Small Defect Detection of Real Bridge by Using Local Excitation Method

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Abstract. By using piezoelectric actuator real bridge can be accelerated locally to detect the effect of small damage like fatigue crack as a response change of vibration. Power spectrum density (PSD) function of the response can give us the indication of existence of damage before and after the damage. Detail comparison of PSD before and after damage can inform us location and size (area) of damage. Paper shows the experimental result of damage detection on real bridge.

1 Introduction

In recent years there has been interested in the damage diagnosis and health monitoring of existing bridges using vibration based damage identification techniques. Most vibration-based damage detection theories and practices are formulated based on the assumption that failure or deterioration would primarily affect the stiffness and therefore, affect the modal characteristics of the dynamic response of the structure[1-5]. If this kind of changes can be detected and classified, this measure can be further implemented for a bridge monitoring system to indicate the condition, or damage, or remaining capacity of the structure. However, conventionally defined modal parameters have been shown to be mildly sensitive in the detection of various types of bridge damages. Furthermore, the modal parameters of conventional modal testing such as frequencies and modal damping are global parameters, which cannot locate the damages[6]. Research efforts have been made to detect structural damage directly from dynamic response measurements in the time domain, e.g. the random decrement technique[7], or from frequency response functions (FRF)[8]. Also, some damage detection methods have been proposed to detect damage using system identification techniques[9, 10]. In this paper, an algorithm based on changes in Power Spectrum Density (PSD) is presented. The algorithm is used to detect damage, locate its position and monitor the increase in damage using only the measured data without the need for any modal identification or numerical models. The method is applied to the experimental data extracted from a railway steel bridge after inducing some defects to its members. A future goal of a comprehensive bridge management system is to have a self-monitoring bridge where sensors feed measured responses (accelerations, strains, etc.) into a local computer. This computer would, in turn, apply a damage identification algorithm to this data to determine if the bridge has significantly deteriorated to the point where user safety may be jeopardized. One difficulty with determining dynamic parameters of a structure through ambient vibrations is that the forcing function is not precisely characterized. In this paper, the implementation of piezoelectric actuators[11-13] as a local excitation source for large structures such as steel bridges is presented. The advantages of using piezoelectric actuators instead of shakers, hammers or ambient vibrations will be discussed in details in the following chapters.

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2 Damage Identification Algorithm

Many techniques have been proposed in the area of non-destructive damage detection using changes in modal parameters. However, in many structures only few modes are available which may decrease the accuracy of detecting and localizing damage using these techniques. In order to overcome this problem of the limited number of identified modal parameters, PSD information estimated from the various accelerometer readings at all frequencies in the measurement range and not just the modal frequencies will be compared before and after damage using the proposed method. PSD data can then be analyzed using statistical procedures to determine the damage location, as will be explained in details in this section.

PSD is determined from the acceleration time histories without the need to measure the excitation forces. Let $G_i(f)$ denotes the PSD magnitude measured at channel number i at frequency value f. The absolute difference in PSD magnitude before and after damage can then be defined as

$$D_i = \frac{\left| G_i(f) - G^*{}_i(f) \right|}{1 + \left| G_i(f) \right|} \tag{1}$$

where $G_i(f)$ and $G_i^*(f)$ represent PSD magnitude for the undamaged and damaged structures, respectively. The excitation forces used for the undamaged and damaged structure must have the same amplitude, location and waveform in order to ensure that the changes in PSD data are mainly due to damage and not due to the change in excitation force characteristics. When the change in PSD is measured at different frequencies on the measurement range from f_1 to f_m , a matrix [**D**] can be formulated as follows

$$\mathbf{D} = \begin{bmatrix} D_1(f_1) & D_2(f_1) & ..... & D_n(f_1) \\ D_1(f_2) & D_2(f_2) & ..... & D_n(f_2) \\ . & . & ..... & . \\ . & . & ..... & . \\ . & . & ..... & . \\ D_1(f_m) & D_2(f_m) & ..... & D_n(f_m) \end{bmatrix} \tag{2}$$

where n represents the number of measuring points. In matrix [**D**], every row represents the changes in PSD at different measuring channels but at the same frequency value. The summation of PSD changes over different frequencies can be used as the indicator of damage occurrence and the increase in damage. In other words, the first damage indicator is calculated from the sum of columns of matrix [**D**] as

$$\mathbf{SM} = \left\{ \sum_f D_1(f) \quad \sum_f D_2(f) \quad . \quad . \quad . \quad \sum_f D_n(f) \right\} \tag{3}$$

Then total changes in PSD are calculated from the sum of columns of matrix [D] on each nodes as shown in Eq. (3).

However, it was found that total change **SM** is a weak indicator of damage localization. A statistical decision making procedure is employed to determine the location of damage. The first step in this procedure is the selection of the maximum change in PSD at each frequency value (the maximum value in each row of matrix [**D**]) and dividing all other changes in PSD measured at other nodes. For example in matrix [**D**], if $D_3(f_1)$ is the

maximum value in the first row, then this value will be used as denominator $D_3(f_1)$ and all other values in this row are divided as shown in Eq.(4). The same process is applied to the different rows in matrix [**D**] to formulate the matrix of maximum changes of PSD at different frequencies, [C]

$$\mathrm{C}=\begin{bmatrix} C_1(f_1)=\dfrac{D_1(f_1)}{D_3(f_1)} & C_2(f_1)=\dfrac{D_2(f_1)}{D_3(f_1)} & \cdots & C_n(f_1)=\dfrac{D_n(f_1)}{D_3(f_1)} \\ C_1(f_2)=\dfrac{D_1(f_2)}{D_2(f_2)} & C_2(f_2)=\dfrac{D_2(f_2)}{D_2(f_2)} & \cdots & C_n(f_2)=\dfrac{D_n(f_2)}{D_2(f_2)} \\ \vdots & \vdots & & \vdots \\ \vdots & \vdots & & \vdots \\ C_1(f_m)=\dfrac{D_1(f_m)}{D_5(f_m)} & C_2(f_m)=\dfrac{D_2(f_m)}{D_5(f_m)} & \cdots & C_n(f_m)=\dfrac{D_n(f_m)}{D_5(f_m)} \end{bmatrix} \tag{4}$$

In order to monitor the peak frequency distribution in damage detection at any node, a new matrix [**C**] is formulated. This procedure can normalize the big differences over frequency ranges at each measuring nodes. For example in the matrix [**C**], a value of 1 is used corresponding to the locations of $C_3(f_1)$, $C_2(f_2)$ and so on, as shown in Eq.(4)

$$\mathbf{SC}=\left\{\sum_f C_1(f) \quad \sum_f C_2(f) \quad . \quad . \quad . \quad \sum_f C_n(f)\right\} \tag{5}$$

And to reduce the effect of noise or measurement errors, a value of two times standard deviation of the elements in vector {**SM**} will be subtracted from the vector {**SM**}. Any resulting negative values will be removed. The same procedure will be applied to the vector {**SC**} as follows

$$\boldsymbol{SMD2}=\left\{\sum_f D_1(f)-2\sigma \quad \sum_f D_2(f)-2\sigma \quad . \quad . \quad . \quad \sum_f D_n(f)-2\sigma\right\} \tag{6}$$

where $\sigma=\sqrt{\sum_{i=1}^{n}(SM(i)-\overline{SM})^2}\Big/(n-1)$, $\overline{SM}=\sum_{i=1}^{n}SM(i)\Big/n$,

$$\boldsymbol{SCD2}=\left\{\sum_f C_1(f)-2\lambda \quad \sum_f C_2(f)-2\lambda \quad . \quad . \quad . \quad \sum_f C_n(f)-2\lambda\right\} \tag{7}$$

where $\lambda=\sqrt{\sum_{i=1}^{n}(SC(i)-\overline{SC})^2}\Big/(n-1)$, $\overline{SC}=\sum_{i=1}^{n}SC(i)\Big/n$.

The damage localization indicator is defined as the scalar product of {***SMD2***} and {***SCD2***} as shown in the following expressions:

$$\mathbf{D_I_2}=\{SMD2(1)\times SCD2(1) \quad SMD2(2)\times SCD2(2) \quad ... \quad SMD2(n)\times SCD2(n)\} \tag{8}$$

Damage localization indicators D I 2 will be used to determine the damage location. On the other hand, the total change in PSD (Equation (3)) will be used to detect the occurrence of damage and monitor the growth in damage.

3 Damage Identification of Steel Railway Bridge

3.1 Experimental Setup and Equipment

Photo 1 Bridge photo used for measurement
(Assembled steel I beam, length 6.96m Railway bridge)

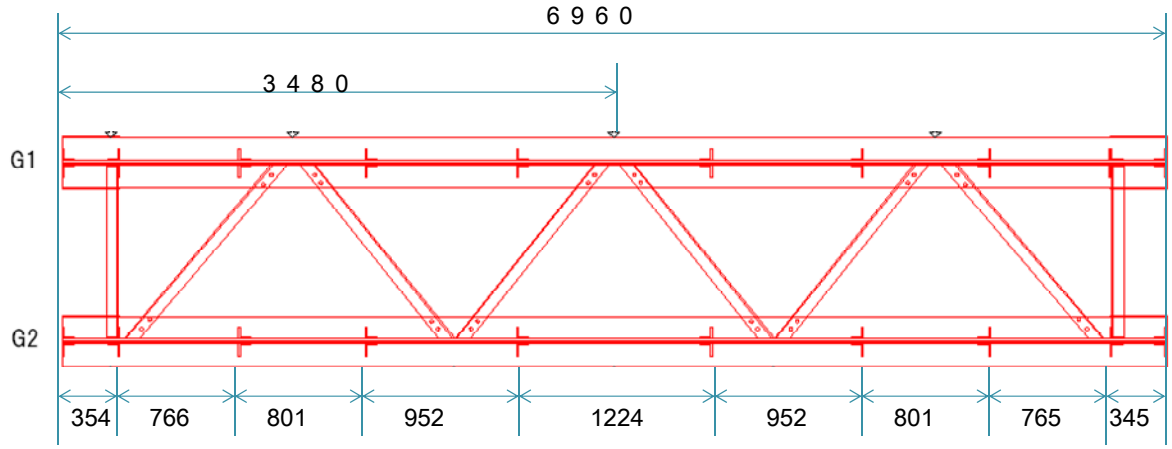

Fig. 1 Bridge dimensions (Unit: mm)

Table 1 Dimensions of Assembled I beam girder

	Total length	6960
	Girder spacing	1127
Web	Length	6960
	Height	686
	Thickness	10
U-Flg	Length	6960
	Width	310
	Thickness	12
L-Flg	Length	6960
	Width	310
	Thickness	12
		(mm)

Bridge which was constructed in the year of 1909, has elements of 2 main girders(assembled I beams by rivets) and 2 diaphragms at the end of girder. Horizontal laterals are connected at the upper flange of girder by rivets as shown in Photo 1. Bridge is supported on two wooden blocks at the end with fixation. Detail dimension of bridge is shown in Fig.1 and Table 1. Cross sectional dimension(L type angle) of vertical stiffeners is 90× 80× 10(mm).

Sensors are 16 accelerometers and located in horizontal direction as shown in Fig. 2 and 3. Actuator is set on the center of web plate at the middle of G1 girder between ch3 and ch4 in horizontal direction as shown in Photo 2. Then out of plane vibration of web plate is generated by this setup.

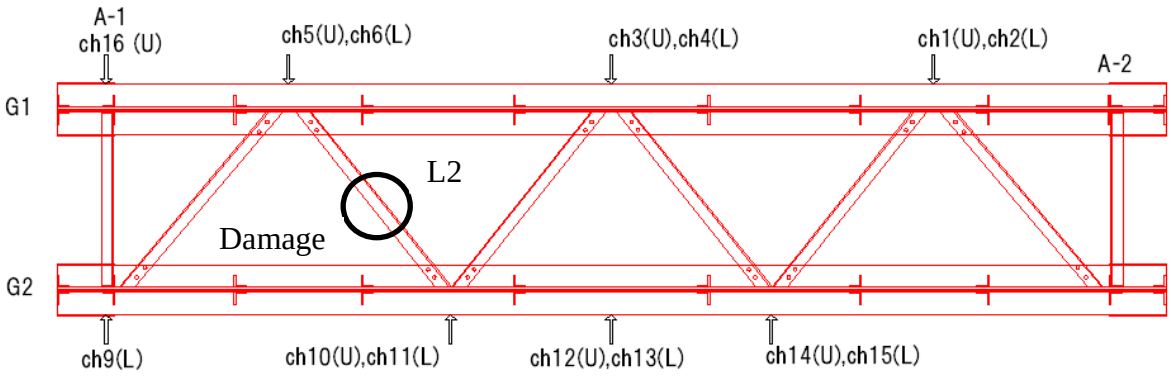

Fig. 2 Sensor locations on horizontal plane

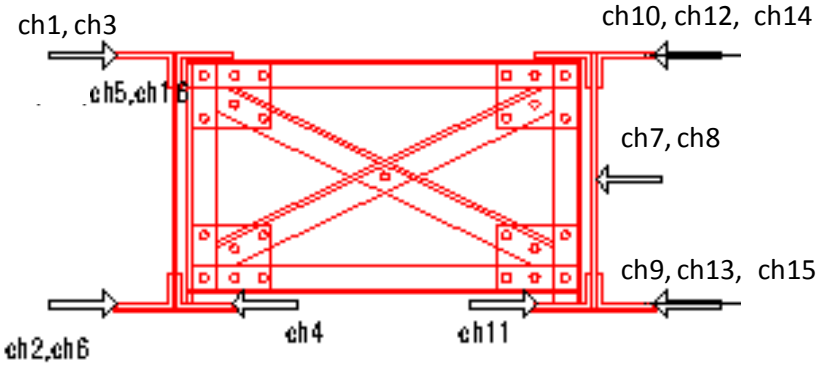

Fig. 3 Sensor locations on cross sectional plane

Photo 2 Actuator set on center of web plate at the middle of G1 girder

Excitation: Piezoelectric actuator is permanently fixed at the center point of the web plate of G1 girder. Excitation force amplitude is 30 (N). Excitation force direction: horizontal, Excitation wave form: sine sweep, Eexcitation frequency: 1~750Hz, Excitation time 20 sec, recording time: 25 sec, sampling rate: 10000 Hz.

[1] Piezoelectric actuator: A wave function generator is used to adjust the required excitation frequency range, the time in which the actuator reaches the maximum frequency and the excitation wave form. Then, the adjusted wave is transferred to the power supplier which in turn provides the actuator with the adjusted power. The actuator is fixed to the structure by a magnetic holder. This magnetic holder is suitable for fixing the actuator to steel structures; A steel spring is fixed over the actuator to control the excitation force amplitude. The produced force amplitude is constant but the excitation frequency gradually increases over time until it reaches its maximum value after the designated time. It should also be noted that because the actuator is pressed but not glued to the test structure, the actuator provides pressure force only. In this case, the excitation wave form is a sweep function.
[2] Piezoelectric accelerometer: The accelerometer has a nominal sensitivity of 10 mv/g, a specified frequency range of 5~4000Hz and an amplitude range of 200 m/s^2.

3.2 Damage Details

Photo 3 Full cut of cross section of lateral member L2

Photo 4 Splice connection of lateral member by bolts (D0)

Photo 5 Damage D1 by removing outside 2 bolts at vertical splice

Photo 6 Damage D2 by removing all bolts at vertical splice

Artificial damage is chosen to cut at the center of the lateral member between ch5 and ch10 as shown in Fig. 3 and Photo 3. And after cutting full splice connection was done as shown in Photo 4. This condition is chosen as a healthy condition without damage as D0.
And by removing splice bolts damage cases D1 and D2 are chosen as shown in Photo 5 and Photo 6.

3.3 Damage identification results on the steel railway bridge

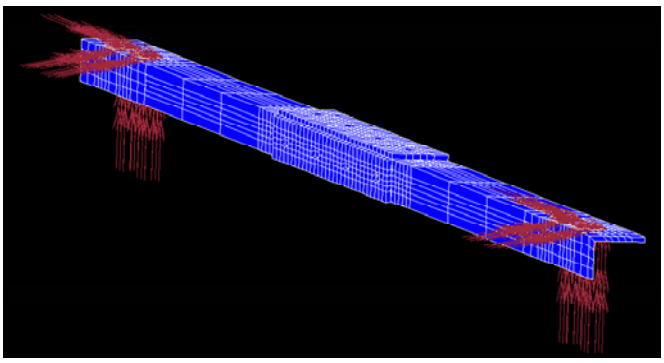

Fig.4 FEM modeling of lateral member with splice connection

Table 2 Modal frequency before and after damage

	D0	D1
1st	142.2	126.1
2nd	188.8	180.9
3rd	281.1	274.2
4th	491.8	430.2
5th	569.9	447.1
6th	940.5	629.5
		(-z)

Measured frequency range by accelerometer is 0Hz to 750Hz. As shown in Eq. (2) and Eq. (4) damage effect should be detected in this range of frequency. In order to make sure this range of frequency FEM modeling of only lateral member and modal analysis were done as shown in Fig. 4 and Table 2. Connection force by bolt is modeled by spring force between plates around splice holes. Supporting condition on both ends of member is fixed. Numerical results are shown in Table 2 in the cases of D0 and D1. So that we can estimate that the target range of frequency to use in the analysis is in around 100Hz – 700Hz.

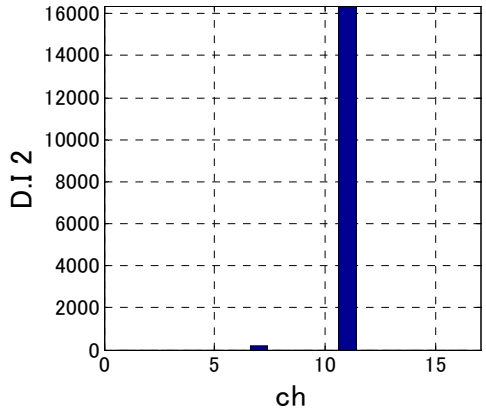

Fig. 5 DI2 for Case D1

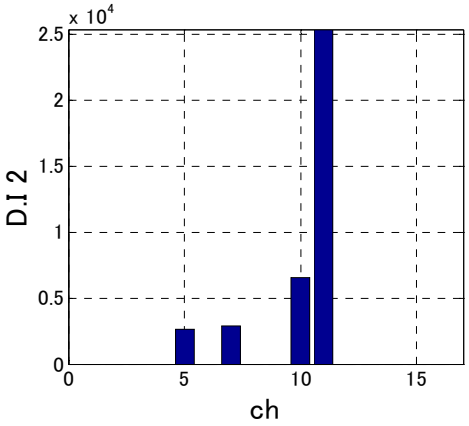

Fig. 6 DI2 for Case D2

Analyzed results for SM(Total change) by Eq. (3) is obtained and then damage indicator DI2 by Eq. (8) are shown in Fig. 5 and Fig. 6 in cases of damages D1 and D2. Information of damage existence in case of smaller damage D1 is given at channel 11 which locates on lower flange of main girder as shown in Fig. 5. On the other hand, in case of larger damage D2 larger influence of damage locates more at channe5, 7 10 and 11 as shown in Fig. 6. By array distribution measurement through local excitation of external force we can get clear information on damage even if damage is smaller. Decision of array distribution of sensors is important in the area of suspected damage region of structure.

・4 Final Remarks

It is shown that by array sensing through local excitation using piezoelectric actuator we can get local damage information properly. This research also aims at establishment of

experimental system to enable the verification of applicability and the effective evaluation of the structural health monitoring (SHM) that uses the high performance sensor system on real bridges. The primary goal of the project is the development of test environment that meet wider requests for SHM experiments. Several steel bridges on an abolished railway in Hokkaido, Japan are available for the establishment of the test beds. The test environment can be utilized by not only researchers of this project but also other researchers. The final goal of the project is international collaboration by means of cooperative utilization of the test environment. This research was supported by JSPS(Japan Society of Promotion Science) as a Strategic International Cooperative Program between Japan - US for 2008-2010. Authors wish to thank Mr. Shota Tsubokawa for his contribution of this research.

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