

# Maintenance-free bridges

Autor(en): **Konishi, Ichiro / Okumura, Toshie / Susei, Shuzo**

Objekttyp: **Article**

Zeitschrift: **IABSE congress report = Rapport du congrès AIPC = IVBH  
Kongressbericht**

Band (Jahr): **11 (1980)**

PDF erstellt am: **21.07.2024**

Persistenter Link: <https://doi.org/10.5169/seals-11349>

## **Nutzungsbedingungen**

Die ETH-Bibliothek ist Anbieterin der digitalisierten Zeitschriften. Sie besitzt keine Urheberrechte an den Inhalten der Zeitschriften. Die Rechte liegen in der Regel bei den Herausgebern. Die auf der Plattform e-periodica veröffentlichten Dokumente stehen für nicht-kommerzielle Zwecke in Lehre und Forschung sowie für die private Nutzung frei zur Verfügung. Einzelne Dateien oder Ausdrucke aus diesem Angebot können zusammen mit diesen Nutzungsbedingungen und den korrekten Herkunftsbezeichnungen weitergegeben werden. Das Veröffentlichen von Bildern in Print- und Online-Publikationen ist nur mit vorheriger Genehmigung der Rechteinhaber erlaubt. Die systematische Speicherung von Teilen des elektronischen Angebots auf anderen Servern bedarf ebenfalls des schriftlichen Einverständnisses der Rechteinhaber.

## **Haftungsausschluss**

Alle Angaben erfolgen ohne Gewähr für Vollständigkeit oder Richtigkeit. Es wird keine Haftung übernommen für Schäden durch die Verwendung von Informationen aus diesem Online-Angebot oder durch das Fehlen von Informationen. Dies gilt auch für Inhalte Dritter, die über dieses Angebot zugänglich sind.



## VIII

## Maintenance-free Bridges

ICHIRO KONISHI  
Professor Emeritus  
Kyoto University  
Kyoto, Japan

TOSHIE OKUMURA  
Professor Emeritus  
University of Tokyo  
Tokyo, Japan

SHUZO SUSEI  
Manager  
Technical Institute  
Kawasaki Heavy Inds.  
Kobe, Japan

KAZUHIKO YOSHIDA  
Manager  
Kobe Shipyard & Engine Works  
Mitsubishi Heavy Inds.  
Kobe, Japan

## 1. INTRODUCTION

In the future subject for the construction of steel bridges, we shall consider as one of the most important problems, the maintenance-free-method to minimize the repainting cost for steel bridges. The Hanshin Expressway Public Corporation has been studying the standard of non painting use in atmospheric corrosion resisting steel. In this paper, we will describe the outline of experimental bridge which was recently built by the Hanshin Expressway Public Corporation.

## 2. OUTLINE OF THE BRIDGE

Name of bridge	.....	off ramp of Dejima in Osaka bay route
Type of bridge	.....	three span continuous, non-composite, I-section plate girder
Length of bridge	.....	$31 + 36 + 31 = 98$ m
Width of bridge	.....	$7.500^m$
Weight of bridge	.....	approximately 118 tons



### 3. SPECIFICATION OF MATERIAL AND TEST RESULT

Table-1 shows the Japanese standard specification for the atmospheric corrosion resisting steels. These steels are not specified to use with no painting system. The Technical Committee of the Hanshin Expressway Public Corporation has recommended a tentative standard for the atmospheric corrosion resisting steels without painting, which are shown as Table-2.

TABLE 1 CHEMICAL COMPOSITION (JIS G 3114)

Classi- fication	Symbol	Chemical Composition (%)							
		C	Si	Mn	P	S	Cu	Cr	Others
Class 1	SMA 41 A·B·C	0.20	0.35	1.40	0.040	0.040	0.20	0.20	—
		max	max	max	max	max	to 0.60	to 0.65	
Class 2	SMA50 A·B·C	0.19	0.75	1.40	0.040	0.040	0.20	0.30	One or more elements among Mo,Nb,Ni,Ti, V and Zr shall be added.
		max	max	max	max	max	to 0.70	to 1.20	
Class 3	SMA58	0.19	0.75	1.40	0.040	0.040	0.20	0.30	One or more elements among Mo,Nb,Ni,Ti, V and Zr shall be added.
		max	max	max	max	max	to 0.70	to 1.20	

Remark: Alloy element other than those in the above table may be added as required.

TABLE 2 CHEMICAL COMPOSITION  
(HANSHIN EXPRESSWAY PUBLIC CORPORATION TENTATIVE STANDARD)

Group	Symbol	CHEMICAL COMPOSITION (%)						
		C	Si	Mn	P	S	Cu	Cr
High Cu,Cr Group	H-SMA 41	0.19 max	0.15 to 0.35	1.40 max	0.035 max	0.035 max	0.25 to 0.50	0.40 to 0.70
	H-SMA 50	0.19 max	0.25 to 0.75	1.40 max	0.035 max	0.035 max	0.25 to 0.50	0.40 to 0.70
Low C, High Cu,Cr,P Group	H-SMA 41P	0.08 max	0.15 to 0.50	0.50 to 1.40	0.07 to 0.15	0.035 max	0.25 to 0.50	0.30 to 0.70
	H-SMA 50P	0.08 max	0.15 to 0.50	0.50 to 1.80	0.07 to 0.15	0.035 max	0.25 to 0.50	0.30 to 0.70

Remark: One or more elements among Mo,Nb,Ni,Ti,V and Zr shall be added.

Comparing these two tables, we can find that the capability of resisting to atmospheric corrosion is strengthened by means of increasing the contents of [Si], [Cr] and [Cu].

On the other hand, [Cu] and [Cr] decrease the weldability of steels. To solve this problem, Japanese five big steel makers proposed new type of steels by means of decreasing the contents of [C] as shown by Fig-1.

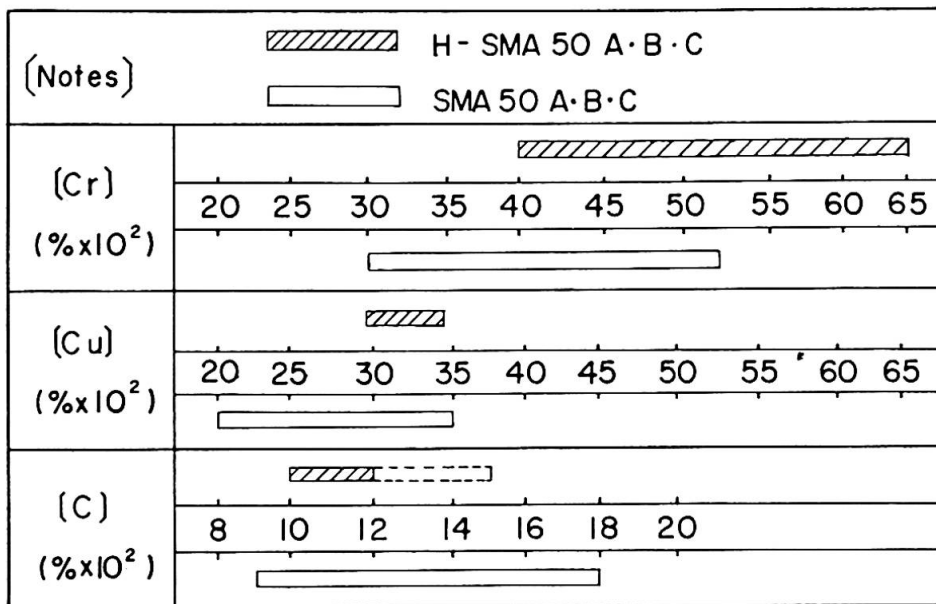


FIG.1 TEST RESULT OF CHEMICAL ANALYSIS  
(COMPARISON: H-SMA50, SMA50)

This steel has the same weldability and mechanical properties as weldable steel SM50, which has no anticorrosion contents of [Cu] or [Cr] as shown in Table-3 and Fig-2. Thus, a new low carbon type anticorrosion steel with good weldability has been established as the recommended material specification for the maintenance-free bridge.

TABLE 3 COMPARISON OF Ceq. AND Pcm VALUE.

Tensile strength level	Symbol	Ceq. (%) (ave)	Pcm (%) (ave)
41 to 52 (kg/mm <sup>2</sup> )	SM 41	0.299	0.196
	Special A·C·R·S	0.355	0.209
	H-SMA 41	0.358	0.184
50 to 62 (kg/mm <sup>2</sup> )	SM 50	0.410	0.247
	Special A·C·R·S	0.443	0.259
	H-SMA50	0.433	0.239

A·C·R·S: Atmospheric Corrosion Resisting Steel

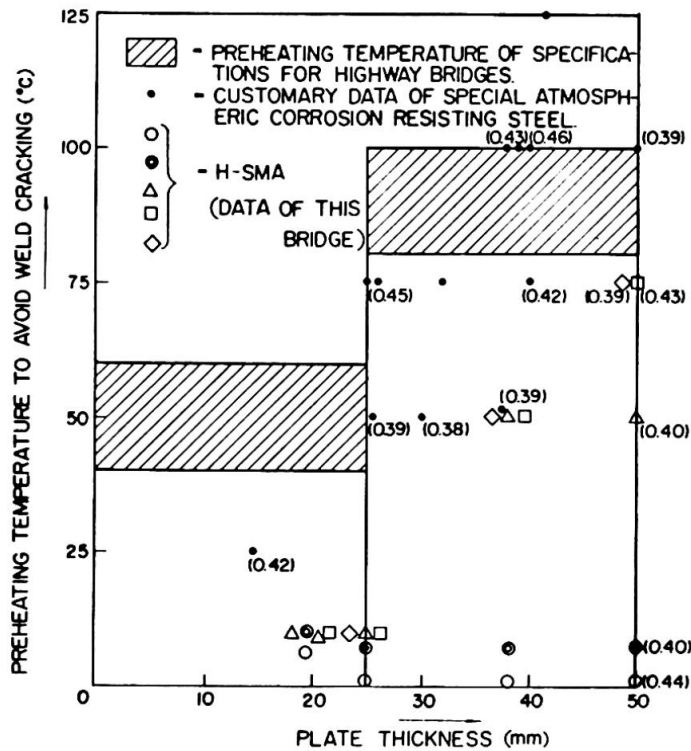


FIG.2 Y-SLIT CRACKING TEST RESULTS  
(HT50, SHIELD METAL-ARC WELDING.)

#### 4. SURFACE TREATMENT OF STEELS

One of the method to solve the initial rust problem is the chemical surface treatment to form the protective rust by the coating system shown below, and is sometimes applied in Japan.

1st stage ..... phosphate surface treatment

2nd stage ..... resin type coating (porous film)

Though this method has a weak point of its higher initial cost, but it is expected to be one of the answer for the initial rust problem.

The Hanshin Expressway Public Corporation decided to apply the method of chemical surface treatment to the half of area in the experimental bridge, and in the future, some conclusion will be obtained which of two is better, unpainted part or chemical surface treated part.

#### 5. RESULT OF EXPERIMENTAL BRIDGE

Through the fabrication of experimental bridge, standard specification for the atmospheric corrosion resisting steels with good weldability has been established. The capability of the resisting corrosion will be tested during the later fifteen years both for the unpainted and phosphate treated parts. In the future, we expect the maintenance-free steel bridge from the technical data of the experimental bridge.