A Study on Application of the Torsion

Ms. Hireballa Sangeetha
Assistant Professor, Department of Civil Engineering, Presidency University, Bangalore, India
Email Id-sangeethahm@presidencyuniversity.in

ABSTRACT:

A form of loading called torsion causes a structural part to twist or rotate about its longitudinal axis. It is a crucial factor to take into account while designing and analyzing different structural components including shafts, beams, and columns. In this abstract, torsion's core ideas and practical applications in structural engineering are briefly discussed. When a member is subjected to twisting moments or torques, it experiences torsion. The torsional moment induces shear stresses in the material because it is perpendicular to the cross-sectional plane. The member's outer edges experience the highest levels of these shear stresses, which fluctuate along the cross-section. A member's torsion behavior is influenced by its geometry, the qualities of the material used, and the loading circumstances. The "warping effect" is the result of the member deforming in a helical pattern in a circular cross-section due to the twisting moment. Shear and regular stresses are produced in the cross-section as a result of this phenomenon. For different components to be stable and structurally sound, it is crucial to comprehend torsion. It is especially important for constructing shafts and other cylindrical constructions that are subjected to torsional loading, such as spinning machinery or the drive shafts in automobiles.

KEYWORDS:

Cross, Design, Members, Shear, Stress, Structural.

I. INTRODUCTION

A form of loading called torsion causes a structural part to twist or rotate about its longitudinal axis. It happens when a member is subjected to a torque or twisting moment, causing shear stresses to build up in the cross-section. Torsional loading is a crucial factor to take into account when analyzing and designing structural parts since it has a big impact on their performance, stability, and strength. Shear stresses are produced along planes perpendicular to the longitudinal axis when a part is twisted. These shear stresses vary throughout the cross-section, with the outermost fibers experiencing the highest shear stress. The passage of shear stress within the member is represented by the "shear flow," which is a pattern that describes how shear stresses are distributed. Beams, shafts, columns, and structural connections are just a few of the structural components that are susceptible to torsion. Wind loads on tall buildings, torsional forces in bridge piers brought on by eccentric loads, and rotating forces in drive shafts and machine parts are a few examples that are frequently used [1], [2].

Designing buildings that can safely withstand and handle torsional loads requires a thorough understanding of torsion's behavior. In the analysis and design of torsional loads, it is important to take the following into account: The fundamental factor determining the degree of torsional loading is torque or twisting moment, which is applied to the member. It is commonly expressed in units of force multiplied by distance (for example, Newton meters or pound-feet), and it shows the strength of the rotating force acting on the member [3], [4].

Torsional Shear Stress: The magnitude of the shear stress brought on by a torsional load is known as torsional shear stress. It is computed by multiplying the applied torque by the cross-sectional polar moment of inertia. A geometric characteristic of the cross-section that gauges its resistance to torsion is called the polar moment of inertia. Torsional loading results in a member's deformation and twisting around its longitudinal axis. The magnitude of the torque, the member's material characteristics, and its geometry all affect how much the member will deform. The member's shape, displacements, and rotations due to torsional deformation must be taken into account during the design phase [5], [6].

Torsional Rigidity: The ability of a member to withstand torsional deformation is referred to as torsional rigidity. It is a measurement of the member's resistance to twisting when torsional loads are applied. The member's cross-sectional form, size, and material characteristics all have an impact on the torsional rigidity.

Design Considerations: When designing for torsion, it's important to assess the member's torsional loads and deformations to make sure they stay within reasonable bounds. To do this, you might calculate the maximum torsional shear stress, compare it to permissible limits, and take into account the impact of combining torsion with other types of loading, like axial load or bending [7], [8].

Torsional Reinforcement: In some circumstances, more reinforcement may be needed to improve the member's ability to withstand torsion. To combat the shear stresses brought on by torsional loading, torsional reinforcement, such as helical reinforcement in concrete members, may be utilized.

Guidelines for analyzing and developing structural elements vulnerable to torsion are provided by design codes and standards. To guarantee the structural integrity and safety of the members under torsional loading, these codes prescribe design methodologies, safety considerations, and detailed standards. Torsion is an important factor to take into account while analyzing and designing structural components. Designing structures that can safely withstand torsional forces requires an understanding of the behavior of torsional loading, including shear stresses, deformation, and torsional rigidity. Engineers may build strong, dependable structures that can endure torsional loads and assure the overall performance and safety of the structure by taking into account the principles of torsion and adhering to design regulations and standards. A form of loading called torsion causes a structural part to twist or rotate about its longitudinal axis. It is a crucial factor to take into account while designing and analyzing different structural components including shafts, beams, and columns. In this abstract, torsion's core ideas and practical applications in structural engineering are briefly discussed [9], [10].

When a member is subjected to twisting moments or torques, it experiences torsion. The torsional moment induces shear stresses in the material because it is perpendicular to the cross-sectional plane. The member's outer edges experience the highest levels of these shear stresses, which fluctuate along the cross-section. A member's torsion behavior is influenced by its geometry, the qualities of the material used, and the loading circumstances. The "warping effect" is the result of the member deforming in a helical pattern in a circular cross-section due to the twisting moment. Shear and regular stresses are produced in the cross-section as a result of this phenomenon. For different components to be stable and structurally sound, it is crucial to comprehend torsion. It is especially important for constructing shafts and other cylindrical constructions that are subjected to torsional loading, such as spinning machinery or the drive shafts in automobiles.

Engineers apply fundamental concepts of solid mechanics, such as the torsion theory, to investigate torsion in structural members. According to this theory, the member's shape, the material properties, and the applied torques all work together to predict the resulting stresses and deformations When designing members that will experience torsion, factors including material choice, establishing the size of the cross-section, and adding enough reinforcement to survive the applied torques must be taken into account. Torsional steel bars and other materials that increase the member's ability to withstand twisting are examples of reinforcement. Torsional stress frequently interacts with other types of loading, such as bending or axial forces, in practical applications. To ensure overall structural performance and safety, the combined impacts of these loadings must be taken into account during the design process. Torsion, being a fundamental idea in structural engineering, is crucial to the design and study of many different components. For constructions to be structurally sound and safe, it is essential to comprehend how members behave under torsion and to apply the proper design principles.

DISCUSSION

Shearing Stresses Due to Torsion in Untracked Members

Shearing stresses are introduced inside a structural element when it is twisted. As a result of the member being twisted, shearing pressures develop along planes perpendicular to the longitudinal axis. To guarantee the structural integrity and stability of the member, it is crucial to comprehend and assess the shearing stresses. Uncrossed members' shearing stress distribution can be calculated and predicted using specific assumptions. The following are some crucial ideas to comprehend regarding torsion-induced shearing stresses in uncrossed members:

Circular Cross-Section: For circular cross-sections, such as cylinders or bars, shearing stresses resulting from torsion in uncrossed members are frequently analyzed. The distribution of the member's substance is thought to be homogeneous and isotropic.

Shearing Stress Distribution: Torsion leads to a non-linear distribution of shearing stresses in a circular cross-section. The shearing forces are greatest at the member's outermost fibers and linearly diminish toward the center. A common name for this distribution is "linear variation assumption" or "linear stress distribution assumption."

Maximum Shearing Stress: The outermost fibers of the circular cross-section experience the greatest shearing stress. It is written as _max (tau_max), and the torsion formula can be used to compute it:

T * r / J = _max

where J is the polar moment of inertia of the circular cross-section, T is the applied torque, and r is the radial distance from the center to the point of interest.

Shearing Stress Distribution Equation: The following equation describes how shearing stress is distributed within the circular cross-section along the radial distance r: = (r_out - r) / (_max * r_out) Where r_out is the circular cross-section's outer radius and is the shearing stress at a distance of r from the center.

Shearing Stress Variation: As was already indicated, the shearing stress linearly declines from the outermost fibers' greatest value to the center. As long as the material is within the elastic range and the member is not exposed to yielding or failure, this linear variation assumption is valid.

Shearing Stress Profile: In an uncrossed member, the shearing stress profile caused by torsion is symmetric along the radial direction. The member's outer surface experiences the highest shearing stress, and the stress gradually diminishes toward the core.

It's vital to note that the presumptions used to analyze shearing stresses in uncrossed members are condensed and appropriate for materials with linear elastic properties that fall within the elastic range. For an accurate analysis in practical design, other elements such as material nonlinearity, yielding, and the presence of cracks or stress concentrations must be taken into account. It is crucial to comprehend and analyze the shearing pressures brought on by torsion in uncrossed members to evaluate the member's capability and determine whether additional reinforcing or design alterations are necessary. Engineers can guarantee the effective and safe design of structural member’s subject to torsional loads by taking into account the principles of shearing stress distribution and applying the proper analysis techniques.

Solid Members

Three-dimensional structural elements with a consistent cross-sectional shape down their length are known as solid members, sometimes known as solid structural elements. These members are frequently used in a variety of constructions, including buildings, bridges, and industrial facilities. They are typically composed of materials like concrete, steel, wood, or composite materials. Solid members are made to endure various loads and transfer them to the foundation or other supporting components. The following are some essential ideas concerning solid members:

Cross-Sectional form: Along their length, solid members have a constant cross-sectional form. Rectangular, round, square, I-shaped, T-shaped, and H-shaped sections are examples of typical cross-sectional shapes. The exact structural requirements, load circumstances, and material attributes determine the cross-sectional form that should be used.

Material Properties: Various materials, each with a unique set of mechanical properties, are used to build solid members. For instance, steel has good strength and ductility qualities, whereas concrete has higher compressive strength but lower tensile strength. The general behavior and load-carrying capacity of the solid members are influenced by the material qualities.

Transfer of Loads: Solid members are intended to move loads from one area of a structure to another. These loads may be dead loads (such as the member's weight and the weight of fixed components), living loads (such as people or moveable objects), wind loads, earthquake loads, and other applied loads. The load-carrying capacity and resistance to bending, shear, torsion, and axial forces of a solid member are significantly influenced by the cross-sectional shape of the member and the material parameters.

Structural analysis is necessary for the design of solid members to calculate the internal forces and stresses brought on by applied loads. Static equilibrium, material characteristics, geometry, and boundary conditions are all taken into account in the study. Structural engineers evaluate the behavior of solid members under various loading circumstances using analytical techniques, computer simulations, and finite element analysis. Solid members are designed following industry-specific codes and standards, such as the International Building Code (IBC), the American Institute of Steel Construction (AISC) code, or the American Concrete Institute (ACI) code for concrete structures. To guarantee the safety and effectiveness of solid members, these rules include guidelines for material selection, allowed stresses, structural analysis, design processes, and building practices.

Reinforcement: Solid members may need more reinforcement to increase their capacity to carry loads and resistance to particular kinds of loads. Steel reinforcement bars (rebar) inserted in concrete, composite materials, or other strengthening methods are examples of reinforcement. The reinforcement aids in enhancing the member's overall structural performance, ductility, and tensile strength.

Building and Quality Control: Solid members are built on-site or off-site, then installed following engineering plans and requirements. The sturdy members are constructed following the necessary norms and requirements thanks to construction procedures and quality control systems. The integrity and performance of the solid members during and after construction are verified with the aid of quality control practices, inspections, and material testing. Many structures' foundations are made of solid parts, which are made to be strong, stable, and long-lasting. Engineers can design strong members that meet structural requirements and guarantee the safety and durability of the entire structure by taking into account elements like cross-sectional shape, material properties, load transfer, structural analysis, design codes, reinforcement, and construction practices.

Hollow Members

In many types of structures, such as buildings, bridges, and industrial facilities, hollow members, also known as hollow structural sections (HSS), are three-dimensional structural components with a hollow interior. Compared to solid members, hollow ones are lighter, have a higher stiffness-to-weight ratio, and have better torsion resistance. The following are some essential ideas about hollow members: Hollow members are available in many different cross-sectional shapes, such as rectangular, square, circular, and elliptical. The specific structural requirements, load circumstances, and architectural choices all influence the choice of cross-sectional shape.

Materials: Hollow members can be made of a variety of materials, including composites, steel, aluminum, and other metals. The material's yield strength, elastic modulus, and ductility are some of the qualities that affect how the hollow components behave structurally and how much weight they can support.

Reduced Weight: Hollow members are lighter than solid members of the same dimensions. As a result of the hollow interior requiring less material, the structural components are lighter. This may be advantageous in lowering the structure's overall weight, which may have an impact on transportation, construction, and cost.

Stiffness-to-Weight Ratio: These members' hollow design helps to improve their stiffness-to-weight ratio. Hollow members can withstand bending and deformations more successfully while using less material thanks to the enhanced stiffness. In cases where weight is a key consideration, this may result in more effective structural designs.

Torsional Resistance: Hollow members outperform solid members in terms of torsional load resistance. Increased moment of inertia and polar moment of inertia is provided by the hollow interior, which aids in resisting torsional and twisting forces. Because of this, hollow members are appropriate for torsion-sensitive applications like beams, columns, and truss members.

Hollow members can be joined together in several ways, such as via welding, bolting, or mechanical fasteners. To guarantee proper weight transfer and structural integrity, the connecting details must be designed. Hollow members frequently have welded connections because they offer excellent strength and stiffness. Structural analysis is necessary for the design of hollow members to ascertain the internal forces and stresses brought on by applied loads. Static equilibrium, material characteristics, geometry, and boundary conditions are all taken into account in the study. The behavior of hollow members under various loading circumstances is evaluated using analytical techniques and computer simulations.

Design Codes and Standards: Hollow members are designed in line with sector-specific codes and standards, such as the International Building Code (IBC) or the American Institute of Steel Construction (AISC) code for steel buildings. To guarantee the safety and effectiveness of hollow members, these standards include guidance for material selection, permissible stresses, structural analysis, design processes, and construction practices.

In terms of structural design, hollow members are advantageous because they are lighter, more stiff, and have better torsional resistance. Engineers can design hollow members to be strong and efficient by taking into account elements including cross-sectional shape, material qualities, weight reduction, torsional resistance, connecting methods, structural analysis, design codes, and construction processes.

Compute Torsional Shear Stresses in a Bridge Cross Section, Using Thin-Walled Tube Theory

You can use the thin-walled tube theory to calculate the torsional shear stresses in a bridge cross-section by performing the following general steps:

The cross-sectional characteristics can be obtained by: Obtaining the relevant details on the shape, size, and construction materials of the bridge cross-section. This covers the tube's outside and inner radii, wall thickness, and elastic modulus of the substance.

Do the polar moment of inertia calculation: Calculate the thin-walled tube's polar moment of inertia (J) using its cross-sectional characteristics. The following formula can be used to calculate the polar moment of inertia for a circular cross-section:

J is equal to *(r_outer4 - r_inner4) / 2.

where the tube's inner radius is r_inner and its outside radius is r_outer. Calculate the applied torque to determine the size of the twisting moment or applied torque that the bridge cross-section is subjected to. The structural analysis or design parameters can provide this torque. Use the thin-walled tube theory to determine the torsional shear stress () at any specific location within the cross-section. The equation: yields the torsional shear stress.

$$\tau = (T * r) / J$$

where r is the radial distance from the cross-section's centroidal axis to the place of interest and T is the applied torque Analyze the distribution of torsional shear stress: Find the torsional shear stress variation in the cross-section. Usually, the torsional shear stress is greatest at the cross-section's outermost fibers and linearly decreases toward the centroidal axis. Verify the shear stress allowances by contrasting the estimated torsional shear stresses with the permitted limits provided by design codes and standards. To prevent collapse or excessive deformation of the bridge cross-section, make sure the shear stresses are within the permitted range.

It's crucial to remember that the thin-walled tube theory assumes that the material will act elastically within the working range and that the tube's thickness will be low relative to its radius. Complex cross-sections or non-linear material behavior could call for finite element analysis or more advanced techniques for results that are more accurate. Always seek advice from qualified structural engineers, applicable design codes, and standards when it comes to the precise specifications and factors that go into bridge design.

Principal Stresses Due to Torsion

When a structural member is torsionally stressed, shear forces cause the material to twist. Principal stresses the highest and lowest normal stresses acting on the member's planes—are created as a result of the development of these shear stresses. Analyzing the behavior and figuring out the member's strength require an understanding of the primary stresses brought on by torsion. Here are the main factors to take into account:

Mohr's Circle: A graphic depiction known as Mohr's circle can be used to identify the main stresses in a material. On the x-axis and y-axis, respectively, are plotted the normal stress and shear stress. The main strains can be quickly determined by creating Mohr's circle.

Maximum Shear Stress: The planes inclined at 45 degrees to the longitudinal axis experience the most shear stress when a member is twisted. The following formula provides the maximum shear stress:

max = (T*r) / J

where T is the applied torque, r is the radial distance from the center to the point of interest, J is the polar moment of inertia of the cross-section, and _max is the maximum shear stress. The highest and minimum normal stresses operating on the member's internal planes are known as the primary stresses. Mohr's circle can be used to calculate the main torsion stresses. The highest principal stress (1) and minimum principal stress (2) are both equal to the maximum shear stress (_max) and zero, respectively.

Plane of Maximum Shear Stress: Also referred to as the critical plane, this is the plane on which there is the greatest amount of shear stress. The longitudinal axis of the member is at a 45-degree angle with this plane. The maximum main stress (1) and the maximum shear stress (_max) are the stresses that are normally applied to this plane.

Stress Distribution: The member's geometry and cross-sectional form both affect how the member's internal stresses, caused by torsion, are distributed. Generally speaking, shear stresses are higher at the member's outermost fibers and decrease toward the core. Depending on the plane's angle under consideration, the main stresses change. Torsion-related stresses are a key factor in determining a member's strength, according to a strength analysis. By contrasting the major stresses with the yield strength or ultimate strength of the material, the strength of the member is ascertained. Failure may happen if the main stresses are too great for the material.

It is crucial to keep in mind that torsion-induced primary stresses are frequently examined in conjunction with other loading scenarios, such as axial loads and bending moments. The combined impacts of these loading circumstances may produce complicated stress states that call for additional research, such as the application of elasticity or plasticity theories. For proper assessment and design of members subjected to torsion, it is advised to use structural analysis tools, design codes, and the expertise of professional structural engineers.

Principal Stresses due to Torsion and Shear

A structural member experiences a stress state with primary stresses when it is subjected to coupled torsion and shear. These principal stresses are crucial for interpreting the behavior and figuring out the member's strength because they reflect the greatest and minimum normal stresses acting on planes inside the member. The important things to remember concerning torsion and shear-related primary stresses are as follows:

Combined Loading: Torsion and shear are common forms of combined loading that structural elements frequently encounter in real-world settings. Shear refers to forces acting perpendicular to the member's cross-section, whereas torsion refers to the twisting action. These loads act together to create a complicated stress state inside the member. Mohr's circle is a graphical illustration that aids in identifying the main stresses and their directions within a material under combined loading. The shear stress is plotted on the y-axis, while the normal stress is plotted on the x-axis. The main stresses and related planes can be found by creating Mohr's circle.

Maximum Shear Stress: The maximum shear stress for a member under combined torsion and shear occurs on planes inclined at a 45-degree angle to the longitudinal axis. Utilizing the member's cross-sectional characteristics and the applied torque, this maximum shear stress may be computed.

Principal Stresses: The principal stresses are the highest and lowest normal stresses that are placed on the member's internal planes. Mohr's circle can be used to calculate the major stresses in the scenario of coupled torsion and shear loading. The greatest principle stress and the minimum principal stress are both equivalent to the maximum shear stress. The crucial plane also referred to as the plane of highest shear stress is the plane on which the greatest amount of shear stress is experienced. The member's longitudinal axis is at a 45-degree angle with this plane. The maximum primary stress and the maximum shear stress are both applied to this plane under typical circumstances.

Stress Distribution: The member's geometry and cross-sectional shape both affect how much stress is generated by torsion and shear acting together. In general, shear stresses are largest at the member's outermost fibers and diminish as you move within. Depending on how the planes under consideration are oriented, the main stresses change.

Strength Analysis: It is essential to consider the main stresses brought on by the member's simultaneous torsion and shear. The strength of the member is assessed by contrasting the major stresses with the yield or ultimate strengths of the material. Failure may occur if the primary stresses are too great for the material to withstand. It's crucial to remember that analyzing the main stresses brought on by torsion and shear in combination might be challenging. For correct assessment and design, advanced structural analysis methods like finite element analysis (FEA) may be required. To ensure the accurate analysis and design of components subjected to combined torsion and shear loading, it is strongly advised to consult design codes, use the relevant software, and enlist the help of competent structural engineers.

CONCLUSION

The twisting or rotation of a structural part around its longitudinal axis is known as torsion and is a crucial component of structural engineering. To analyze the behavior, strength, and stability of structural elements subjected to torsional loads, it is crucial to understand torsion. Torsion causes shear stresses to build up in a member's cross-section, leading to the creation of main stresses. The member's ability to withstand torsional loads is significantly influenced by these major stresses, which also include the maximum shear stress and the principal stresses resulting from coupled torsion and shear. The applied torque, cross-sectional form, dimensions, material qualities, and structural boundary conditions are only a few examples of the variables that must be taken into account when analyzing torsion. Mohr's circle, thin-walled tube theory, and finite element analysis are just a few of the analytical techniques that structural engineers use to compute and assess the torsional shear stresses and main stresses. Design guidelines are provided by design codes and standards, which also describe allowed stresses, material choices, and design techniques. These codes guarantee that constructions will operate safely and dependably when subjected to torsional loads. For a variety of structures, including bridges, buildings, and industrial facilities, the right design of structural components to resist torsion is essential to ensuring their structural integrity, stability, and safety.

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