, the use of cold-formed thin- walled members for building construction has especially increased. From the viewpoint of the strength and rigidity of thin-walled structural members, closed cross section members are more advantageous than open cross section members, but cases requiring the use of open cross section members often occur. The theoretical analysis of open cross section members has been established in the theory of warping torsion which has been used by structural designers long since. However, this theory of warping torsion is made up on the basis of the assumption that the in-plane distortion of cross sections does not occur. The distortion mentioned here is the deformation of a contour in the plane of a cross section, and is a different deformation from warping which is the deformation in the direction normal to it, that is, in axial direction(Fig.1).

In this paper, a new concept of the theory of bars with distortion is to be discussed, in which the effect of distortion besides warping is taken into for thin-walled open cross account section members(Fig.2).

2. DISTORTION OF CROSS SECTION

The loading condition which causes deformation of cross sections is the typically shown as Figs.3 and 4. The loading condition as shown in Fig.3(a) is often seen in actual structures, but it can be decomposed into two loading conditions as shown in Figs.3(b) and (b) can be regarded nearly as the (c). loading condition of bending, but (c) is a loading condition of a different type, which is neither bending nor torsion, but it is the force causing distortion. Similarly, the load in Fig.4(c) does not cause bending nor torsional deformation. Only distortion arises.

In the loading conditions of Figs.3(c) and 4(c), since the flanges (I) of the upper and lower edges are subjected to in-plane bending, the effect of distortion is transmitted to a Fig.3 Force which causes distortion long distance. However, if the flanges (I) do not exist, and the members are with simple C-form channels cross section, they will be subjected to the loading by the out-of-plane bending of the flanges (II). In this case, because force is transmitted by out-of-plane bending, theeffect of distortion remains in local effect. In this way, it can be decided to distinguish by calling the distortion as subjected to in-plane bending distortion of first kind, and the case as subjected to only out-of-plane bending distortion of Fig.4 Moment which causes distortion second kind(Fig.5). In the first kind,



(b) Distortion

Fig.1 Deformation of cross section



Fig.2 Theory of bars





the effect is exerted on a whole member, while the second kind remains in local Of course, as shown by the effect. broken line in Fig.5(a), the first kind deformation includes the accompanying deformation of second kind. The cross sectional deformation of second kind can be restrained by local reinforcement, hereinafter, therefore the cross deformation of first kind is sectional discussed in detail.

The cross sectional deformation of first kind can be further classified number of according to the the The number of deformation mode. mode that is, the degree of freedom was enumerated by regarding the case that a cross section deforms making a hinge at only one folded point(mark •) as one as in Fig.5(a) If the shown end point(point 0 or n) is considered to be a hinge, it becomes ordinary torsion. The degree of freedom m is expressed by m=n-3(n:number of composing plates, n≥3, m≤O→m=O), assuming m=O as torsion. As mentioned above, analysis can be made generally, torsion including in The example of classifying distortion. cross sections according to this degree of freedom m is shown in Fig.6. As m is larger, the probability that the distortion of first kind occurs under general loading is higher, accordingly, it means that the possibility of causing the effect of distortion to far points is strong.

3. THEORY

As to the distortion of thin-walled open cross section members, research has been carried out already by the author [1], and here, only its outline is shown. The coordinate system is shown in Fig.7. The displacements u,v,w in directions s,N,z of any point of a cross section can be expressed as follows.

$$\begin{aligned} u(s,N,z) &= \xi \cos \alpha + \eta \sin \alpha + \sum_{i=0}^{m} \theta_{i} \mu_{i} (h_{i} \pm N) + \sum_{i=0}^{m} u_{bi}(s,N,z) \dots (1) \\ v(s,N,z) &= -\xi \sin \alpha + \eta \cos \alpha + \sum_{i=0}^{m} \theta_{i} \mu_{i} j_{i} + \sum_{i=0}^{m} v_{bi}(s,N,z) \dots (2) \\ w(s,N,z) &= \zeta(z) - \xi' x - \eta' y + \sum_{i=0}^{m} \theta_{i}' \phi_{i} + \sum_{i=0}^{m} w_{bi}(s,N,z) \dots (3) \end{aligned}$$

Here, ξ , η and ζ are rigid body translations in x, y and z directions. x, y and z are the principal axes of a cross section, and θ_{i} is the angle of turning around a hinge point corresponding to the i-th degree of freedom. The added displacement (the broken line in Fig.5(a)) due to accompanying out-of-plane bending is expressed by (u_{bi}, v_{bi}, w_{bi}) . $\mu_i(s)$ is a proper rotation ratio. This value of μ_i is determined by orthogonalizing axial stress. Besides, at the stage of orthogonalizing, the necessity to separate two centers of rotation on











Fig.7 Coordinate system

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the left and right sides of a hinge which were considered to be the centers of rotation arises. These two points $(A_{i=0}, \text{ and } A_{i=n} \text{ in Fig.7})$ obtained by orthogonalizing can be named distortional shear centers. This concept is that extending the ordinary concept of shear center. Besides, $\phi_i(s)$ is a function having generalized a warping function, and forms the system of orthogonal functions regarding i=0,..,m. Differentiating Eqs.(1)-(3), infinitesimal strains are given, and using the constitutive equations for linear elastic bodies, stresses can be determined. It is assumed that the external forces F_q and F_p in s and z directions per unit length of direction s are applied to both end surfaces (z=0, l) of a bar, and the principle of virtual work is used, then the following basis equations are obtained.

 $EI_{y}\xi'''=0 \qquad(4)$ $EI_{x}n'''=0 \qquad(5)$ $EF\zeta''=0 \qquad(6)$ $EI_{\phi}h^{\theta}h''''-\sum_{i=0}^{m}GJ_{hi}^{\theta}i''+\sum_{i=0}^{m}M_{hi}^{\theta}i=0....(7), \text{ where } M_{hi}=\int_{s}^{\underline{M}_{h}M_{i}} ds.$

 M_i is the bending moment distributing in a frame having the form of a cross sectional contour, cut into unit breadth in z direction, and I is $t^3/12$. E and G are moduli of elasticity. When the case of m=0 in Eq.(7) is considered, that is, only torsion occurs, it is reduced to the conventional equation for warping torsion. In the above equations, respective constants of cross sections and generalized forces were given in Table 1. J_{hi} is the generalized St. Venant's torsional constant. Table 1

4. PROPERTIES OF CROSS SECTIONS

In the left column in Table 1, the quantities from the top down to the fourth are those well known so far. That is, F : area of cross section, Iy :moment of inertia around y axis, I_X :moment of inertia around x axis, and $I_{\varphi 0}$:constant of warping torsion. All these are expressed as the integral of square of respective generalized coordinates, 1,x,y and ϕ_0 over a whole cross section. Accordingly, the of constants regarding squares $\phi_1, \phi_2, \ldots, \phi_m$ may be grasped similarly as

Constant of cross section	Generalized force	Generalized coordinate
F=∬dsdN	$F_z = \int F_p ds$	1
$I_y = \int \int x^2 ds dN$	$M_{y} = -\int F_{p} x ds$	x
$I_x = \int \int y^2 ds dN$	$M_{x} = \int F_{p}yds$	У
$I_{\phi_0} = \iint \phi_0^2 ds dN$	$F_{po} = \int F_p \phi_o ds$	¢ο
$I_{\phi_1} = \int \int \phi_1^2 ds dN$	$F_{p1} = \int F_p \phi_1 ds$	¢1
I _{¢m} =∫∫¢m ² dsdN	$F_{nm} = \int F_{n} \phi_{m} ds$	÷ Φm
, ≁m J], m	pm J p m	

the concept having extended moment of the concept having extended moment of the rigidity resisting bending moments. Similarly, also $I_{\phi 1}, I_{\phi 2}, \ldots, I_{\phi m}$ can be considered as the rigidity regarding the distortion of the corresponding degree of freedom. Then, these $I_{\phi i}$ (i=1,...,m) can be used as the indices of rigidity peculiar to respective cross sections. It is desirable to take these values large at the time of design.

Next, in the middle column in Table 1, four upper quantities are well known external forces. That is, F_z :axial force, M_y and M_x :bending moments, and F_{pO} :bimoment of torsion. These are all the quantities having integrated F_p multiplied by the orthogonalized coordinates, 1,x,y and ϕ_0 , over a whole cross section. Similarly, it may be said that the external forces obtained by integrating F_p multiplied by $\phi_1, \phi_2, \ldots, \phi_m$ are the generalized forces causing corresponding distortion. These are grasped as the concept having extended bimoment in warping torsion, accordingly, these are to be called distortional bimoment. These are to exist as many as the number of the degree of freedom.

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The right column in Table 1 shows generalized orthogonalized thethe coordinates. Furthermore, longitudinal stress σ_z is to be as follows.

$$\sigma_{z} = \frac{F_{z}}{F} - \frac{M_{y}}{I_{v}} x + \frac{M_{x}}{I_{x}} y + \frac{F_{po}}{I_{\phi_{0}}} \phi_{0} + \frac{F_{p1}}{I_{\phi_{1}}} \phi_{1} + \dots + \frac{F_{pm}}{I_{\phi_{m}}} \phi_{m} \quad (8)$$

By taking an example of the cross section having the degree of freedom of one, Fig.8 shows the generalized coordinates which are the distribution of σ_z .

On the other hand, when load is applied in the direction orthogonal to the longitudinal axis of a member, the position of shear centers is related. The practical examples of shear centers are shown in Fig.9. A₀ is the shear center of torsion. A_{1-0} and A_{1-n} are the centers of turning of the left and right parts of a cross section regarding the distortion of the first degree of which can be called shear freedom, centers of distortion . A_{2-0} and A_{2-n} are the shear centers regarding the second degree of freedom. When load P in the figure is applied through these points, distortion of its degree of freedom is not to occur. This fact may serve as a reference concerning the to fix а bracket for position transmitting load.

5. EXPERIMENTAL RESULTS

In order to verify the above theory, the following experiments were carried out. The specimens for the made by bending experiment were structural aluminum sheets. Figure 10 shows the case of applying the selfequilibrated force to the cross section having the degree of freedom of one. One end of the specimen was fixed, and load was applied to the other end. (a)(b) in Fig.10 are the strains and along the measured cross section. Where, $\epsilon_{\rm Z}$ is the longitudinal strain, and ϵ_s is the strain in direction s. Fig.10(c),(d) show the longitudinal distribution of strain ε_{z} and of quantity $\theta_1(z)$. $\theta_1(z)$ is defined in Chapter 3, and it indicates the magnitude of distortion.

Figure 11 shows the similar measured results for the cross section having the degree of freedom of two.

Figure 12 shows the measured results when four bulkheads were used.

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0.53a

1.71a







Fig.12 Distortion of a bar with bulkheads

The calculated values at this time can be obtained by solving a statically indeterminate problem based on the equations in Chapter 3.

Finally, the author would like to discuss a buckling problem which was not in Chapter з. Flexural mentioned buckling and torsional-flexural buckling have been well known, but in addition, the new buckling mode by distortion as exists. The shown in Fig.13 distortional buckling load for the cross section as Fig.13 is expressed by the following equation. The details of this equation is discussed in the paper which is to be published.

$$P_{cr} = (EI_{\phi 1} (\frac{n\pi}{\ell})^2 + M_{11} (\frac{\ell}{n\pi})^2) / r_d^2 \dots (9)$$

50 50 28 1 (mm)

Fig.13 Distortional buckling

Here, r_d is the value peculiar to the cross section. In this example, the calculated value of $P_{\rm CT}$ =5.98 KN was obtained, and it is lower than conventional elastic or plastic buckling loads. As the result of the experiment using a structural aluminum column having the dimensions shown in Fig.13, the column buckled in distortional mode and critical load was about 7 KN.

6. CONCLUSION

In the conventional theory of warping torsion, the strain and deformation of Figs. 10,11,12 due to distortion have become zero. Then, it is important to estimate the effects of the distortion in the design stage of the thin-walled metal structures in buildings.

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