

STRENGTH ASSESSMENT OF AXIALLY LOADED RC COLUMN STRENGTHENED BY STEEL CAGES

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DECLARATION

“I declare that this is my own work and this thesis does not incorporate without acknowledgement any material previously submitted for a Degree or Diploma in any other University or institute of higher learning and to the best of my knowledge and belief it does not contain any material previously published or written by another person except where the acknowledgement is made in the text.

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ABSTRACT

In reinforced concrete buildings the columns are the main vertical elements, which sustain and carry the entire weight. Hence they should be capable to withstand the loads transferring from the beams and slabs without any failure. Any deficiency of the column may cause total collapse of the structure and it may lead to destruction of human life and also physical damages to other structures. But due to reasons such as change in use, design, number of floors, addition of other installations or deterioration, it is often necessary to strengthen RC columns in buildings during construction or post construction.

Three main methods; concrete jacketing, steel jacketing and composite jacketing are used to strengthen RC columns. Concrete jacketing is popular in Sri Lanka but it is worth to implement steel jacketing in the construction industry due to the easiness of the usage. The composite jacketing cannot be implemented due to high cost. Hence the aim of the present study is to encourage the use of steel jacketing in Sri Lanka.

To have economical use of steel, angles and strips can be used to strengthened RC columns. The objective of the present study is to check whether EUROCODE 4 (2004) or BS 5400-5 (1979) can be used to evaluate the load carrying capacity in compression for RC columns strengthened with steel angles and strips. The experimental results from foreign and local researches were gathered and compared with the calculated theoretical values.

The ratio between gross capacity without safety factor and experimental value is ranging 0.95 to 1.05 based on EC4 and 0.96 to 1.06 based on BS 5400 5 in the experiment II of Ester G with five strips and it is 0.84 based on EC4 and 0.85 based on BS 5400 5 in the experiment I of Ester G. with seven strips. But, for the experiment of Kumaranjan A. the ratio between gross capacity without safety factor and experimental value is ranging 0.97 to 1.03 for seven and five strips. The ratios between theoretical ultimate values of BS 5400 5 and EC4 are varying from 0.87 to 0.88 in experiment done by Ester G. and 0.84 in the experiment done by Kumaranjan A. The experimental values are higher than the theoretical ultimate values and the safety factor of 1.1 to 1.6 is for EC 4 and 1.36 to 1.85 is for BS 5400 5. It is confirmed that the safety factor of the both codes have sufficient provisions for the capacity of strengthen RC columns using steel cages. Also, when using seven strips the capacity has increased but it is not quantified using the codes calculations.

It is recommended to test the real size columns with several L angles sizes with load on it while strengthening to simulate a constructed column in a building. Also, an experimental study by varying the number of strips connected to the cage would lead to identify the limits of the enhancement of strength capacity.

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TABLE OF CONTENTS

Declaration of the candidate & Supervisor	i
Abstract	ii
Acknowledgements	iii
Table of contents	iv
List of figures	vi
List of tables	vii
List of abbreviations	viii
1.0 INTRODUCTION	1
1.1 General	1
1.2 Objective	3
1.3 Methodology	3
1.4 Outline of the Report	3
2.0 LITERATURE REVIEW	4
2.1 General	4
2.2 Methods of RC Column Strengthening.....	4
2.2.1 Concrete jacketing.....	4
2.2.2 Steel jacketing	6
2.2.3 Composite jacketing.....	9
2.3 Steel Jacketing of RC Columns Using External Steel Cages.....	11
2.3.1 General	11
2.3.2 Details of the experiment	12
2.3.3 Details of the finite element model	14
2.3.4 Behaviour and criteria	15
2.3.5 Experimental details done in Sri Lanka	18

2.4 Summary	20
3.0 METHODOLOGY.....	21
3.1 Introduction	21
3.2 Experimental Results	21
3.3.1 Experiment done by Ester G.	21
3.3.2 Experiment done by Kumaranjan A.....	23
3.3 Strength Assessment According to Standards.....	24
3.3.1 Eurocode 4 (2004).....	24
3.3.2 BS 5400-5 (1979).....	27
3.4 Summary	30
4.0 RESULTS AND ANALYSIS	31
4.1 General	31
4.2 Experimental Results	31
4.2.1 Results of experiment I done by Ester G.	31
4.2.2 Results of experiment II done by Ester G.	32
4.2.3 Results of experiment done by Kumaranjan A.	32
4.3 Theoretical Ultimate Values Based on Standards.....	33
4.4 Analysis of Calculated Values Based on EC4 (2004) and BS 5400 5 (1979) .	35
4.5 Comparison of Calculated Theoretical Values Based on EC4 (2004) and BS 5400 5 (1979) with the Experimental Values	42
5.0 CONCLUSIONS AND RECOMMENDATIONS FOR FUTURE WORKS.....	45
5.1 Conclusions	45
5.2 Recommendation for Future Works.....	46
REFERENCES.....	47
ANNEXES	50

LIST OF FIGURES

	Page	
Figure 1.1	Methods of RC column strengthening	2
Figure 2.1	Prepared columns for concrete jacketing	5
Figure 2.2	Steel encased strengthened column	7
Figure 2.3	Composite plated RC column	8
Figure 2.4	Strengthening of columns using steel angles and strips	9
Figure 2.5	Strengthened column using FRP	10
Figure 2.6	Steps of composite jacketing	11
Figure 2.7	The tested specimen	12
Figure 2.8a,b,c	Adding capitals, adding tubes, without any additional element	12
Figure 2.9	Modelled 1/8 specimen	15
Figure 2.10a,b	Confinement imposed by steel caging, transmission by shear stress	16
Figure 2.11a,b	Failure due to the yielding of the angles, failure due to the yielding of the strips	17
Figure 2.12	Cross section of a strengthened column	18
Figure 2.13	Confined with strips and with additional strips near the Column head	19
Figure 2.14	Control, Confined with five strips and confined with seven Strips	19

LIST OF TABLES

	Page
Table 4.1	31
Experimental results of the Experiment I done by Ester G.	
Table 4.2	32
Experimental results of the Experiment II done by Ester G.	
Table 4.3	33
Experimental results of the Experiment done by Kumaranjan A.	
Table 4.4	34
Theoretical ultimate values of the experiment I done by Ester G.	
Table 4.5	34
Theoretical ultimate values of the experiment II done by Ester G.	
Table 4.6	35
Theoretical ultimate values of the experiment done by Kumaranjan A.	
Table 4.7	36
Analysis of material capacity values based on EC4 (2004) With experimental values	
Table 4.8	38
Analysis of material capacity values based on BS 5400 5 (1979)with theoretical values	
Table 4.9	40
Comparison of theoretical ultimate values	
Table 4.10	42
Comparison of theoretical ultimate values with the experimental results	

LIST OF ABBREVIATIONS

Abbreviation	Description
FRP	Fibre Reinforced Polymer
CFRP	Carbon Fibre Reinforced Polymer
FEM	Finite Element Model
A_c	Cross-sectional area of concrete
A_a	Cross-sectional area of the structural steel section
A_s	Cross-sectional area of reinforcement
$N_{pl,Rd}$	Design value of the plastic resistance of the composite section
f_{yd}	Design value of the yield strength of structural steel
f_{cd}	Design value of the cylinder compressive strength of concrete
f_{sd}	Design value of the yield strength of reinforcing steel
$(EI)_{effk}$	Effective flexural stiffness of the cross-section
K_e	Correction factor for cracking of concrete that should be taken as 0.6
I_a, I_c and I_s	Respective second moment of area for the bending plane considered of the steel section, the uncracked concrete section and the reinforcement
E_a and E_s	Respective elastic moduli of the steel of the structural section and the reinforcement
E_{cm}	Elastic second modulus of the concrete
$N_{pl,Rk}$	Value of the plastic resistance $N_{pl,Rd}$ is calculated using material partial safety factors γ_a , γ_c and γ_s are set equal to 1.0 (using the characteristic material strength)
N_{cr}	Elastic critical normal force for the relevant buckling mode
—	Non-dimensional slenderness

N_{ed}	Total design normal force
χ	Reduction factor for the relevant buckling mode
	Imperfection factor according to the buckling curve
c	Concrete contribution factor
N_u	squash load
A_s	Cross-sectional area of the rolled or fabricated structural steel section
A_r	Cross-sectional area of reinforcement
A_c	Area of concrete in the cross section
f_y	Nominal yield strength of the structural steel
f_{ry}	Characteristic yield strength of the reinforcement
f_{cu}	Characteristic 28 day cube strength of the concrete
l_E	Length of column for which the Euler Load equals the squash load
l_e	Effective length of the actual column in the plane of bending considered
E_c	Modulus of elasticity of concrete
E_s, E_r	Young's moduli of elasticity for the structural steel and reinforcement respectively
I_c, I_s, I_r	Second moments of area of the uncracked concrete cross section, the steel section, and the reinforcement respectively
x	Slenderness function
l_x, l_y	Length of the column
N_{ay}	Axial failure load



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K_{1y}	Determined from C.1 using the parameters appropriate to the minor axis
h and b	Greatest and least lateral dimensions of concrete in the cross section of the composite column
0.85	Reduction factor to allow for the moments due to construction tolerances
N_{exp}	Experimental value
N_{th}	Theoretical ultimate value based on standards
N_g	Sum of the gross capacities of materials without safety factor
EG	Ester G.
KA	Kumaranjan A.



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