Fatigue Assessment Of Welded Joints By Local Approaches Second Edition Woodhead Publishing Series In Welding And Other Joining Technologies

Advances in Engineering Materials, Structures and Systems: Innovations, Mechanics and Applications comprises 411 papers that were presented at SEMC 2019, the Seventh International Conference on Structural Engineering, Mechanics and Computation, held in Cape Town, South Africa, from 2 to 4 September 2019. The subject matter reflects the broad scope of SEMC conferences, and covers a wide variety of engineering materials (both traditional and innovative) and many types of structures. The many topics featured in these Proceedings can be classified into six broad categories that deal with: (i) the mechanics of materials and fluids (elasticity, plasticity, flow through porous media, fluid dynamics, fracture, fatigue, damage, delamination, corrosion, bond, creep, shrinkage, etc); (ii) the mechanics of structures and systems (structural dynamics, vibration, seismic response, soil-structure interaction, fluid-structure interaction, response to blast and impact, response to fire, structural stability, buckling, collapse behaviour); (iii) the numerical modelling and experimental testing of materials and structures (numerical methods, simulation techniques, multi-scale modelling, computational modelling, laboratory testing, field testing, experimental measurements); (iv) innovations and special structures (nanostructures, adaptive structures, smart structures, composite structures, bio-inspired structures, shell structures, membranes, space structures, lightweight structures, long-span structures, tall buildings, wind turbines, etc); (v) design in traditional engineering materials (steel, concrete, steel-concrete composite, aluminium, masonry, timber, glass); (vi) the process of structural engineering (conceptualisation, planning, analysis, design, optimization, construction, assembly, manufacture, testing, maintenance, monitoring, assessment, repair, strengthening, retrofitting, decommissioning). The SEMC 2019 Proceedings will be of interest to civil, structural, mechanical, marine and aerospace engineers. Researchers, developers, practitioners and academics in these disciplines will find them useful. Two versions of the papers are available. Short versions, intended to be concise but self-contained summaries of the full papers, are in this printed book. The full versions of the papers are in the e-book.

In five chapters, this volume presents recent developments in fatigue assessment. In the first chapter, a generalized Neuber concept of fictitious notch rounding is presented where the microstructural support factors depend on the notch opening angle besides the loading mode. The second chapter specifies the notch stress factor including the strain energy density and J-integral concept while the SED approach is applied to common fillet welded joints and to thin-sheet lap welded joints in the third chapter. The forth chapter analyses elastic-plastic deformations in the near crack tip zone and discusses driving force parameters. The last chapter discusses thermomechanical fatigue, stress, and strain ranges.

The failure of any welded joint is at best inconvenient and at worst can lead to catastrophic accidents. Fracture and fatigue of welded joints and structures analyses the processes and causes of fracture and fatigue, focusing on how the failure of welded joints and structures can be predicted and minimised in the design process. Part one concentrates on analysing fracture of welded joints and structures, with chapters on constraint-based fracture mechanics for predicting joint failure, fracture assessment methods and the use of fracture mechanics in the fatigue analysis of welded joints. In part two, the emphasis shifts to fatigue, and chapters focus on a variety of aspects of fatigue analysis including assessment of local stresses in welded joints, fatigue design rules for welded structures, k-nodes for offshore structures and modelling residual stresses in predicting the service life of structures. With its distinguished editor and international team of contributors, Fracture and fatigue of welded joints and structures is an essential reference for mechanical, structural and welding engineers, as well as those in the academic sector with a research interest in the field. Analyses the processes and causes of fracture and fatigue, focusing predicting and minimising the failure of welded joints in the design process Assesses the fracture of welded joints and structure featuring constraint-based fracture mechanics for predicting joint failure Explores specific considerations in fatigue analysis including the assessment of local stresses in welded joints and fatigue design rules for welded structures

The Welding Engineer's Guide to Fracture and Fatigue provides an essential introduction to fracture and fatigue and the assessment of these failure modes, through to the level of knowledge that would be expected of a qualified welding engineer. Part one covers the basic principles of weld fracture and fatigue. It begins with a review of the design of engineered structures, provides descriptions of typical welding defects and how these defects behave in structures undergoing static and cyclical loading, and explains the range of failure modes. Part two then explains how to detect and assess defects using fitness for service assessment procedures. Throughout, the book assumes no prior knowledge and explains concepts from first principles. Covers the basic principles of weld fracture and fatigue. Reviews the design of engineered structures, provides descriptions of typical welding defects and how these defects behave in structures undergoing static and cyclical loading, and explains the range of failure modes. Explains how to detect and assess defects using fitness for service assessment procedures.

Fatigue Life Analyses of Welded Structures

Proceedings of the Tenth International Conference on Bridge Maintenance, Safety and Management (IABMAS 2020), June 28-July 2, 2020, Sapporo, Japan

Structural Hot-Spot Stress Approach to Fatigue Analysis of Welded Components

Fatigue Life Assessment of Welded Joints Considering Crack Initiation and Propagation Based on the Hot Spot Stress Concept

Advanced Methods of Fatigue Assessment

Advanced Joining Processes

Bridge Maintenance, Safety, Management, Life-Cycle Sustainability and Innovations contains lectures and papers presented at the Tenth International Conference on Bridge Maintenance, Safety and Management (IABMAS 2020), held in Sapporo, Hokkaido, Japan, April 11–15, 2021. This volume consists of a book of extended abstracts and a USB card containing the full papers of 571 contributions presented at IABMAS 2020, including the T.Y. Lin Lecture, 9 Keynote Lectures, and 561 technical papers from 40 countries. The contributions presented at IABMAS 2020 deal with the state of the art as well as

emerging concepts and innovative applications related to the main aspects of maintenance, safety, management, life-cycle sustainability and technological innovations of bridges. Major topics include: advanced bridge design, construction and maintenance approaches, safety, reliability and risk evaluation, life-cycle management, life-cycle sustainability, standardization, analytical models, bridge management systems, service life prediction, maintenance and management strategies, structural health monitoring, non-destructive testing and field testing, safety, resilience, robustness and redundancy, durability enhancement, repair and rehabilitation, fatigue and corrosion, extreme loads, and application of information and computer technology and artificial intelligence for bridges, among others. This volume provides both an up-to-date overview of the field of bridge engineering and significant contributions to the process of making more rational decisions on maintenance, safety, management, life-cycle sustainability and technological innovations of bridges for the purpose of enhancing the welfare of society. The Editors hope that these Proceedings will serve as a valuable reference to all concerned with bridge structure and infrastructure systems, including engineers, researchers, academics and students from all areas of bridge engineering.

This book presents guidelines on quantitative and qualitative measures of the geometric features and imperfections of welds to ensure that it meets the fatigue strength requirements laid out in the recommendations of the IIW (International Institute of Welding). Welds that satisfy these quality criteria can be assessed in accordance with existing IIW recommendations based on nominal stress, structural stress, notch stress or linear fracture mechanics. Further, the book defines more restrictive acceptance criteria based on weld geometry features and imperfections with increased fatigue strength. Fatigue strength for these welds is defined as S-N curves expressed in terms of nominal applied stress or hot spot stress. Where appropriate, reference is made to existing quality systems for welds.In addition to the acceptance criteria and fatigue assessment curves, the book also provides guidance on their inspection and quality control. The successful implementation of these methods depends on adequate training for operators and inspectors alike. As such, the publication of the present IIW Recommendations is intended to encourage the production of appropriate training aids and guidelines for educating, training and certifying operators and inspectors.

Advanced Joining Processes: Welding, Plastic Deformation, and Adhesion brings together a range of advanced thermal, mechanical, and chemical methods of joining, offering an up-to-date resource for those looking to understand and utilize the very latest techniques. Efficient joining techniques are critical to a range of innovative applications, with technology in constant development. The first section of the book provides in-depth information on advanced welding techniques, including friction stir, explosive, ultrasonic, laser, electron beam, and computational weld analysis and fatigue of structures. The second section highlights key developments in joining by plastic deformation, adhesive bonding, and hybrid joining. The coverage of each technique is supported by practical guidance, detailed analysis, and finite element simulations. This is an essential reference for researchers and advanced students in joining, welding, adhesion, materials processing, mechanical engineering, plastics engineering, manufacturing, civil engineering, and automotive/aerospace engineering, as well as engineers, scientists, and R&D professionals, using joining, welding, and adhesion methods, across a range of industries. Presents the latest research findings and developments across welding, joining by plastic deformation, and adhesion Includes state-of-the-art methods, such as laser, ultrasonic and electron beam welding, hybrid joining, and the use of electromagnetic pulses Offers practical guidance, detailed analysis, and finite element simulations, for all techniques covered

Fatigue of Metals provides a general account of the failure of metals due to fatigue, a subject of great practical importance in the field of engineering and metallurgy. The book covers a wide range of topics on the study of the fatigue of metals. The text presents in the first three chapters the characteristics and detection of fatigue fractures; methods of fatigue testing; and the fatigue strengths of different materials. The resistance of materials to fatigue under complex stress; the determination and effects of stress concentration; influence of surface treatment on fatigue strength; and effects of corrosion and temperature are also studied in detail. In relation to the previous chapters of fatigue information, a chapter is devoted to engineering design to prevent fatigue. The last two chapters provide a brief historical survey of the developments of the study of the mechanism of fatigue and fatigue of non-metallic materials such as wood, plastic, rubber, glass, and concrete. Mechanical engineers, designers, metallurgists, researchers, and students will find the book as a good reference material.

Developments in the Analysis and Design of Marine Structures

Fatigue Assessment of Welded Joints in AlMg 4.5 Mn Alluminium Alloy by Local Approaches

IIW-2142-110

IIW Guidelines on Weld Quality in Relationship to Fatigue Strength

Fatigue Life Assessment of Welded Joints Based on the Decomposition of the Structural Hot Spot Stress

Fatigue Design of Marine Structures

This report introduces definitions of the terminology relevant to stress determination for fatigue analysis of welded components. The various stress concentrations, stress categories and fatigue analysis methods are defined. Fatigue analysis methods considered are nominal stress, hot spot stress, notch stress, notch strain and fracture mechanics approaches. The report also contains comprehensive recommendations concerning the application of finite element methods and experimental methods for stress determination. It is intended for fatigue design of common welded structures, such as cranes, excavators, vehicle frames, bridges, ship hulls, offshore structures etc. fabricated from materials at least 3mm thick. In general, attention is focused on weld details which give rise to fatigue cracking from the surface, notably from the weld toe.

A compilation of research in fatigue design, prediction, and assessment Fatigue Design is a collection of research presented at the 1993 International Symposium on Fatigue Design. Detailing the latest findings and most current research, this book features papers on a variety of pertinent topics, including the quantification of service load for fatigue life predictions, identification of stress states and failure modes, assessment of residual life in damaged components, and

more. Special attention is paid to the need for simple and reliable prediction tools to help better ensure adequate strength at the design stage.

In this, book the effect of Friction Stir Welding and the Tungsten Inert Gas Welding on the fatigue behavior of AA6061 Aluminium alloy has been studied. To reveal the influence of the welding parameters, different travel speeds of the welding tool have been used to provide weld seams with varying microstructural features. Crack initiation, as well as crack propagation behavior under fatigue loading, has been investigated with respect to the local microstructure at the crack initiation sites and along the crack path. Fatigue cracks were mostly initiated around the stir zone and the adjacent thermal- mechanical affected zone independent from hardness distributions in the weld seams. In some specimens, a defect-like feature was observed at the crack origins, which shortened the fatigue lives. It has been found that while the effect of the tool travel speed on the fatigue lifetime seems to be little, the varying and complex local microstructure in the weld seam basically affects both the crack initiation sites and the crack propagation paths.

The increasing global warming and pollution in our world concerns the population about the necessity to reduce the consumption of natural resources. In the last years the automobile industry has focused in reducing the consumption of their vehicles. Beside the improvement of the motors, an important aspect is the reduction of the total weight of the vehicle. The introduction of light-weight materials contributes to this aim. The use of these materials fosters novel joining technologies. Traditionally, the main joining technology in automotive industry is welding. Low cost and fast application for joining metallic components are the main benefits. The lightweight materials, such as fibre reinforced plastics, cannot be welded and alternative joining techniques are necessary. In this way, adhesive joints are becoming more important to and complement classic joining technologies such as welding, riveting or clinching. There are several advantages of its use. One advantage is the increase of the total stiffness of the body-in-white structure. Another advantage is the improvement of crash energy absorption. The most important is the possibility to join materials that cannot be welded, as for example metallic plates with glass or carbon fibre materials. The increasing use of structural adhesive opens a new investigation field. To develop an optimum design of adhesive joints it is necessary to understand the connection behaviour and derive design allowable for quasi-static dynamic and fatigue loading. The behaviour of adhesives submitted to variable amplitude loading and proper computational fatigue analysis is not yet state of art and concern of ongoing research [Sch14]. The methods applied to analyse the behaviour of adhesive are based mainly on the methods used to evaluate welded joints. They should be analysed to evaluate if they describe properly the behaviour and failure of the modern adhesive bonds. Otherwise, new methods based on the adhesive characteristics should be developed.

Design and Analysis of Fatigue Resistant Welded Structures

Fatigue of Metals

IIW Recommendations for the HFMI Treatment

For Improving the Fatigue Strength of Welded Joints

Proceedings of the 8th International Conference on Marine Structures (MARSTRUCT 2021, 7-9 June 2021, Trondheim, Norway)

The notch stress approach for fatigue assessment of welded joints is based on the highest elastic stress at the weld toe or root. In order to avoid arbitrary or infinite stress results, a rounded shape with a reference radius instead of the actual sharp toe or root is usually assumed. IIW recommendations for the fatigue assessment of welded structures by notch stress analysis reviews different proposals for reference radii together with associated S-N curves. Detailed recommendations are given for the numerical analysis of notch stress by the finite or boundary element method. Several aspects are discussed, such as the structural weakening by keyhole-shaped notches and the consideration of multiaxial stress states. Appropriate S-N curves are presented for the assessment of the fatigue strength of different materials. Finally, four examples illustrate the application of the approach as well as the variety of structures which can be analysed and the range of results that can be obtained from different models. Provides detailed recommendations for the number analysis of notch stress by the finite or boundary element method Discusses structural weakening by keyhole-shaped notches and the consideration of multiaxial stress states Provides four comprehensive examples, illustrating the variety of structures which can be analysed and the range of results that can be obtained from different models

The weld toe is a primary source of fatigue cracking because of the severity of the stress concentration it produces. Weld toe improvement can increase the fatigue strength of new structures significantly. It can also be used to repair or upgrade existing structures. However, in practice there have been wide variations in the actual improvements in fatigue strength achieved. Based on an extensive testing programme organised by the IIW, this report reviews the main methods for weld toe improvement to increase fatigue strength: burr grinding, TIG dressing and hammer and needle peening. The report provides specifications for the practical use of each method, including equipment, weld preparation and operation. It also offers guidance on inspection, quality control and training as well as assessments of fatigue strength and thickness effects possible with each technique. IIW recommendations on methods for improving the fatigue strength of welded joints will allow a more consistent use of these methods and more predictable increases in fatigue strength. Provides specifications for the practical use of each weld toe method, including equipment, weld preparation and operation Offers guidance on inspection, quality control and training, as well as assessments of fatigue strength and thickness effects possible with each technique This report will allow a more consistent use of these methods and more predictable increases in fatigue strength

These recommendations present general methods for the assessment of fatigue damage in welded components, which may affect the limit states of a structure, such as ultimate limit state and serviceability limited state. Fatigue resistance data is given for welded components made of wrought or extruded products of ferritic/pearlitic or banitic structural steels up to fy = 700 Mpa and of aluminium alloys commonly used for welded structures.

Fatigue Design of Marine Structures provides students and professionals with a theoretical and practical background for fatigue design of marine structures including sailing ships, offshore structures for oil and gas production, and other welded structures subject to dynamic loading such as wind turbine structures. Industry expert Inge Lotsberg brings more than forty years of experience in design and standards-setting to this comprehensive guide to the basics of fatigue design of welded structures. Topics covered include laboratory testing, S-N data, different materials, different environments, stress concentrations, residual

stresses, acceptance criteria, non-destructive testing, improvement methods, probability of failure, bolted connections, grouted connections, and fracture mechanics. Featuring twenty chapters, three hundred diagrams, forty-seven example calculations, and resources for further study, Fatigue Design of Marine Structures is intended as the complete reference work for study and practice.

Tubular Structures XI

Advances in Engineering Materials, Structures and Systems: Innovations, Mechanics and Applications

Fatigue Design of Welded Joints and Components

Recommendations for Fatigue Design of Welded Joints and Components

11th International Symposium and IIW International Conference on Tubular Structures

Bridge Maintenance, Safety, Management, Life-Cycle Sustainability and Innovations

This book provides background and guidance on the use of the structural hot-spot stress approach to fatigue analysis. The book also offers Design S-N curves for use with the structural hot-spot stress for a range of weld details, and presents parametric formulas for calculating stress increases due to misalignment and structural discontinuities. Highlighting the extension to structures fabricated from plates and non-tubular sections. The structural hot-spot stress approach focuses on cases of potential fatigue cracking from the weld toe and it has been in use for many years in tubular joints. Following an explanation of the structural hot-spot stress, its definition and its relevance to fatigue, the book describes methods for its determination. It considers stress determination from both finite element analysis and strain gauge measurements, and emphasizes the use of finite element stress analysis, providing guidance on the choice of element type and size for use with either solid or shell elements. Lastly, it illustrates the use of the recommendations in four case studies involving the fatigue assessment of welded structures using the structural hot-spot stress

Reviews the knowledge on approaches to fatigue assessment of welded joints, gathers the data necessary for their practical application and demonstrates the power of the local concept by way of demonstration examples from research and industry. This book also considers seam-welded and spot-welded joints in structural steels and aluminium alloys.

This International Institute of Welding (IIW) report was presented at the 52nd Annual Assembly in Lisbon in June 1999. It contains recommendations representing a consensus on international best practice, focusing on a 'hot spot stress' approach. A wide range of joint types is covered, the new fatigue design curve for both RHS and CHS is dealt with and detailed values for stress concentration factors are provided. The purpose of this current IIW document is to serve both as an International Standards Organisation (ISO) draft specification and as a model standard for national and regional specifications worldwide. The Recommendations (Part one) and Commentary (Part two) were edited by Dr X-L Zhao of Monash University, Australia and Professor J A Packer of the University of Toronto, Canada.

An English version of a sucessful German book. Both traditional and modern concepts are described.

The Welding Engineer’s Guide to Fracture and Fatigue

A Book about Fatigue Analysis of Welded Joints

Metal Fatigue Analysis Handbook

Recommendations of IIW Joint Working Group XIII - XV

IIW Recommendations On Methods for Improving the Fatigue Strength of Welded Joints

Residual Stress Analysis on Welded Joints by Means of Numerical Simulation and Experiments

This book of recommendations presents an overview of High Frequency Mechanical Impact (HFMI) techniques existing today in the market and their proper procedures, quality assurance measures and documentation. Due to differences in HFMI tools and the wide variety of potential applications, certain details of proper treatments and quantitative quality control measures are presented generally. An example of procedure specification as a quality assurance measure is given in the Appendix. Moreover, the book presents procedures for the fatigue life assessment of HFMI-improved welded joints based on nominal stress, structural hot spot stress and effective notch stress. It also considers the extra benefit that has been experimentally observed for HFMI-treated high-strength steels. The recommendations offer proposals on the effect of loading conditions like high mean stress fatigue cycles, variable amplitude loading and large amplitude/low cycle fatigue cycles. Special considerations for low stress concentration welded joints are also given. In order to demonstrate the use of the guideline, the book provides several fatigue assessment examples.

This report provides background and guidance on the use of the structural hot spot stress approach to the fatigue design of welded components and structures. It complements the IIW recommendations for 'Fatigue Design of Welded Joints and Components' and extends the information provided in the IIW recommendations on 'Stress Determination for Fatigue Analysis of Welded Components'. This approach is applicable to cases of potential fatigue cracking from the weld toe. It has been in use for many years in the context of tubular joints. The present report concentrates on its extension to structures fabricated from plates and non-tubular sections. Following an explanation of the structural hot spot stress, its definition and its relevance to fatigue, the authors describe methods for its determination. Stress determination from both finite element analysis and strain gauge measurements is considered. Parametric formulae for calculating stress increases due to misalignment and structural discontinuities are also presented. Special attention is paid to the use of finite element stress analysis and guidance is given on the choice of element type and size for use with either solid or shell elements. Design S-N curves for use with the structural hot spot stress are presented for a range of weld details. Finally, practical application of the recommendations is illustrated in two case studies involving the fatigue assessment of welded structures using the structural hot spot stress approach. Provides practical guidance on the application of the structural hot-spot stress approach Discusses stress determination from both finite element analysis and strain gauge measurements Practical application of the recommendations is illustrated in two case studies

The key to avoidance of fatigue, which is the main cause of service failures, is good design. In the case of welded joints, which are particularly susceptible to fatigue, design rules are available. However, their effective use requires a good understanding of fatigue and an appreciation of problems concerned with their practical application. Fatigue strength of welded structures has incorporates up-to-date design rules with high academic standards whilst still achieving a practical approach to the subject. The book presents design recommendations which are based largely on those contained in recent British standards and explains how they are applied in practice. Attention is also focused on the relevant aspects of fatigue in welded joints which are not yet incorporated in codes thus providing a comprehensive aid for engineers concerned with the design or assessment of welded components or structures. Background information is given on the fatigue lives of welded joints which will enable the engineer or student to appreciate why there is such a contrast between welded and unwelded parts, why some welded joints perform better than others and how joints can be selected to optimise fatigue performance.

This topical book contains the latest scientific and engineering developments in the field of tubular steel structures, as presented at the "11th International Symposium and IIW International Conference on Tubular Structures". The International Symposium on Tubular Structures (ISTS) has a long-standing reputation for being the principal showcase for manufactured tubing and the prime international forum for discussion of research, developments and applications in this field. Various key and emerging subjects in the field of hollow structural sections are covered, such as: novel applications and case

studies, static and fatigue behaviour of connections/joints, concrete-filled and composite tubular members, earthquake resistance, specification and code developments, material properties and structural reliability, impact resistance and brittle fracture, fire resistance, casting and fabrication innovations. Research and development issues presented in this book are applicable to buildings, bridges, offshore structures, entertainment rides, cranes, towers and various mechanical and agricultural equipment. This book is thus a pertinent reference source for architects, civil and mechanical engineers, designers, steel fabricators and contractors, manufacturers of hollow sections or related construction products, trade associations involved with tubing, owners or developers of tubular structures, steel specification committees, academics and research students. The conference presentations herein include two keynote lectures (the International Institute of Welding Houdremont Lecture and the ISTS Kurobane Lecture), plus finalists in the CIDECT Student Papers Competition. The 11th International Symposium and IIW International Conference on Tubular Structures – ISTS11 – took place in Québec City, Canada from August 31 to September 2, 2006.

Recommendations of IIW Subcommission XV-E

Development of Fatigue Assessment Approaches for Adhesively Bonded Joints

Fatigue Assessment of Welded Joints by Local Approaches

Fatigue Strength of Welded Structures

Fatigue Analysis of Welded Joints Using Local Reference Stress

Fatigue Assessment of Repaired Highway Bridge Welds Using Local Approaches

Developments in the Analysis and Design of Marine Structures is a collection of papers presented at MARSTRUCT 2021, the 8th International Conference on Marine Structures (by remote transmission, 7-9 June 2021, organised by the Department of Marine Technology of the Norwegian University of Science and Technology, Trondheim, Norway), and is essential reading for academics, engineers and professionals involved in the design of marine and offshore structures. The MARSTRUCT Conference series deals with Ship and Offshore Structures, addressing topics in the fields of: - Methods and Tools for Loads and Load Effects; - Methods and Tools for Strength Assessment; - Experimental Analysis of Structures; - Materials and Fabrication of Structures; - Methods and Tools for Structural Design and Optimisation; and - Structural Reliability, Safety and Environmental Protection. The MARSTRUCT conferences series of started in Glasgow, UK in 2007, the second event of the series took place in Lisbon, Portugal in March 2009, the third in Hamburg, Germany in March 2011, the fourth in Espoo, Finland in March 2013, the fifth in Southampton, UK in March 2015, the sixth in Lisbon, Portugal in May 2017, and the seventh in Drubovnik, Croatia in May 2019. The ‘ Proceedings in Marine Technology and Ocean Engineering ’ series is dedicated to the publication of proceedings of peer-reviewed international conferences dealing with various aspects of ‘ Marine Technology and Ocean Engineering ’. The Series includes the proceedings of the following conferences: the International Maritime Association of the Mediterranean (IMAM) conferences, the Marine Structures (MARSTRUCT) conferences, the Renewable Energies Offshore (RENEW) conferences and the Maritime Technology (MARTECH) conferences. The ‘ Marine Technology and Ocean Engineering ’ series is also open to new conferences that cover topics on the sustainable exploration and exploitation of marine resources in various fields, such as maritime transport and ports, usage of the ocean including coastal areas, nautical activities, the exploration and exploitation of mineral resources, the protection of the marine environment and its resources, and risk analysis, safety and reliability. The aim of the series is to stimulate advanced education and training through the wide dissemination of the results of scientific research.

This book provides a basis for the design and analysis of welded components that are subjected to fluctuating forces, to avoid failure by fatigue. It is also a valuable resource for those on boards or commissions who are establishing fatigue design codes. For maximum benefit, readers should already have a working knowledge of the basics of fatigue and fracture mechanics. The purpose of designing a structure taking into consideration the limit state for fatigue damage is to ensure that the performance is satisfactory during the design life and that the survival probability is acceptable. The latter is achieved by the use of appropriate partial safety factors. This document has been prepared as the result of an initiative by Commissions XIII and XV of the International Institute of Welding (IIW).

This book reviews the available knowledge on local approaches to fatigue assessment of welded joints, gathers the data necessary for their practical application and demonstrates the power of the local concept by way of demonstration examples from research and industry. It covers the hot spot structural stress approach to fatigue in general, the notch stress and notch strain approach to crack initiation and the fracture mechanics approach to crack propagation. Seam-welded and spot-welded joints in structural steels and aluminium alloys are considered. The book is intended for designers, structural analysts and testing engineers who are responsible for the fatigue-resistant in-service behaviour of welded structures. It should become a reference work for researchers in the field and should support activities directed to standardisation of local approaches.

Understand why fatigue happens and how to model, simulate, design and test for it with this practical, industry-focused reference Written to bridge the technology gap between academia and industry, the Metal Fatigue Analysis Handbook presents state-of-the-art fatigue theories and technologies alongside more commonly used practices, with working examples included to provide an informative, practical, complete toolkit of fatigue analysis. Prepared by an expert team with extensive industrial, research and professorial experience, the book will help you to understand: Critical factors that cause and affect fatigue in the materials and structures relating to your work Load and stress analysis in addition to fatigue damage-the latter being the sole focus of many books on the topic How to design with fatigue in mind to meet durability requirements How to model, simulate and test with different materials in different fatigue scenarios The importance and limitations of different models for cost effective and efficient testing Whilst the book focuses on theories commonly used in the automotive industry, it is also an ideal resource for engineers and analysts in other disciplines such as aerospace engineering, civil engineering, offshore engineering, and industrial engineering. The only book on the market to address state-of-the-art technologies in load, stress and fatigue damage analyses and their application to engineering design for durability Intended to bridge the technology gap between academia and industry-written by an expert team with extensive industrial, research and professorial experience in fatigue analysis and testing An advanced

mechanical engineering design handbook focused on the needs of professional engineers within automotive, aerospace and related industrial disciplines

IIW-2006-09

Flaws

Fatigue Analysis of Welded Joints Using Finite Elements Based Methods

Fatigue Design Procedure for Welded Hollow Section Joints

Fatigue Analysis of Welded Components

Fatigue of Welded Structures

Avoiding or controlling fatigue damage is a major issue in thedesign and inspection of welded structures subjected to dynamicloading. Life predictions are usually used for safe life analysis,i.e. for verifying that it is very unlikely that fatigue damagewill occur during the target service life of a structure. Damagetolerance analysis is used for predicting the behavior of a fatiguecrack and for planning of in-service scheduled inspections. Itshould be a high probability that any cracks appearing are detectedand repaired before they become critical. In both safe lifeanalysis and the damage tolerance analysis there may be largeuncertainties involved that have to be treated in a logical andconsistent manner by stochastic modeling. This book focuses on fatigue life predictions and damage toleranceanalysis of welded joints and is divided into three parts. Thefirst part outlines the common practice used for safe life anddamage tolerance analysis with reference to rules and regulations.The second part emphasises stochastic modeling and decision-makingunder uncertainty, while the final part is devoted to recentadvances within fatigue research on welded joints. Industrialexamples that are included are mainly dealing with offshore steelstructures. Spreadsheets which accompany the book give the readerthe possibility for hands-on experience of fatigue lifepredictions, crack growth analysis and inspection planning. Assuch, these different areas will be of use to engineers andresearchers.

Fatigue Assessment of Welded Joints by Local ApproachesWoodhead Publishing

The ability to quantify residual stresses induced by welding processes through experimentation or numerical simulation has become, today more than ever, of strategic importance in the context of their application to advanced design. This is an ongoing challenge that commenced many years ago. Recent design criteria endeavour to quantify the effect of residual stresses on fatigue strength of welded joints to allow a more efficient use of materials and a greater reliability of welded structures. The aim of the present book is contributing to these aspects of design through a collection of case-studies that illustrate both standard and advanced experimental and numerical methodologies used to assess the residual stress field in welded joints. The work is intended to be of assistance to designers, industrial engineers and academics who want to deepen their knowledge of this challenging topic.

This thesis aims to address a number of unanswered questions regarding repair and fatigue design of welded joints in bridges, including developing and evaluating repair methods for enhancing the fatigue behaviour of web stiffeners in steel bridge girders, using local stress-based methods for evaluating the effectiveness of various repair methods and predicting the fatigue life of welded joints, and studying the effectiveness of high frequency mechanical impact (HFMI) treatments under actual in-service loading conditions in the long fatigue life regime. Along with extensive fatigue testing programs and finite element (FE) analyse studies, a strain based fracture mechanics (SBFM) model is used to predict the fatigue behaviour of repaired welds under realistic loading conditions. Through this research, a methodology is developed for generating structural stress design curves for retrofitted highway bridge welds based on small-scale fatigue experiments, relatively simple and inexpensive fatigue tests of smooth specimens, conventional static materials tests, and laboratory measurements. The idea of retrofitting web stiffener ends in steel bridge girders susceptible to distortion-induced fatigue using adhesively-bonded fibre reinforced polymer (FRP) angles is introduced through this research. The proposed retrofit method is relatively cheap and easy to use and does not require deck removal or any other severe modification to the steel girder. Fatigue tests were conducted on specimens designed to model the conditions in the region between a web stiffener and a flange in a steel girder bridge. Fatigue life increases on the order of several hundred percent were achieved by implementing the proposed retrofit. A coarse FE analysis is used to predict the effectiveness of the proposed retrofit methods in terms of the reduction in the structural stress value. A comprehensive variable amplitude (VA) fatigue testing program and analysis was performed to address a number of concerns raised regarding the use of impact treatments for the fatigue enhancement of welds in the high cycle (> 10 million cycles) domain. The test results are then used to evaluate a number of available recommendations for the fatigue design of impact treated welds. The nominal, structural, and effective notch stress approaches are considered. An SBFM model was lastly used to predict the effectiveness of an HFMI treatment applied to welded details. The model is evaluated using the experimental results and found to be capable of predicting the fatigue lives for both the as-welded and impact treated specimens for all of the studied loading conditions. The idea of using the analytical structural stress S-N curves to predict the fatigue behaviour of welded joints with a similar load carrying condition welds was then explored.

IIW Recommendations for the Fatigue Assessment of Welded Structures By Notch Stress Analysis

Stress Determination for Fatigue Analysis of Welded Components

Designer's Guide

Practical Problem-solving Techniques for Computer-aided Engineering

Fatigue Assessment of Welded Connections

Designer’s Guide to the Structural Hot-Spot Stress Approach

Local approaches to fatigue assessment are used to predict the structural durability of welded joints, to optimise their design and to evaluate unforeseen joint failures. This standard work provides a systematic survey of the principles and practical applications of the various methods. It covers the hot spot structural stress approach to fatigue in general, the notch

stress and notch strain approach to crack initiation and the fracture mechanics approach to crack propagation. Seam-welded and spot-welded joints in structural steels and aluminium alloys are also considered. This completely reworked second edition takes into account the tremendous progress in understanding and applying local approaches which has been achieved in the last decade. It is a standard reference for designers, structural analysts and testing engineers who are responsible for the fatigue-resistant in-service behaviour of welded structures. Completely reworked second edition of a standard work providing a systematic survey of the principles and practical applications of the various methods Covers the hot spot structural stress approach to fatigue in general, the notch stress and notch strain approach to crack initiation and the fracture mechanics approach to crack propagation. Written by a distinguished team of authors

Fracture and Fatigue of Welded Joints and Structures

Welding, Plastic Deformation, and Adhesion

Proceedings of the 7th International Conference on Structural Engineering, Mechanics and Computation (SEMC 2019), September 2-4, 2019, Cape Town, South Africa

Fatigue Design (ESIS 16)