Performance Based Design of Cold-formed Steel Frames

Prof. Kamal Bajoria

Civil Engineering Department
Indian Institute of Technology Bombay

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Overview

- Introduction
- Objectives of the study
- Performance based design
- Behaviour of cold-formed steel
- PBD of CFS Barrack frames
- Conclusions
- Future Scope
Objectives

To study the behaviour of CFS sections

Performance analysis and design of CFS barrack frames

Study of suitability of beam element in place of shell element for analysis of CFS

To study the ductility of CFS members and frames
Introduction

• CFS frame is semi-rigidly connected frame.
• Becoming famous structural system in European countries, Australia, Canada, US and some Asian countries for low residential constructions.
• The reasons for growing applications are:
  i) high strength to weight ratio
  ii) high stiffness
  iii) easy and fast erection and installation
• Being light in weight, it can replace timber construction in EQ regions.
Fig: Six floors CFS framed structure in United States
• But there is still a refrain among construction engineers and designers to use it at large scale.

• CFS sections are thin-walled sections which are very prone to sectional buckling – local buckling, distortional buckling, lateral-torsional buckling.

• Thin-walled sections being slender and semi-rigidly connected at joints gives very low ductility.

• So, there is need for performance evaluation of CFS structures at global and local level.

• Till now, many researches have been done to evaluate the performance of CFS and to improve its ductility.
Performance Based Design
Performance Based Design

• Relatively new concept of design in civil engineering.
• Goal- To produce structures that have predictable seismic performance under multiple levels of earthquake intensity.
• In order to do so, it is important that the behaviour of the structures is targeted in advance, both in elastic as well as the inelastic ranges of deformation.
• The deformation of member strength hierarchy, failure mechanism and structure strength become the primary elements of a performance-based design procedure.
• Design criteria are expressed in terms of performance objectives - lateral deflections, inter-storey drifts, element ductility.
• So, PBD is defined as a selection of design criteria and structural system such that at the specified levels of ground motion and with defined levels of reliability, the structure will not be damaged beyond certain limit states or other useful limits.
Fig: Algorithm for PBD
• So, first thing to be decided is performance objective.
• It comprises two parts, a design hazard level and a design performance level.
• The design hazard level is a quantification of the severity and character of ground shaking that a structure has to resist.
• The design performance is a quantification of the permissible types and distribution of damage to the structure, given that design hazard level is experienced.
• Next step is the design process which we can do using code based procedure.
• Next very important step is performance evaluation.
• One of the methods proposed by ATC-40: Capacity Spectrum Method
\[ S_a = \frac{v}{w} \alpha_1, \quad S_d = \frac{\Delta_{roof}}{PF1\phi_{roof1}} \]

\[
PF_1 = \frac{\sum_{i=1}^{N} w_i \phi_{i1} / g}{\sum_{i=1}^{N} (w_i \phi_{i1}^2) / g}
\]

\[ \alpha_1 = \frac{(\sum_{i=1}^{N} w_i \phi_{i1} / g)^2}{(\sum_{i=1}^{N} \frac{w_i}{g})(\sum_{i=1}^{N} (w_i \phi_{i1}^2) / g)} \]
Now we have obtained capacity of the spectrum in ADRS format.

Next thing we require is the demand.

Demand is obtained from the response spectra.

Demand curve is obtained from traditional response spectrum by incorporating effective damping from hysteresis curve.

If the reduced demand spectrum intersects the capacity spectrum at initially assumed displacement, then it is the performance point.

\[ S_d = \frac{1}{4\pi^2} S_a T^2 \]
Behaviour and Performance of CFS
- CFS sections are fabricated from thin sheets by cold-rolling or press-braking.
- The mechanical properties of cold-formed sections are sometimes substantially different from those of the steel sheet, strip, plate, or bar before forming.
- This is because the cold-forming operation increases the yield point and the tensile strength and at the same time decreases the ductility.
Fig: Stress-strain curve of CFS in tension
Cold formed steel elements are either stiffened or unstiffened.

An element which is supported by webs along both its longitudinal edges is called a stiffened element.

An unstiffened element is one, which is supported along one longitudinal edge only with the other parallel edge being free to displace.

![Stiffened and Unstiffened Elements](image-url)
Post-buckling behaviour

- Two-dimensional compressed plate under different edge conditions will not fail like the one-dimensional members such as columns when the theoretical critical local buckling stress is reached.

- The plate will continue to carry additional load by means of the redistribution of stress in the compressive elements after local buckling occurs.

- This is a well-known phenomenon called post-buckling strength of plates.
Post-buckling behaviour of CFS
General buckling modes

Different buckling modes in column
Different buckling modes in beam
Seismic performance and ductility

- CFS are considered to be non-ductile and hence plastic design is not allowed.
- Consequence – $R = 1$; low dissipative, elastic design
- No design and specification code for CFS has discussed about its seismic performance.
- AISI and AS/NZS codes give specifications for cyclic and fatigue loads only.
- EN code keep CFS under category of low dissipative structures.
Improving performance of CFS

• Researchers have opined that there is a need to develop CFS frames in the same way as for hot-rolled steel.

• They also suggested that in earthquake resistant design, the required ductility of MRFs is mainly provided by the beams, while columns and connection elements are expected to remain elastic.

Beam sections

![Beam sections](image-url)
• The bent elements could support each other by producing in-plane stiffness when out-of-plane deformations (local buckling) are initiated.

• This arching action can delay local buckling. In addition to the increased buckling strength, curved flange beam sections have the following advantages:

  a) Higher ductility than flat flange sections due to reduction in cold work effects during the forming process; sharper corners result in higher cold work effects.

  b) Increased bending strength, both $M_p$ (plastic moment) and $M_y$ (yielding moment).
• To check this:
• Finite element modelling was done with following parameters:
  a) Element type: S4R5 homogenous shell element
  b) Material: Bilinear stress-strain behaviour with $F_y = 240$ MPa, $F_u = 370$ MPa, $E = 210$ GPa, $E_s = E/100$ (second modulus after yielding), $\mu$ (Poisson’s ratio) = 0.3

All beams are simply supported and laterally braced.
## Flat flange beam sections

<table>
<thead>
<tr>
<th>Label</th>
<th>thickness</th>
<th>Web-height</th>
<th>Flange-width</th>
<th>Lip-length</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>FFB1-1,2,3</td>
<td>1,2,3</td>
<td>200</td>
<td>100</td>
<td>25</td>
<td>2000</td>
</tr>
<tr>
<td>FFB2-1,2,3</td>
<td>1,2,3</td>
<td>270</td>
<td>135</td>
<td>30</td>
<td>2700</td>
</tr>
</tbody>
</table>

## Table 5-2: Curved beam flange section

<table>
<thead>
<tr>
<th>label</th>
<th>thickness</th>
<th>Web-height</th>
<th>Flange-radius</th>
<th>Flange-angle</th>
<th>length</th>
</tr>
</thead>
<tbody>
<tr>
<td>CFB1-1,2,3</td>
<td>1,2,3</td>
<td>200</td>
<td>40</td>
<td>180</td>
<td>2000</td>
</tr>
<tr>
<td>CFB2-1,2,3</td>
<td>1,2,3</td>
<td>270</td>
<td>53</td>
<td>180</td>
<td>2700</td>
</tr>
</tbody>
</table>

All dimensions are in mm
Results of non-linear buckling analysis:

- For flat flange beams, the predominant buckling mode was flange buckling.
- For the analysed curved flange beams, the predominant buckling mode was web buckling.

Buckling modes in a) FFB - Flange buckling and b) CFB - Distortional and web-buckling
Results of non-linear inelastic analysis:

- $M_{cr1}$ (First eigen value-$1^{st}$ critical moment))/$M_p$ value of flat beam is less than 1.
- Value of $M_{cr1}/M_p$ for CFB sections is $> 1$.
- So, thicker CFB sections are advised to be used to avoid buckling before plasticisation.
- As can also be seen from graph that CFB sections provide more ductility than FFB.
Moment-deflection

vertical_displacement (mm)

vertical_displacement (mm) vs. Moment (KNm)

- CFB1-2
- FFB1-2
Validity of the result: Result is matching with paper “Ductile moment-resisting frames using cold-formed steel sections: An analytical investigation” by A. Bagheri Sabbagh (2011) where they have proposed that using curved flange beam increases the ductility.

Column section:
- Local and flange-distortional buckling governs the behaviour of column.
- Local buckling occurs long before the global buckling and many times column not even achieves its global buckling.
• Local and distortional buckling changes into plastic mechanism and column fails.
• Hence it is very essential to increase the load carrying capacity of column so that failure of column occurs at its overall buckling load or even higher.

<table>
<thead>
<tr>
<th>label</th>
<th>Size (mm)</th>
<th>Thickness (mm)</th>
<th>Length (mm)</th>
<th>$F_y$ (N/mm$^2$)</th>
<th>$F_u$ (N/mm$^2$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-1</td>
<td>200</td>
<td>2</td>
<td>3000</td>
<td>240</td>
<td>370</td>
</tr>
<tr>
<td>H-2</td>
<td>200</td>
<td>2</td>
<td>3000</td>
<td>622</td>
<td>770</td>
</tr>
<tr>
<td>H-3</td>
<td>200</td>
<td>2</td>
<td>3000</td>
<td>707</td>
<td>827</td>
</tr>
</tbody>
</table>

H-1 is mild steel; H-2 and H-3 are high strength steel. All the members are simply supported.
Results:

- i) High strength steel gives higher capacity.
- overall buckling load do not depend on strength of steel.
- ii) If D/t ratio of hollow section steel is further reduced, high capacity performance can be achieved.

Validity of the result: E. Ellobody and Ben Young (2005) in their paper proposed to use high strength column which gave more strength than mild steel and code specifications.
Column-floor connection study

• Beam-column connections of CFS frames were studied at IIT Bombay using cantilever method and double cantilever methods. (Talikoti)

• Here, column base connection is studied.

• The four node general purpose shell element was used to model the column and base plate while an eight node brick element was used to model the concrete floor.

• The material model used for the column and base plate was elastic-plastic with strain hardening $E = 2 \times 10^5$ N/mm$^2$, $F_y = 210$ N/mm$^2$, $F_u = 310$ N/mm$^2$, $E_{st} = E/100$, while the concrete is modelled using M20 concrete and $\nu = 0.2$. 
Column-floor connection study

<table>
<thead>
<tr>
<th>$t_p/t_c$</th>
<th>Initial stiffness (Nmm/rad)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>$1.147 \times 10^7$</td>
</tr>
<tr>
<td>2</td>
<td>$2.43 \times 10^8$</td>
</tr>
<tr>
<td>3</td>
<td>$4.46 \times 10^8$</td>
</tr>
</tbody>
</table>
PBD of CFS Barrack frames
Barrack frames are constructed for army. US corps of engineers has developed a manual for design and construction of CFS barrack frames: TI-809-07.

Plan and Elevation (all dimensions are in mm)
Analysis of Frames

• Modelling and analysis of frames using shell elements is time consuming.

• Modelling is done using open section beam element B32OS in ABAQUS which has seventh degree of freedom “warping”.

• It has been verified in AISI research report RP 03-02 (2003), that this beam element predicts the behaviour of CFS almost same as shell elements.

<table>
<thead>
<tr>
<th>Cross-section (Channel sections)</th>
<th>Dimension (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Section_1</td>
<td>300 x 150 x 25 x 2</td>
</tr>
<tr>
<td>Section_2</td>
<td>300 x 150 x 25 x 3</td>
</tr>
<tr>
<td>Section_3</td>
<td>200 x 100 x 20 x 2</td>
</tr>
</tbody>
</table>
• Modal Analysis

<table>
<thead>
<tr>
<th>Frame period</th>
<th>Time</th>
<th>ABAQUS result (Time period in seconds)</th>
<th>TI 809-07 (Time period in seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 storey</td>
<td>0.18</td>
<td>0.186</td>
<td></td>
</tr>
<tr>
<td>2 storey</td>
<td>0.275</td>
<td>0.31</td>
<td></td>
</tr>
<tr>
<td>3 storey</td>
<td>0.39</td>
<td>0.42</td>
<td></td>
</tr>
</tbody>
</table>
### PBD of 2-storey frame

<table>
<thead>
<tr>
<th>Type of frame</th>
<th>Cold form steel braced frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Soil type</td>
<td>Rocky</td>
</tr>
<tr>
<td>Live load</td>
<td>Roof: 0.75 KN/m², Other floors: 4 KN/m²</td>
</tr>
<tr>
<td>Response reduction factor, R</td>
<td>2.5</td>
</tr>
<tr>
<td>Zone factor</td>
<td>III</td>
</tr>
<tr>
<td>Concrete slab thickness on each floor</td>
<td>150 mm</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Beam (lipped channel)</th>
<th>250 x 80 x 20 x 3.15 mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outer column (lipped channel)</td>
<td>100 x 60 x 15 x 2 mm</td>
</tr>
<tr>
<td>Inner column (lipped channel)</td>
<td>300 x 100 x 20 x 3 mm</td>
</tr>
<tr>
<td>Bracings (Flat)</td>
<td>50 x 2 mm</td>
</tr>
</tbody>
</table>

![Diagram of 2-storey frame with forces and dimensions]
Pushover_2storey

<table>
<thead>
<tr>
<th>Type</th>
<th>MCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone</td>
<td>III</td>
</tr>
<tr>
<td>Soil strata</td>
<td>Rocky</td>
</tr>
<tr>
<td>Near source</td>
<td>&lt; 2 km</td>
</tr>
</tbody>
</table>

RS_Z-III_MCE

A, m/s/s

Time period, sec
**Result**

- Performance point obtained is (31.9, 4.84).
- Displacement of 1\textsuperscript{st} storey = 31.9*1.175*0.717 = 26.87 mm
- Displacement of roof = 31.9*1.175*1 = 37.48 mm
- Drift ratio = 37.48/7000 = 1/186 = 0.53% which corresponds to Life safety condition as mentioned in FEMA-356 (figure 5-2).
- Corresponding arc length is 30.43 and step corresponding to this in ABQUS shows that three braces and two base columns have yielded.
<table>
<thead>
<tr>
<th>Elements</th>
<th>Type</th>
<th>Collapse Prevention S-5</th>
<th>Life Safety S-3</th>
<th>Immediate Occupancy S-1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steel Moment Frames</td>
<td>Primary</td>
<td>Extensive distortion of beams and column panels. Many fractures at moment connections, but shear connections remain intact.</td>
<td>Hinges form. Local buckling of some beam elements. Severe joint distortion; isolated moment connection fractures, but shear connections remain intact. A few elements may experience partial fracture.</td>
<td>Minor local yielding at a few places. No fractures. Minor buckling or observable permanent distortion of members.</td>
</tr>
<tr>
<td></td>
<td>Secondary</td>
<td>Same as primary.</td>
<td>Extensive distortion of beams and column panels. Many fractures at moment connections, but shear connections remain intact.</td>
<td>Same as primary.</td>
</tr>
<tr>
<td>Braced Steel Frames</td>
<td>Primary</td>
<td>Extensive yielding and buckling of braces. Many braces and their connections may fail.</td>
<td>Many braces yield or buckle but do not totally fail. Many connections may fail.</td>
<td>Minor yielding or buckling of braces.</td>
</tr>
<tr>
<td></td>
<td>Secondary</td>
<td>Same as primary.</td>
<td>Same as primary.</td>
<td>Same as primary.</td>
</tr>
<tr>
<td></td>
<td>Drift</td>
<td>5% transient or permanent</td>
<td>2.5% transient; 1% permanent</td>
<td>0.7% transient; negligible permanent</td>
</tr>
</tbody>
</table>
• The same frame is analysed for DBE zone IV earthquake.

Result

• Performance point is (37.4053, 5.0628).
• Displacement of 1\textsuperscript{st} storey = 37.4053 \times 1.175 \times 0.717 = 31.51 \text{ mm}
• Displacement of 2\textsuperscript{nd} storey = 44 \text{ mm}.
• Drift ratio = 44/7000 = 1/159 = 0.628 \% which comes under Life safety condition as per FEMA-356.
• Corresponding arc length is 37.04. At this step, bracings of base storey and two columns have yielded.
**Design problem:** The two storey frame on rocky strata under design earthquake in zone IV be designed such a way that any members of the frame doesn’t yield.

- To achieve this performance bracing area is increased from 50 x 2 mm to 100 x 6 mm.
**Result:**

- Performance point is (11, 10.30).
- Demand curve intersect capacity curve within elastic range. Since structure is in elastic range, its period of vibration obtained from response spectrum corresponding to ordinate of performance point should match with its fundamental time period. Corresponding to 10.30 m/s/s acceleration time period is 0.222 second while fundamental time period of 2 storey frame from table 7-1 is 0.275 seconds. Hence, above assertion is proved.
- Roof displacement is 13 mm.
- Drift ratio is $\frac{13}{7000} = \frac{1}{538} = 0.18\% < 0.5\%$. Hence structure is under **Immediate occupancy** condition.
• Three storey frame
Three storey frame is subjected to the earthquake of following parameters:

<table>
<thead>
<tr>
<th>Type</th>
<th>DBE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zone</td>
<td>III</td>
</tr>
<tr>
<td>Soil strata</td>
<td>Rocky</td>
</tr>
</tbody>
</table>

**Response_spectrum**

![Response_spectrum graph](image-url)
**Result:**
- Performance point is (31.433, 2.31).
- Roof displacement = 39.45 mm.
- Drift ratio = \(\frac{39.45}{10500} = 0.37\% < 0.5\%\). Hence, frame is under **immediate occupancy** condition.
- From figure 5-19, it can be seen that only bracings of base storey have yielded.
1. Performance point is (159.74, 2.82).
2. Roof displacement = 200.47 mm.
3. Drift ratio = 200.47/10500 = 1.91 % almost equal to 2%.
This structure is near to collapse prevention condition, bracings have failed and base columns have yielded.
S, Mises
Multiple section points
(Avg: 75%)
+2.761e+02
+2.532e+02
+2.302e+02
+2.072e+02
+1.842e+02
+1.613e+02
+1.383e+02
+1.153e+02
+9.232e+01
+6.934e+01
+4.637e+01
+2.339e+01
+4.099e-01

ODB: push_3st.odb
Abaqus/Standard 6.10-1
Fri Jun 12 22:32:51
Increment 18: Arc Length = 2.984
Frame with semi-rigid beam-column and column base joint:

- Semi-rigid frames are modelled using spring element at beam-column joint.
- In the same way at the base of the frame, spring element is defined to make base of the frame semi-rigid with the base plate.
- At beam column joint, spring element of rotational stiffness $9 \times 10^7$ N mm/mm is defined whereas at the base, spring element of rotational stiffness $10 \times 10^7$ N mm/mm is defined.
- Fundamental time period of the frame is 0.376 seconds.
The two storey semi-rigid frame is subjected to the design earthquake in zone IV. Soil strata is assumed to be rocky.

**Result:**
- Performance point is (53.92, 4.18).
- Displacement of 1st storey = 53.92*1.247*0.582 = 39.132 mm.
- Displacement of roof = 67.238 mm.
- Drift ratio = 67.238/7000 = 0.96% > 0.5% which is under life safety condition as per FEMA-356.
- As shown, all bracings have yielded.
**Design problem:** This frame to be designed in such a way that under DBE and zone IV earthquake it falls in immediate occupancy condition (drift ratio <0.5%).

To achieve the performance mentioned in design problem, area of the braces are increased from 50 x 2 mm to 75 x 3 mm and braces are installed in the mid-bay of the frame.

Drift ratio = 0.48%

**IO conditions**
Conclusions

• Thin walled cold-formed structures as appeared to be very slender and non-dissipative because of its sectional buckling phenomenon, can be made more ductile and dissipative.
• It is concluded that use of CFS in seismic region can be made possible by enhancing its performance.
• Column base joint stiffness increases with increasing plate thickness.
• Beam element B32OS can be fairly used for analysis of CFS frames.
• ATC-40 procedure works well for CFS as the performance from the visuals of ABAQUS matches with the criteria given in FEMA-356.
• Performance of semi-rigid frames for same demand is different from rigid frames. Drift ratio of semi-rigid frame is more than that of rigid frame.
Future scope

• Using the hinge properties of the CFS members and incorporating it in any finite element programming to obtain pushover curve of the CFS frame.

• PBD can be performed using other methods like coefficient methods given in ATC-40 and it can be checked if the design is possible with performance based plastic design.

• Here, planar frame is analysed and designed. Three dimensional frame can also be analysed and designed with the same method.

• Pushover analysis is done with the fact that first mode of vibration has major contribution. If other modes also have significant participation, other methods of pushover analysis can be done.

• Hysteresis behaviour of CFS members and beam-column joint can be done and energy dissipation can be observed.

• Effect of shape memory alloy as bracings on performance of CFS structures can be studied.
Thank You