

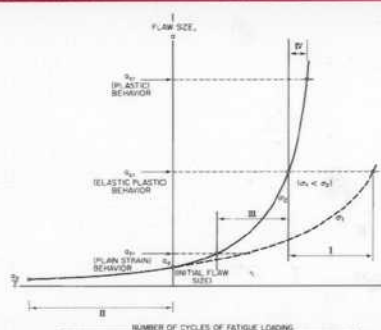
FRACTURE *and* FATIGUE CONTROL *in* STRUCTURES

Applications of Fracture Mechanics

THIRD EDITION

John M. Barsom
Stanley T. Rolfe

AUTHORS



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John M. Barsom
Stanley T. Rolfe

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Contents

Foreword	xv
Preface	xvii

PART I: INTRODUCTION TO FRACTURE MECHANICS

Chapter 1

Overview of the Problem of Fracture and Fatigue in Structures	3
1.1 Historical Background	3
1.2 Ductile vs. Brittle Behavior	9
1.3 Notch Toughness	10
1.4 Introduction to Fracture Mechanics	14
1.4.1 Driving Force, K_I	14
1.4.2 Resistance Force, K_{Ic}	15
1.5 Fracture Mechanics Design	16
1.6 Fatigue and Stress-Corrosion Crack Growth	19
1.7 Fracture and Fatigue Control	23
1.8 Fracture Criteria	24
1.9 Fitness for Service	25
1.10 Case Studies	26
1.11 References	26

Chapter 2

Stress Analysis for Members with Cracks— K_I	28
2.1 Introduction	28
2.2 Stress-Concentration Factor— k_t	29
2.3 Stress-Intensity Factor— K_I	30
2.4 Stress-Intensity-Factor Equations	35
2.4.1 Through-Thickness Crack	35
2.4.2 Single-Edge Notch	35

2.4.3	Embedded Elliptical or Circular Crack in Infinite Plate	37
2.4.4	Surface Crack	39
2.4.5	Cracks Growing from Round Holes	40
2.4.6	Single Crack in Beam in Bending	40
2.4.7	Holes or Cracks Subjected to Point or Pressure Loading	41
2.4.8	Estimation of Other K_I Factors	42
2.4.9	Superposition of Stress-Intensity Factors	47
2.5	Crack-Tip Deformation and Plastic Zone Size	49
2.6	Effective K_I Factor for Large Plastic Zone Size	51
2.7	J_I and δ_I Driving Forces	54
2.7.1	J Integral	54
2.7.2	CTOD (δ_I)	55
2.8	Summary	55
2.9	References	57
	Appendix	58
2.10	Griffith, CTOD and J -Integral Theories	58
2.10.1	The Griffith Theory	58
2.10.2	Crack-Tip Opening Displacement (CTOD) and the Dugdale Model	60
2.10.3	J -Integral	63

PART II: FRACTURE BEHAVIOR

Chapter 3

Resistance Forces—K_c-J_c-δ_c	67
3.1 General Overview	67
3.2 Service Conditions Affecting Fracture Toughness	69
3.2.1 Temperature	70
3.2.2 Loading Rate	70
3.2.3 Constraint	71
3.3 ASTM Standard Fracture Tests	76
3.4 Fracture Behavior Regions	79
3.5 General ASTM Fracture Test Methodology	80
3.5.1 Test Specimen Size	80
3.5.2 Test Specimen Notch	82
3.5.3 Test Fixtures and Instrumentation	82
3.5.4 Analysis of Results	85
3.6 Relations Between K - J - δ	87
3.7 References	90
3.8 <i>Appendix A: K, J, CTOD (δ) Standard Test Method—E 1820</i>	91

3.9	<i>Appendix B: Reference Temperature T_o to Establish a Master Curve Using K_{Jc} Values in Standard Test Method E 1921</i>	93
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Chapter 4

Effects of Temperature, Loading Rate, and Constraint	95
4.1 Introduction	95
4.2 Effects of Temperature and Loading Rate on K_{Ic} , $K_{Ic}(t)$, and K_{Id}	96
4.3 Effect of Loading Rate on Fracture Toughness	98
4.4 Effect of Constraint on Fracture Toughness	101
4.5 Loading-Rate Shift for Structural Steels	109
4.5.1 CVN Temperature Shift	109
4.5.2 K_{Ic} - K_{Id} Impact-Loading-Rate Shift	110
4.5.3 $K_{Ic}(t)$ Intermediate-Loading Rate Shift	111
4.5.4 Predictive Relationship for Temperature Shift	112
4.5.5 Significance of Temperature Shift	112
4.6 References	116

Chapter 5

CVN-K_{Id}-K_c Correlations	118
5.1 General	118
5.2 Two-Stage CVN- K_{Id} - K_c Correlation	119
5.3 K_{Ic} -CVN Upper-Shelf Correlation	120
5.4 K_{Id} Value at NDT Temperature	123
5.5 Comparison of CVN- K_{Id} - K_{Ic} - J and δ Relations	126
5.6 References	131

Chapter 6

Fracture-Mechanics Design	133
6.1 Introduction	133
6.2 General Fracture-Mechanics Design Procedure for Terminal Failure	136
6.3 Design Selection of Materials	142
6.4 Design Analysis of Failure of a 260-In.-Diameter Motor Case	146
6.5 Design Example—Selection of a High-Strength Steel for a Pressure Vessel	150
6.5.1 Case I—Traditional Design Approach	150
6.5.2 Case II—Fracture-Mechanics Design	151
6.5.3 General Analysis of Cases I and II	157
6.6 References	159

PART III: FATIGUE AND ENVIRONMENTAL BEHAVIOR

Chapter 7

Introduction to Fatigue 163

7.1 Introduction 163

7.2 Factors Affecting Fatigue Performance 164

7.3 Fatigue Loading 164

7.3.1 Constant-Amplitude Loading 165

7.3.2 Variable-Amplitude Loading 166

7.4 Fatigue Testing 167

7.4.1 Small Laboratory Tests 168

7.4.1a Fatigue-Crack-Initiation Tests 168

7.4.1b Fatigue-Crack-Propagation Tests 173

7.4.2 Tests of Actual or Simulated Structural Components 174

7.5 Some Characteristics of Fatigue Cracks 174

7.6 References 181

Chapter 8

Fatigue-Crack Initiation 182

8.1 General Background 182

8.2 Effect of Stress Concentration on Fatigue-Crack Initiation 184

8.3 Generalized Equation for Predicting the Fatigue-Crack-Initiation Threshold for Steels 187

8.4 Methodology for Predicting Fatigue-Crack Initiation from Notches 189

8.5 References 192

Chapter 9

Fatigue-Crack Propagation under Constant and Variable-Amplitude Load Fluctuation 194

9.1 General Background 194

9.2 Fatigue-Crack-Propagation Threshold 196

9.3 Constant Amplitude Load Fluctuation 200

9.3.1 Martensitic Steels 200

9.3.2 Ferrite-Pearlite Steels 201

9.3.3 Austenitic Stainless Steels 202

9.3.4 Aluminum and Titanium Alloys 202

9.4 Effect of Mean Stress on Fatigue-Crack Propagation Behavior 204

9.5 Effects on Cyclic Frequency and Waveform 205

9.6	Effects of Stress Concentration on Fatigue-Crack Growth	207
9.7	Fatigue-Crack Propagation in Steel Weldments	210
9.8	Design Example	212
9.9	Variable-Amplitude Load Fluctuation	216
9.9.1	Probability-Density Distribution	216
9.9.2	Fatigue-Crack Growth under Variable-Amplitude Loading	218
9.9.3	Single and Multiple High-Load Fluctuations	220
9.9.4	Variable-Amplitude Load Fluctuations	221
9.9.4.1	The Root-Mean-Square (RMS) Model	222
9.9.4.2	Fatigue-Crack Growth Under Variable-Amplitude Ordered-Sequence Cyclic Load	223
9.10	Fatigue-Crack Growth in Various Steels	225
9.11	Fatigue-Crack Growth Under Various Unimodal Distribution Curves	227
9.12	References	232

Chapter 10

Fatigue and Fracture Behavior of Welded Components		237
10.1	Introduction	237
10.2	Residual Stresses	238
10.3	Distortion	240
10.4	Stress Concentration	241
10.5	Weld Discontinuities and Their Effects	243
10.5.1	Fatigue Crack Initiation Sites	246
10.6	Fatigue Crack Behavior of Welded Components	250
10.6.1	Fatigue Behavior of Smooth Welded Components	250
10.6.1.1	Specimen Geometries and Test Methods	250
10.6.1.2	Effects of Surface Roughness	251
10.6.2	Fatigue Behavior of As-Welded Components	253
10.6.2.1	Effect of Geometry	256
10.6.2.2	Effect of Composition	258
10.6.2.3	Effect of Residual Stress	260
10.6.2.4	Effect of Postweld Heat Treatment	263
10.7	Methodologies of Various Codes and Standards	264
10.7.1	General	264
10.7.2	AASHTO Fatigue Design Curves for Welded Bridge Components	265
10.8	Variable Amplitude Cyclic Loads	269

10.8.1 Example Problem	270
10.9 Fracture-Toughness Behavior of Welded Components	272
10.9.1 General Discussion	272
10.9.2 Weldments	273
10.9.3 Fracture-Toughness Tests for Weldments	275
10.10 References	279

Chapter 11

K_{Isc} and Corrosion Fatigue Crack Initiation and Crack Propagation	281
11.1 Introduction	281
11.2 Stress-Corrosion Cracking	281
11.2.1 Fracture-Mechanics Approach	283
11.2.2 Experimental Procedures	284
11.2.3 K_{Isc} —A Material Property	286
11.2.4 Test Duration	290
11.2.5 K_{Isc} Data for Some Material-Environment Systems	291
11.2.6 Crack-Growth-Rate Tests	294
11.3 Corrosion-Fatigue Crack Initiation	296
11.3.1 Test Specimens and Experimental Procedures	296
11.3.2 Corrosion-Fatigue-Crack-Initiation Behavior of Steels	298
11.3.2.1 Fatigue-Crack-Initiation Behavior	299
11.3.2.2 Corrosion Fatigue Crack-Initiation Behavior	299
11.3.2.3 Effect of Cyclic-Load Frequency	302
11.3.2.4 Effect of Stress Ratio	302
11.3.2.5 Long-Life Behavior	303
11.3.2.6 Generalized Equation for Predicting the Corrosion-Fatigue Crack-Initiation Behavior for Steels	304
11.4 Corrosion-Fatigue-Crack Propagation	305
11.4.1 Corrosion-Fatigue Crack-Propagation Threshold	306
11.4.2 Corrosion-Fatigue-Crack-Propagation Behavior Below K_{Isc}	311
11.4.3 Effect of Cyclic-Stress Waveform	318
11.4.4 Environmental Effects During Transient Loading	320
11.4.5 Generalized Corrosion-Fatigue Behavior	322
11.5 Prevention of Corrosion-Fatigue Failures	325
11.6 References	326

PART IV: FRACTURE AND FATIGUE CONTROL

<i>Chapter 12</i>	
Fracture and Fatigue Control	333
12.1 Introduction	333
12.2 Historical Background	337
12.3 Fracture and Fatigue Control Plan	339
12.3.1 Identification of the Factors	340
12.3.2 Establishment of the Relative Contribution	342
12.3.3 Determination of Relative Efficiency	346
12.3.4 Recommendation of Specific Design Considerations	353
12.4 Fracture Control Plan for Steel Bridges	354
12.4.1 General	354
12.4.2 Design	354
12.4.3 Fabrication	355
12.4.4 Material	355
12.4.5 AASHTO Charpy V-Notch Requirements	356
12.4.6 Verification of the AASHTO Fracture Toughness Requirement	357
12.4.7 High-Performance Steels	357
12.5 Comprehensive Fracture-Control Plans— George R. Irwin	357
12.6 References	363
<i>Chapter 13</i>	
Fracture Criteria	364
13.1 Introduction	364
13.2 General Levels of Performance	366
13.3 Consequences of Failure	368
13.4 Original 15-ft-lb CVN Impact Criterion for Ship Steels	370
13.5 Transition-Temperature Criterion	373
13.6 Through-Thickness Yielding Criterion	374
13.7 Leak-Before-Break Criterion	378
13.8 Fracture Criterion for Steel Bridges	381
13.9 Summary	382
13.10 References	382
<i>Chapter 14</i>	
Fitness for Service	384

14.1	Introduction	384
14.2	Use of Fracture Mechanics in Fitness-for-Service Analysis	385
14.2.1	General	385
14.2.2	Effect of Loading Rate	386
14.2.3	Effect of Constraint	389
14.2.4	Effect of Many Factors	394
14.3	Existing Fitness-for-Service Procedures	396
14.3.1	General	396
14.3.2	PD 6493	397
14.3.3	ASME Section XI	401
14.3.4	API 579	402
14.4	Benefits of a Proof or Hydro-Test to Establish Fitness for Continued Service	402
14.5	Difference Between Initiation and Arrest (Propagation) Fracture Toughness Behavior	404
14.6	References	408

PART V: APPLICATIONS OF FRACTURE MECHANICS—CASE STUDIES

Chapter 15

Importance of Fracture Toughness and Proper Fabrication Procedures—The Bryte Bend Bridge		413
15.1	Introduction	413
15.2	AASHTO Fracture Control Plan for Steel Bridges	414
15.3	Bryte Bend Bridge Brittle Fracture	414
15.4	Design Aspects of the Bryte Bend Bridge as Related to the AASHTO Fracture Control Plan (FCP)	420
15.5	Adequacy of the Current AASHTO Fracture Control Plan	423
	15.5.1 Implied vs. Guaranteed Notch Toughness	423
	15.5.2 Effect of Details on Fatigue Life	424
	15.5.3 Summary	426
15.6	References	427

Chapter 16

Importance of Constraint and Loading—The Ingram Barge		428
16.1	Introduction	428
16.2	Effect of Constraint on Structural Behavior	428
16.3	Constraint Experiences in the Ship Industry	431
16.4	Ingram Barge Failure	431
16.5	Summary	436
16.6	References	437

Chapter 17

Importance of Loading and Inspection—Trans Alaska Pipeline Service Oil Tankers	438
17.1 Introduction	438
17.2 Background	439
17.3 Fracture Mechanics Methodology	439
17.4 Application of Methodology to a Detail in an Oil Tanker	441
17.4.1 Identification of Critical Details	441
17.4.2 Fracture Toughness	441
17.4.3 Stress Intensity Factors and Critical Crack Size for Critical Details	443
17.4.4 Inspection Capability for Initial Crack Size, a_0	444
17.4.5 Determination of Histogram for Fatigue Loading	445
17.4.6 Fatigue Crack Propagation in Bottom Shell Plates	447
17.5 Effect of Reduced Fatigue Loading	450
17.6 Summary	453
17.7 References	454

Chapter 18

Importance of Proper Analysis, Fracture Toughness, Fabrication, and Loading on Structural Behavior—Failure Analysis of a Lock-and-Dam Sheet Piling	455
18.1 Introduction	455
18.2 Description of the Failure	457
18.3 Steel Properties	457
18.4 Failure Analysis of Sheet 55	462
18.5 Summary	466
18.6 References	467

Chapter 19

Importance of Loading Rate on Structural Performance—Burst Tests of Steel Casings	468
19.1 Introduction	468
19.2 Material and Experimental Procedures	468
19.3 Experimental Procedure	469
19.4 Failure Analysis	472
19.5 Metallographic Analysis	476
19.6 Examination of API Specifications for J-55 and K-55 Casing	482
19.7 References	487

<i>Chapter 20</i>	
Problems	491
Part I	491
Part II	494
Part III	499
Part IV	502
<i>Index</i>	507

Foreword

(George Irwin wrote the following foreword for the first and second editions of this book in 1977 and 1987. Dr. Irwin, the father of fracture mechanics, passed away in 1998.)

IN HIS WELL-KNOWN TEST on "Mathematical Theory of Elasticity," Love inserted brief discussions of several topics of engineering importance for which linear elastic treatment appeared inadequate. One of these topics was rupture. Love noted that various safety factors, ranging from 6 to 12 and based upon ultimate tensile strength, were in common use. He commented that "the conditions of rupture are but vaguely understood." The first edition of Love's treatise was published in 1892. Fifty years later, structural materials had been improved with a corresponding decrease in the size of safety factors. Although Love's comment was still applicable in terms of engineering practice in 1946, it is possible to see in retrospect that most of the ideas needed to formulate the mechanics of fracturing on a sound basis were available. The basic content of modern fracture mechanics was developed in the 1946 to 1966 period. Serious fracture problems supplied adequate motivation and the development effort was natural to that time of intensive technological progress.

Mainly what was needed was a simplifying viewpoint, progressive crack extension, along with recognition of the fact that real structures contain discontinuities. Some discontinuities are prior cracks and others develop into cracks with applications of stress. The general idea is as follows. Suppose a structural component breaks after some general plastic yield. Clearly a failure of this kind could be traced to a design error which caused inadequate section strength or to the application of an overload. The fracture failures which were difficult to understand are those which occur in a rather brittle manner at stress levels no larger than were expected when the structure was designed. Fractures of this second kind, in a special way, are also due to overloads. If one considers the stress redistribution around a pre-existing crack subjected to tension, it is clear that the region adjacent to the perimeter of the crack is overloaded due to the severe stress concentration and that local plastic strains must occur. If the toughness is limited, the plastic strains at the crack border may be accompanied by crack extension. However, from similitude, the crack border overload increases with crack size. Thus progressive crack extension tends to be self stimulating.

Given a prior crack, and a material of limited toughness, the possibility for development of rapid fracturing prior to general yielding is therefore evident.

Analytical fracture mechanics provides methods for characterizing the "overload" at the leading edge of a crack. Experimental fracture mechanics collects information of practical importance relative to fracture toughness, fatigue cracking, and corrosion cracking. By centering attention on the active region involved in progressive fracturing, the collected laboratory data are in a form which can be transferred to the leading edge of a crack in a structural component. Use of fracture mechanics analysis and data has explained many service fracture failures with a satisfactory degree of quantitative accuracy. By studying the possibilities for such fractures in advance, effective fracture control plans have been developed.

Currently the most important task is educational. It must be granted that all aspects of fracture control are not yet understood. However, the information now available is basic, widely applicable, and should be integrated into courses of instruction in strength of materials. The special value of this book is the emphasis on practical use of available information. The basic concepts of fracture mechanics are presented in a direct and simple manner. The descriptions of test methods are clear with regard to the essential experimental details and are accompanied by pertinent illustrative data. The discussions of fracture control are well-balanced. Readers will learn that fracture control with real structures is not a simple task. This should be expected and pertains to other aspects of real structures in equal degree. The book provides helpful fracture control suggestions and a sound viewpoint. Beyond this the engineer must deal with actual problems with such resources as are needed. The adage "experience is the best teacher" does not seem to be altered by the publication of books. However, the present book by two highly respected experts in applications of fracture mechanics provides the required background training. Clearly the book serves its intended purpose and will be of lasting value.

George R. Irwin

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Preface

THE FIELD OF FRACTURE MECHANICS has become the primary approach to controlling fracture and fatigue failures in structures of all types. This book introduces the field of fracture mechanics from an applications viewpoint. Then it focuses on fitness for service, or life extension, of existing structures. Finally, it provides case studies to allow the practicing professional engineer or student to see the applications of fracture mechanics directly to various types of structures.

Since the first publication of this book in 1977, and the second edition in 1987, the field of fracture mechanics has grown significantly. Several specifications for fracture and fatigue control now either use fracture mechanics directly or are based on concepts of fracture mechanics. In this book, we emphasize applications of fracture mechanics to prevent fracture and fatigue failures in structures, rather than the theoretical aspects of fracture mechanics.

The concepts of *driving force* and *resistance force*, widely used in structural engineering, are used to help the reader differentiate between the mathematical side of fracture mechanics and the materials side of fracture mechanics. The driving force, K_I , is a calculated value dependent only upon the structure (or specimen) geometry, the applied load, and the size and shape of a flaw. Material properties are *not* needed to calculate values of K_I . It is analogous to the calculation of the applied stress, σ , in an unflawed structure. In fatigue, the driving force is $\Delta K = K_{I_{\max}} - K_{I_{\min}}$, analogous to $\Delta\sigma = \sigma_{\max} - \sigma_{\min}$.

In contrast, the resistance force, K_c (or K_{Ic} , or δ_c , or J_{Ic} , etc.), is a material property that can be obtained only by testing. Furthermore, this property can vary widely within a given ASTM composition, depending upon thermomechanical processing as well as a function of temperature, loading rate, and constraint, depending on the material. It is analogous to the measurement of yield strength.

By focusing on whether fracture mechanics is being used to *calculate* the driving force or to *measure* the resistance force, much of the mystery of fracture mechanics is eliminated. In the same manner that the driving stress, σ , is kept below the resistance stress, σ_{ys} , to prevent yielding, K_I should be kept below K_c to prevent fracture.

We believe the book will serve as an introduction to the field of fracture mechanics to practicing engineers, as well as seniors or beginning graduate students. This field has become increasingly important to the engineering community. In recent years, structural failures and the desire for increased safety and

reliability of structures have led to the development of various fracture and fatigue criteria for many types of structures, including bridges, planes, pipelines, ships, buildings, pressure vessels, and nuclear pressure vessels.

In addition, the development of fracture-control plans for new and unusual types of structures has become more widespread. More importantly, the growing age of all types of structures, coupled with the economic fact that they may not be able to be replaced, necessitates a close look at the current safety and reliability of existing structures, i.e., a fitness for service or life extension consideration.

In this book, each of the topics of fracture criteria and fracture control is developed from an engineering viewpoint, including some economic and practical considerations. The book should assist engineers to become aware of the fundamentals of fracture mechanics and, in particular, of controlling fracture and fatigue failures in structures. Finally, the use of fracture mechanics in determining fitness for service or life extension of existing structures whose *design* life may have expired but whose *actual* life can be continued is covered.

In Parts I and II, the fundamentals of fracture mechanics theory are developed. In describing fracture behavior, the concepts of driving force (K_I), Part I, and the resistance force (K_{IC}), Part II, are introduced. Examples of the calculations or the measurement of these two basic parts of fracture mechanics are presented for both linear-elastic and elastic-plastic conditions.

The effects of temperature, loading rate, and constraint on the measurement of various resistance forces (K_{IC} , K_{Ic} , or δ_{IC} , or J_{IC} , etc.) are presented in Part II. Correlations between various types of fracture tests also are described.

In Part III, fatigue behavior (i.e., repeated loading) in structures is introduced by separating fatigue into initiation and propagation lives. The total fatigue life of a test specimen, member or structure, N_t , is composed of the initiation life, N_i , and the propagation life, N_p . Analysis of both of these components is presented as separate topics. In calculating the driving force, ΔK_I , the same K_I expressions developed in Part I for fracture are used in fatigue analyses of members with cracks subjected to repeated loading. Fatigue of weldments is also treated as a separate topic. Environmental effects (K_{Isc}) complete the topics covered in Part III.

Parts I, II, and III focus on an introduction to the complex field of fracture mechanics as applied to fracture and fatigue in a straightforward, logical manner. The authors believe that Parts I, II, and III will serve the very vital function of introducing the topic to students and practicing engineers from an applied viewpoint.

Part IV focuses on applying the principles described in Parts I, II, and III to fracture and fatigue control as well as fitness for service of existing structures. Also called life extension, fitness for service is becoming widely used in many fields.

Many of today's existing bridges, ships, pressure vessels, pipelines, etc. have reached their original design life. If, from an economic viewpoint, it is desirable to continue to keep these structures in service, fracture mechanics concepts can

be used to evaluate the structural integrity and reliability of existing structures. This important engineering field has been referred to as *fitness for service* or *life extension* and is described in Part IV.

Part V, Applications of Fracture Mechanics—Case Studies, should be invaluable to practicing engineers responsible for assessing the safety and reliability of existing structures, as well as showing students real world applications. The importance of the factors affecting fracture and fatigue failures is illustrated by case studies of actual failures. Case studies are described in terms of the importance of factors such as fracture toughness, fabrication, constraint, loading rate, etc. in the particular case study. Thus, for example, a case study describing the importance of constraint in a failure can easily be used in other types of structures where constraint is important.

Finally, the authors wish to acknowledge the support of our many colleagues, some of whom are former students who have contributed to the development of this book as well as to the continued encouragement and support of our families.

John Barsom
Stan Rolfe

ABOUT THE AUTHORS



DR. JOHN BARSOM is a consultant in the area of fracture mechanics, failure analysis, and accident reconstruction. He retired after 31 years with USX as Research Fellow and was chief of the Materials Behavior Division. Dr. Barsom has published more than 70 technical papers on fracture, fatigue, environmental effects, and steel properties.

Past chairman of ASTM Committee E08 on Fracture Testing, Dr. Barsom is a recipient of the ASTM Award of Merit and a fellow of the Society. He is also a fellow of the ASM International, a fellow of ASME, and, in 1983, was named Engineer of the Year by the ASME Pittsburgh Chapter.

He is a member of the Project Oversight Committee of the SAC Steel Project on earthquake design and a member of the AISC (American Institute of Steel Construction) Committee on Specifications. He was chairman of the PVRC (Pressure Vessel Research Council) Committee on Failure Modes of Components, the AISI Committee on Transportation and Infrastructure, and the NSBA (National Steel Bridge Alliance) Committee on Technology and Education.

Dr. Barsom holds a Ph.D. in mechanical engineering, an M.S. in mathematics, and a B.S. in physics from the University of Pittsburgh.

DR. STANLEY ROLFE is the Albert P. Learned Professor of Engineering at the University of Kansas and has for the past 30 years taught and conducted research on the fracture and fatigue behavior of materials, experimental stress analysis, fracture mechanics, and behavior of structural materials as related to the design of structures. He has published more than 70 technical papers on fracture, fatigue, and behavior.

He received the Irvin E. Youngberg Research Award from the University of Kansas and the University of Illinois College of Engineering Alumni Honor Award for distinguished service in engineering.

Dr. Rolfe holds a Ph.D. in civil engineering from the University of Illinois. He is a registered professional engineer in Pennsylvania and Kansas and a member of the National Academy of Engineering.



One of the biggest improvements over previous editions is that a new section on case studies of classic failures of steel structures is included. As one involved in reliability of steel structures for over 35 years, I find this book an indispensable addition to my actively utilized library.

ROBERT J. (JIM) GOODE, P.E., Consulting Engineer

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