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Investigation of the Ferro-cement laminated infilled masonry wall under cyclic lateral load

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ABSTRACT

Bangladesh is an earthquake prone area, where many RC buildings are not properly designed as per the local seismic provision. At the same time, many non-engineered RC buildings are also available. Therefore, lateral strengthening of existing RC buildings is necessary to avoid catastrophic damages in future seismic events. Utilization of existing masonry panels, which is generally used as partition wall in RC frames, to strengthen the existing RC buildings would be an economically viable solution. There are several ways to strengthen the infilled masonry, e.g. application of external cementitious composite, textile reinforced mortar, and Ferro-cement etc. on masonry wall. Ferro-cement lamination, which is wire mesh embedded mortar layer, is relatively cheaper and easier to apply at site. This study aims to investigate the effect of Ferro-cement lamination on the structural behaviour i.e. failure mode, initial stiffness, lateral strength, and energy dissipation of masonry infilled RC frame under lateral cyclic loads. The experimental program consisted of two half scaled masonry infilled RC frames, with and without Ferro-cement lamination on the infilled masonry. The experimental results demonstrated that Ferro-cement lamination on the masonry showed good improvement in lateral capacity and energy dissipation, both are literally twice than that of in masonry infilled RC frame. In addition, simple prediction model has also been investigated and it could fairly estimate the lateral strength and initial stiffness of Ferro-cement laminated infilled masonry RC frame.

1 INTRODUCTION

Nowadays, seismic strengthening of existing RC buildings is a challenging job for structural engineers, especially in developing countries because of the constraint of capital and expertise. In developing countries, strengthening of existing building component would be more viable than insertion of additional structural element e.g. shear wall, steel bracing etc. Sometimes, RC buildings contain masonry infill as partition panel due to the local availability of ingredients. Generally, masonry walls are considered as non-structural elements in most of the building design codes. Strengthening of existing infilled masonry, to convert them as structural element, would be one of the probable candidate to utilize existing component of building for strengthening purpose. Some reinforcing material and connection with surrounding RC frame are required to make existing infilled masonry to structural element. In this context, Ferro-cement (FC) lamination, Textile mortar reinforcement (TRM), Fiber reinforced mortar etc. are probable candidates for masonry strengthening. Among these methods, Ferro-cement lamination is low cost, ease to apply, and low labor intensive, which is feasible for developing countries. In general, Ferro-cement retrofitting of masonry refers to the application of an initial mortar layer on the both faces of masonry wall which is followed by the placement of steel wire mesh and a second mortar layer. Some anchorages are also being used to attach wire-mesh to masonry and RC frame as shown in Figure 1. Though, Ferro-cement has been studied for decades as a construction material, there is no design specification i.e. amount of mesh reinforcement under lateral loads. ACI-549 1997 also addressed the lacking of study on the Ferro-cement under lateral force. As a part of SATREPS-TSUIB project in Bangladesh (https://www.satreps-tsuib.net/), which is sponsored by JST, authors are trying to develop an effective way to retrofit existing infill masonry with Ferro-cement lamination as a low cost and less labour intensive strengthening method for developing countries.

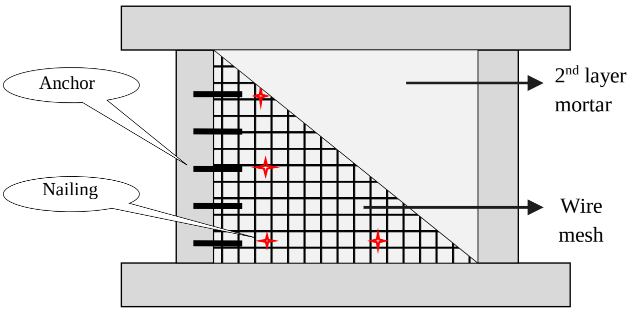


Figure 1: Schematic diagram of Ferro-cement lamination on masonry infill

The objective of this study is to experimentally investigate the effect of Ferro-cement lamination on the failure mode, lateral strength, and energy dissipation of masonry infilled RC frame.

2 LITERATURE REVIEW

In this study, initially an attempt has been taken to investigate the previous experimental works (Kaya et al. 2018, Seki et al. 2018, Demirel et al. 2015, Altin et al. 2010, Calvi and Bolognini 2001, Alcocer et al. 1996, and Žarnić and Tomaževič 1985) on several half scaled masonry infilled RC frames, with and without Ferro-cement retrofitting, to get an idea about the practices in the research field. All the studied FC laminated masonry walls contain square wire mesh on solid or hollow bricks. The lateral contribution of Ferro-cement layer has been determined from the difference in lateral capacity of retrofitted and without retrofitted specimens. Afterward, the shear stress on FC lamination (τ_{FC}) has been computed considering cross sectional area of FC laminate. The in-plane shear stress on Ferro-cement laminate is presented in Figure 2 as a function of normalized horizontal mesh reinforcement area (A_{hs}/A_{mas}), where A_{hs} = total area of horizontal mesh reinforcement and A_{mas} = horizontal cross sectional area of masonry. The horizontal mesh reinforcement varies between 0.05~0.8% of the horizontal masonry area, as shown in Figure 2. The shear stress on FC layer varied greatly between specimens. This large variation in past experimental results could be due to varying materials types and connections of Ferro-cement layer with the surrounding RC frame.

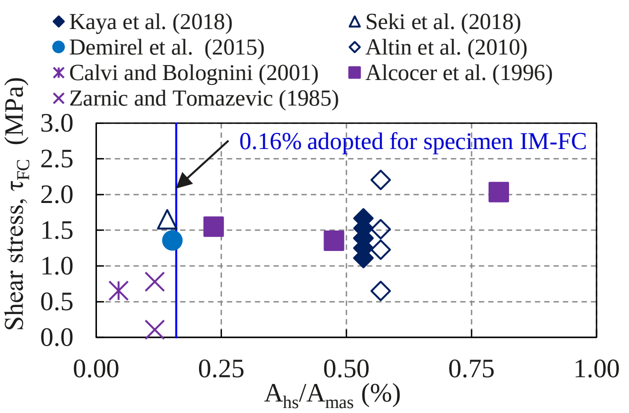


Figure 2: Shear strength of FC layer as a function of mesh reinforcement ratio

3 EXPERIMENTAL PROGRAM

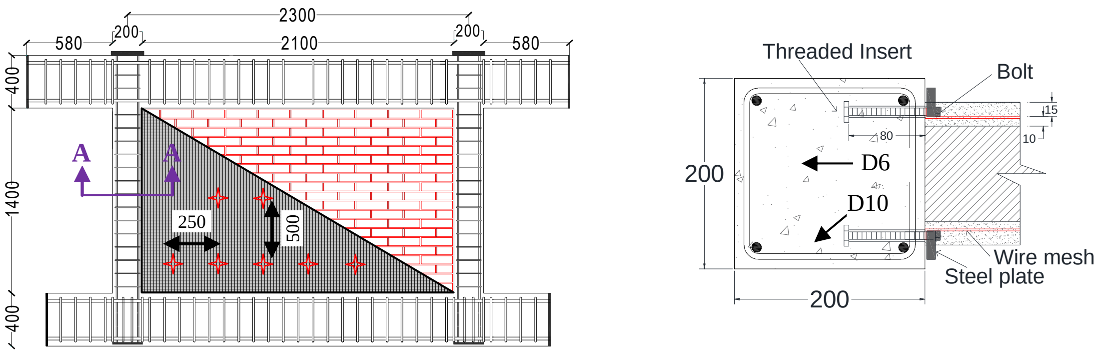
As mentioned earlier, there is no guideline for the amount of mesh reinforcement required for Ferro-cement lamination of infilled masonry. In this study, the lower boundary of mesh reinforcement ratio, which is acquired from literature survey, has been focused and set to be 0.16% of horizontal masonry area for specimen design as shown in Figure 2.

3.1 Specimen details

Two half scaled masonry infilled RC frames, without and with Ferro-cement layer, have been considered with relatively weak column to focus on the field practice in Bangladesh. The details of all specimens are shown in Table 1. The control infilled masonry specimen (IM) has been adopted from Alwashali et al. 2018. The Ferro-cement laminated specimens (IM-FC) have the same geometric configuration and material composition as the control specimen (IM). The overall geometry of RC frame is shown in Figure 3a. After construction of RC frame, masonry panel has been built in to the frame, with solid bricks of 210 x 100 x 60mm in running bond manner. The gap between top brick layer and the upper beam has been carefully filled up with mortar. After seven days of masonry construction, 10mm thick mortar has been mounted on the both faces of masonry wall. This is followed by the attachment of square wire mesh to the RC frame and masonry wall. The wire mesh has been connected to surrounding RC frame with bolt (inserted into pre-installed thread) and steel plate as shown in Figure 3b. In addition, the wire mesh has been connected with masonry infill by 32mm nails to hold the wire mesh in place during application of second layer mortar. The nails have been placed in drilled holes at a horizontal and vertical center to center distance of 250mm and 500mm, respectively. Epoxy has been used to attach the nail with masonry. After seven days, the second layer of mortar with thickness of 15mm has been applied on the wire mesh.

3.2 Material properties

The material tests were conducted for each specimen individually and simultaneously with the frame loading. The mechanical properties of concrete and reinforcing steel, and masonry and Ferro-cement are shown in Table 2 and Table 3, respectively. The concrete, used in all RC frame specimens, had the same mix design. The material tests of concrete and steel were performed according to the JIS 2010. The joint mortar consisted of cement and sand with mixing ratio of 1:2.5 and w/c is 0.40 for both specimens. The computation of masonry prism compressive strength was in compliance with ASTM C1314. From Table 3, it is evident that mortar strength of two specimens are different, the larger mortar strength of specimen IM-FC results in the increase of prism compressive strength. The Ferro-cement mortar consisted of cement and sand ratio of 1:3 with w/c is equal 0.45.



(a) *(b)*

Figure 3: (a) Geometry of masonry infilled RC frame (b) connection of wire mesh to RC frame

Table 1: Details of specimen

Specimen	RC column	Wire mesh spacing (mm)	Wire diameter (mm)	Mesh ratio (%)
IM	200x200	-	-	-
IM-FC	200x200	5.45	0.9	0.16

Table 2: Properties of concrete and steel reinforcement

Specimen	Concrete			D6 (6mm bar)		D10 (10mm bar)	
	Compressive strength (Mpa)	Elastic modulus (Mpa)	Tensile strength (Mpa)	Yield strength (Mpa)	Ultimate strength (Mpa)	Yield strength (Mpa)	Ultimate strength (Mpa)
IM	24.2	23000	2.1	480	675	350	559
IM-FC	24.9	24900	2.1	476	595	384	547

Table 3: Properties of masonry and Ferro-cement

Specimen	Brick	Prism		Mortar	Wire mesh	Mortar
	Compressive strength (MPa)	Compressive strength (MPa)	Elastic modulus (MPa)	Compressive strength (MPa)	Ultimate strength (MPa)	Compressive strength (MPa)
IM	38.1	17.3	7840	20.2	-	-
IM-FC	41.6	27.3	8725	32.0	378	23

3.3 Instrumentation and Loading

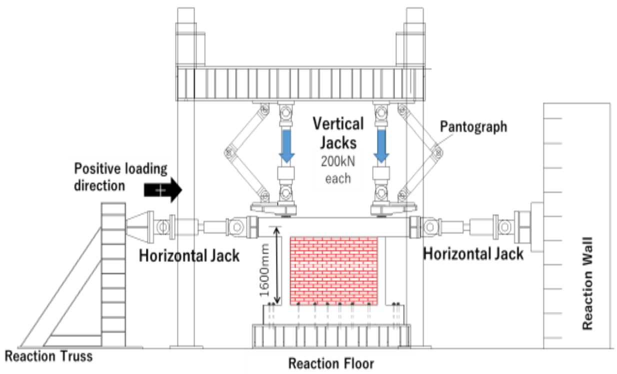


Figure 4: Schematic diagram of experimental loading system

Both specimens were subjected to cyclic lateral loading and 200kN constant vertical loads on each column. The schematic diagram of the loading system is shown in Figure 4, where two pantographs have been used to avoid any out-of-plane movement of the frame during loading. The cyclic lateral loading program consisted of two cycles for each lateral drift of 0.05, 0.1, 0.2, 0.4, 0.6, 0.8, 1.0, 1.5, and 2.0 %.

The lateral drift is defined as the ratio of the top lateral displacement, measured at the center of beam, to the height of column taken from the top of the foundation beam to center of top beam. The average lateral top displacement has been recorded using LVDTs attached at the center of top beam. Several displacement transducers have also been attached over the height of RC columns to calculate column curvature. The internal local strains of column reinforcements have also been recorded using strain gauges attached on them.

4 EXPERIMENTAL RESULTS

4.1 Cyclic behaviour under lateral load

Infilled Masonry

The hysteresis behaviour of infilled masonry is portrayed in Figure 5a. The response was linear up to the formation of first crack on mortar bed joint and diagonal cracks on brick near loading corner at 0.05% lateral drift. The long reinforcement of tension column yielded at above mid-height and upper critical section around 0.2% and 0.4% lateral drift. After approaching to maximum resistance at about 0.8% lateral drift, a sudden drop has been observed with extensive cracking on the masonry infill. After that, the masonry infilled RC frame started to sustain about 53% of its capacity up to 2% lateral drift. Loading has been postponed after 1st cycle of negative 2% lateral drift as compression column reinforcement buckled which is followed by concrete spalling. The final state of cracks under positive and negative loading is shown in Figure 6a.

Ferro-cement laminated infilled masonry

The hysteresis loops for Ferro-cement laminated infilled masonry is shown in Figure 5b. The response was essentially linear up to the formation of first crack on tension column at 0.05% lateral drift. At lateral drift of 0.1% and 0.4%, the longitudinal reinforcement in the tensile column yielded at bottom and upper critical section. After cracking, the hysteresis loops began to open, specifically at the cycle of 0.4% lateral drift in which specimen reached to its maximum capacity and cracks occurred on the Ferro-cement laminated masonry. At around 0.6% drift, wire meshes in diagonal crack started to be broken in tension which leads to sudden drop in lateral resistance of FC laminated infilled masonry. After that, the FC laminated RC frame started to sustain about 75% of its capacity up to 2% lateral drift. At about drift of 1%, lateral drift, the top column reinforcement bended, and relative movement of the top beam with respect to laminated masonry has been observed. Loading has been postponed at the 1st cycle of negative 2% lateral drift, where the bottom reinforcement of compression column buckled which is followed by concrete spalling. The final crack pattern under positive and negative loading is shown in Figure 6b.

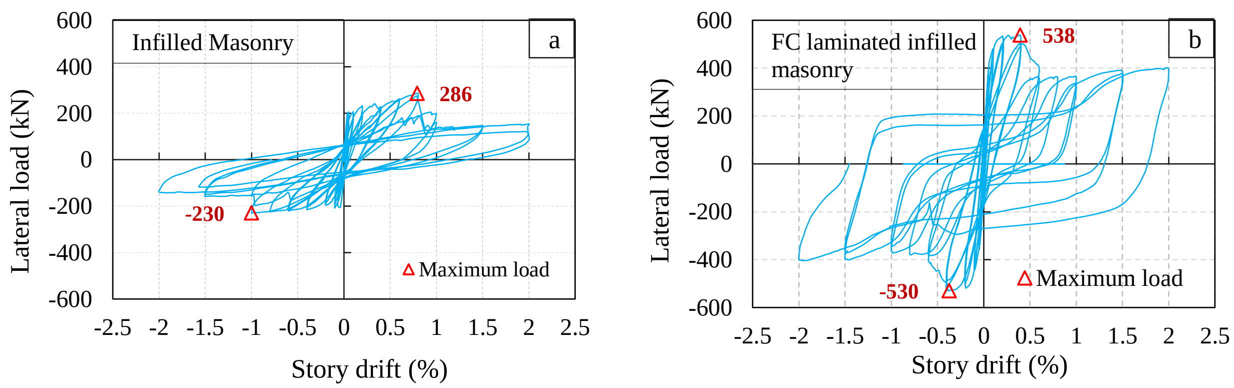


Figure 5: Hysteresis curve of (a) Infilled masonry (IM) and (b) FC laminated infilled masonry (IM-FC) under lateral load

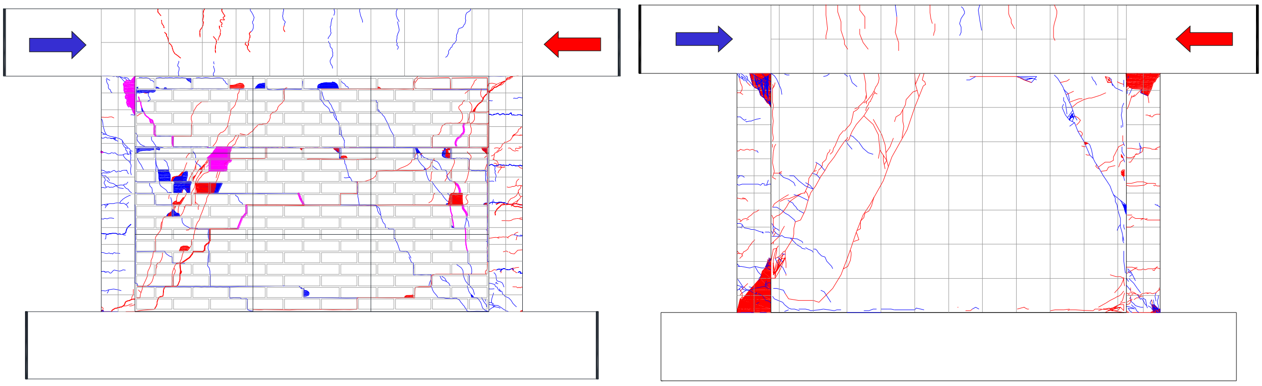
5 DISCUSSION ON EXPERIMENTAL RESULTS

5.1 Failure Mechanism

The failure mode of structural wall, under lateral load, is mainly governed by shear, flexure or the combination of shear-flexure. To separate the contribution of flexure and shear in top displacement, the LVDTs attached on RC columns have been utilized to compute the flexural component of total story deformation. This is followed by the determination of shear deformation at a certain drift using Equation 1.

$$\Delta_{total} = \Delta_{fl} + \Delta_{sh} \quad (1)$$

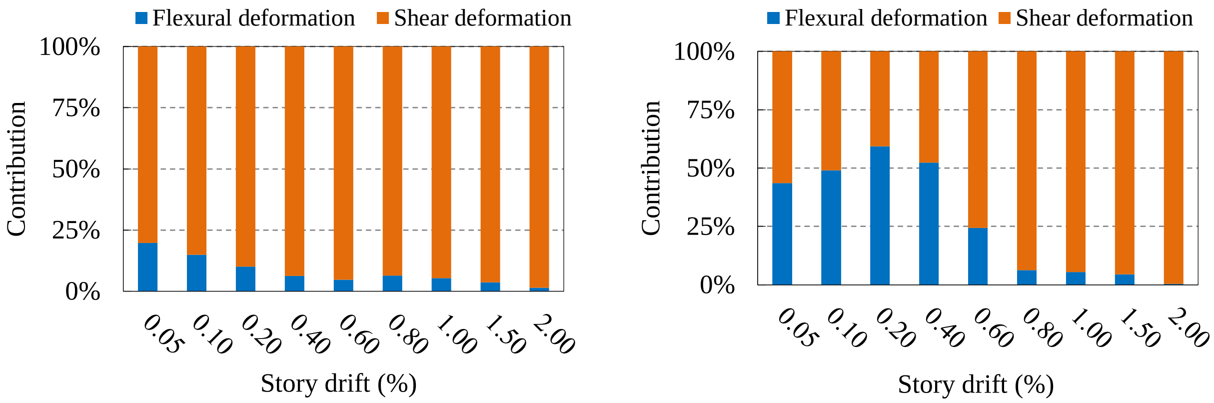
where, Δ_{total}; Δ_{fl}; Δ_{sh} refer to total, flexural and shear deformation, respectively at the center of beam. The contribution of flexural and shear component to total story deformation for both specimens, at selected lateral drift levels are shown in Figures 7. In infilled masonry wall (IM), the contribution of flexural deformation is less than 20% throughout the courses of drift, as shown in Figure 7a, which implies a shear dominated failure that is also evident from the significant horizontal crack on the masonry. On the contrary, in Ferro-cement laminated masonry wall (IM-FC) the initial flexural contribution is more at initial stage as shown in Figure 7b, which indicates a flexure dominated failure. From the failure mechanism, it is clear that Ferro-cement lamination improves the shear capacity of the overall frame which led to initiation of failure by flexure in retrofitted masonry infilled RC frame (IM-FC).



(a) (b)

Cracks in +ve loading Cracks in -ve loading

Figure 6: Crack pattern on (a) infilled masonry and (b) FC laminated infilled masonry at 2% story drift



(a) (b)

Figure 7: Contributions of flexural and shear to total lateral deformation of specimen (a) IM and (b) IM-FC

The overall failure mechanism of FC laminated infilled masonry frame can be idealized as Figure 8a. At initial stage, nominal shear capacity (Q_{si}) is higher than flexural capacity (Q_{fl}) of the retrofitted wall. Gradually, the retrofitted wall experienced deterioration, due to onset of major cracks, which are thought to degrade the shear strength. On other words, after peak strength, the shear capacity became less than the flexural capacity which revoked the retrofitted wall to fail in shear (see Fig. 8a). To evaluate this phenomenon, the flexural strength (at initial stage) and residual shear strength (post peak stage) of retrofitted RC frame has been computed as follows:

Flexural shear capacity (Q_{fl})

The flexural lateral capacity of the retrofitted frame has been computed using Equation 2 and Equation 3 as per JBDPA 2001, which is generally used for concrete wall.

$$Q_{fl} = \frac{M_U}{h_o} \tag{2}$$

$$M_u = a_t.f_y.l_w + 0.5\sum(a_{wy}f_{wy}).l_w + 0.5N.l_w \tag{3}$$

where, Q_{fl} = lateral capacity of the retrofitted wall considering flexural failure; M_u = ultimate moment capacity of the wall with boundary columns; h_o = clear height of wall; a_t, $\sum a_{wy}$ = cross sectional area of main bar in column and vertical reinforcing mesh reinforcement in wall; f_y, f_{wy} = yield strength of main bar and mesh reinforcement; N= total axial force in the boundary columns; and l_w = center to center distance between boundary columns.

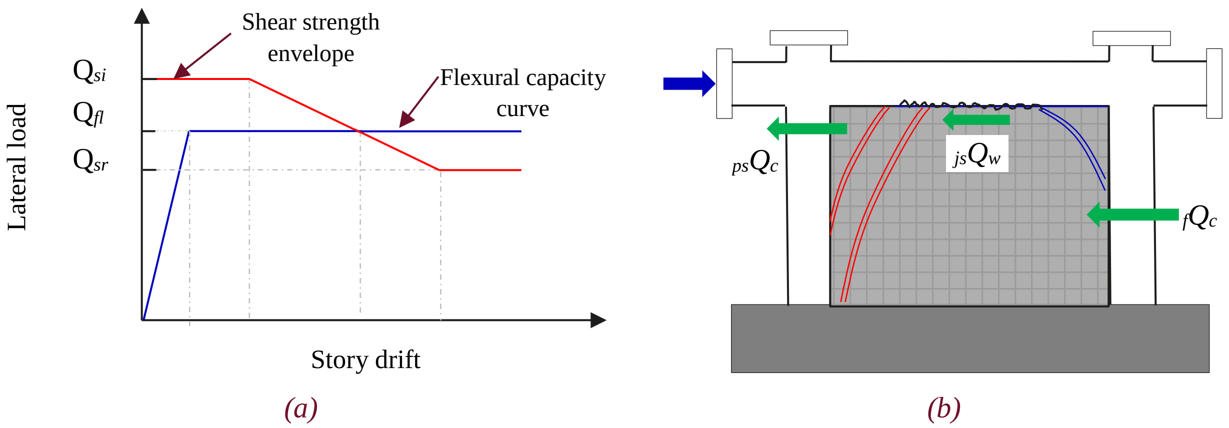


Figure 8: (a) Qualitative backbone curve and (b) Free body diagram of specimen IM- FC at post peak stage

Residual shear capacity (Q_{sr})

The schematic free body diagram of the retrofitted masonry infilled RC frame (IM-FC) is shown in Figure 8b. At post peak stage, the clear sliding along of infill along its attachment with upper beam has been observed. In addition, punching shear occurred at tension column, which can be computed as per JBDPA 2001. Therefore, the residual shear resistance (Q_{sr}) can be considered as Equation 4 and computed from Equation 5 to Equation 7.

$$Q_{sr} = {}_{ps}Q_c + {}_{js}Q_w + {}_fQ_c \tag{4}$$

$${}_{ps}Q_c = K_{\min}\tau_o bD \tag{5}$$

$${}_{js}Q_w = \sum a_{wm}\tau_y \tag{6}$$

$${}_fQ_c = \frac{2M_c}{h_o} \tag{7}$$

where, ${}_{ps}Q_c$ = punching shear resistance of tension column; ${}_{js}Q_w$ = shear resistance provided by wire mesh; and ${}_fQ_c$= flexural shear resistance of compression column. τ_o = shear strength of tension column; b and D = width and depth of column, respectively; a_{wm} = area of wire reinforcement; τ_y = shear strength of wire; M_c = flexural capacity of RC column; h_o = clear height of RC column. All of the computed values are shown in Table 4. It is evident from Figure 9 that the flexural capacity without considering wire mesh give good approximation of lateral load capacity of Ferro-cement laminated masonry infilled RC frame. This is reasonable because in experiment even after peak resistance no major crack has been observed at the bottom of Ferro-cement laminated masonry wall. In addition, the theoretical residual shear resistance can give a rough estimation of residual shear resistance of Ferro-cement laminated masonry infilled RC frame.

Table 4: Lateral capacity of specimens

Specimen	Experimental (kN)		Estimated (kN)		
	Peak (average)	**Residual (average)**	**Flexural capacity (w/ wire mesh)**	**Flexural capacity (w/o wire mesh)**	**Residual shear capacity**
IM	256	-	-	-	-
IM-FC	534	373	585	509	287

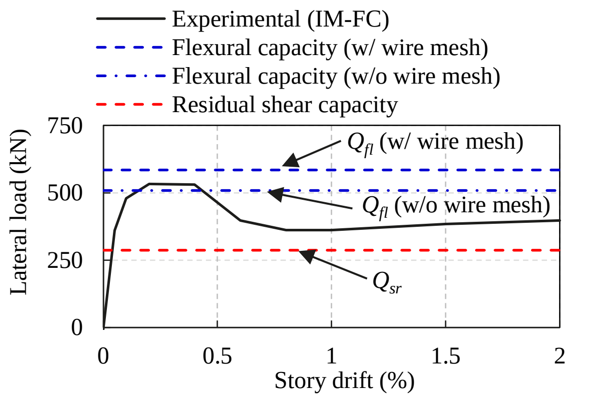


Figure 9: Experimental backbone curve of the retrofitted infilled masonry with predicted capacity

5.2 Initial Stiffness

The envelope curve of both specimens are shown in Figure 10a. The experimental initial stiffness, computed at 0.1% drift of the Ferro-cement laminated RC frame (IM-FC) is about 300 kN/mm, which is 2.3 times higher than that of masonry infilled RC frame (IM). The initial stiffness deterioration is shown in Figure 10b, which indicates the almost similar stiffness deterioration of both specimens, with and without Ferro-cement lamination.

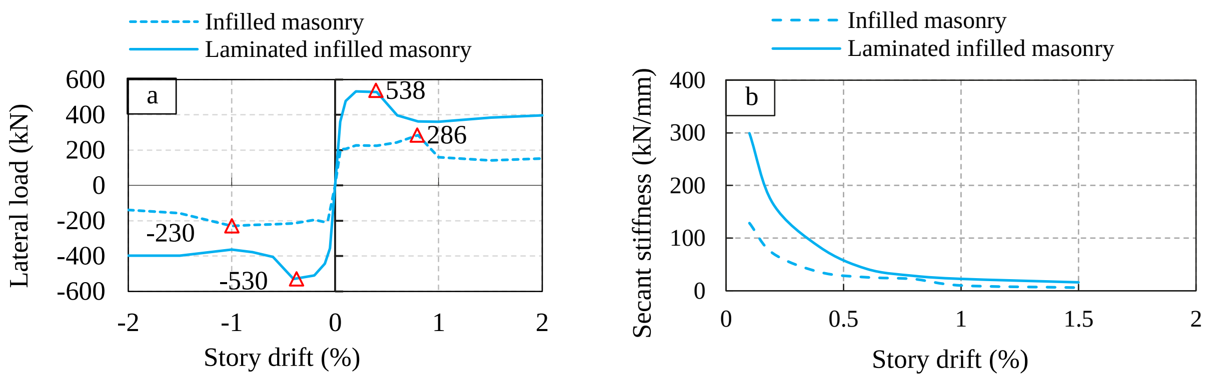


Figure 10: (a) load-story drift envelope curve (b) stiffness degradation curve of both specimens

The initial stiffness can be evaluated considering the concept of diagonal strut where the initial stiffness is the summation of flexural stiffness of RC frame (K_f) and lateral stiffness of diagonal strut of infill panel (K_{inf}). The initial stiffness can be determined using Equation 8 to Equation 11.

$$K_{initial} = K_f + K_{\text{inf}} \tag{8}$$

$$k_f = \frac{24 E_c I_c}{h_c^3} \frac{12\rho + 1}{12\rho + 4} \tag{9}$$

$$k_{\text{inf}} = \frac{E_{mas} W_{\text{inf}} t_{\text{inf}} \cos^2\theta}{d_{\text{inf}}} \tag{10}$$

$$t_{\text{inf}} = t_{mas} + 2t_{mor} \frac{E_{mor}}{E_{mas}} \tag{11}$$

where K_{intial}= initial stiffness; K_f = flexural stiffness of RC frame; K_{inf} = stiffness of infill panel; I_c = moment of inertia of column; h_c = column height; ρ = beam-column stiffness ratio; E_c /E_{mas} / E_{mor} = young modulus of concrete/masonry/Ferro-cement mortar; W_{inf} = width of diagonal strut; t_{inf} = equivalent thickness of Ferro-cement laminated masonry; d_{inf} = diagonal length of infill panel; θ = inclination of diagonal; t_{mas} = thickness of masonry; t_{mor} = thickness of Ferro-cement mortar, respectively. In this study, diagonal strut width has been considered $0.25d_{inf}$ as prescribed by Paulay and Priestley 1992. The initial stiffness can also be estimated using the concept of composite section, which is generally used for masonry infilled RC frame, suggested by Fiorato et al. 1970. In this method, the frame is considered as a composite beam, where RC columns are assumed as flanges and the infilled panel is assumed as web. The initial stiffness of the retrofitted masonry infilled RC frame has been estimated using Equation 12 to Equation 14.

$$K_{initial} = \frac{1}{\frac{1}{K_{fl}} + \frac{1}{K_{sh}}} \tag{12}$$

$$K_{fl} = \frac{3E_c I_{ce}}{h_c^3} \tag{13}$$

$$K_{sh} = \frac{(A_w G_w) + (A_m G_m)}{h_w} \tag{14}$$

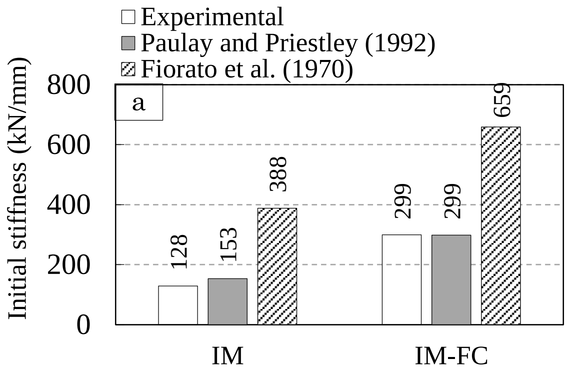
where $K_{initial}$, K_{fl} and K_{sh} represent the initial; flexural; and shear stiffness of the overall frame, respectively. E_c = young modulus of concrete; I_{ce} = equivalent moment of inertia of transformed section; h_c = column height; h_w = height of masonry wall; A_w/A_m = area of masonry/ Ferro-cement layer; and G_w/G_m = shear modulus of masonry wall/mortar, respectively. The experimental and estimated initial stiffness of the both specimens (IM and IM-FC) are shown in Figure 11a. It is evident for both specimens (IM and IM- FC) that the diagonal strut assumption gave a good approximation of initial stiffness than composite section hypothesis.

5.3 Lateral Strength

The average peak resistance of both specimens are presented in Table 4. The Ferro-cement lamination on infilled masonry improved the lateral capacity of masonry infilled RC frame about 2 times with 0.16% horizontal mesh reinforcement.

5.4 Energy Dissipation

The average cumulative energy dissipated by infilled masonry (IM) and retrofitted infilled masonry (IM-FC) are shown in Figure 11b. It is evident from the energy dissipation that the Ferro-cement lamination on infilled masonry resulted in almost two times energy dissipation than that of in infilled masonry (IM).



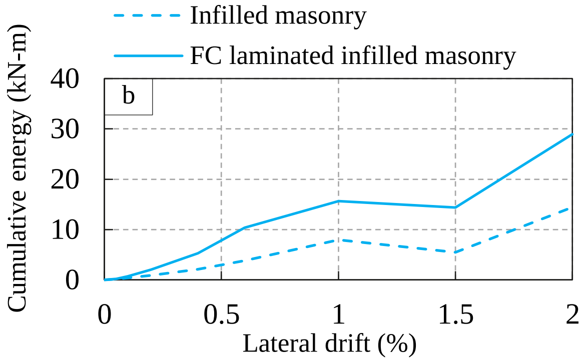


Figure 11: (a) Initial stiffness and (b) Cumulative energy dissipation at different story drift of both specimens

6 CONCLUSIONS

In this study, an experimental investigation has been conducted on the overall behaviour of infilled masonry and Ferro-cement laminated infilled RC frame. This is followed by the comparison of failure mechanism, initial stiffness, lateral strength, and dissipated energy of Ferro-cemented masonry with infilled masonry. The following conclusions can be drawn from this study-

1. Ferro-cement lamination on infilled masonry changed the shear dominated failure of masonry infilled RC frame to flexural failure.
2. The flexural capacity model adopted in JBDPA 2001 for concrete wall can predict the lateral capacity of Ferro-cement laminated masonry infilled RC frame.
3. The diagonal strut concept can predict the initial stiffness of Ferro-cement laminated infilled masonry.
4. Ferro-cement lamination on infilled masonry, with 0.16% mesh reinforcement, increased the lateral strength, initial stiffness, and energy dissipation about 2, 2.3 and 2 times, respectively.

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