UNIVERSITY OF MINNESOTA Driven to Discover[™]

Avaliação Quantitativa Ultrassônica de Estruturas de Concreto

Professor Lev Khazanovich Dr. Kyle Hoegh









Department of Civil Engineering

Outline

- Introduction
 - Active elastic wave-based methods
 - Conventional data interpretation methods
 - Linear array ultrasound systems
- Linear array signal reconstruction and interpretation
- Applications
 - Concrete thickness
 - Reinforcement location
 - Damage assessment
- Conclusions

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Wave Propagation/Reflection



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Active Elastic Wave-Based Methods

UNIVERSITY OF MINNESOTA Driven to Discover[™]

Chain and Rod Sounding



Conventional Impact Echo





Proceqs Pundit





James NDT V-Meter

esy of Olson Engineering, Inc.

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering Environmental · Geomechanical · Structures · Transportation · Water Resources

Ultrasonic Linear Array

University of Minnesota Driven to Discover™



- Ponto Seco de Contato (DPC) Transdutores de Baixa Frequência
 - Fabicado por Acoustic Control Systems, Ltd, Moscow, Russia
 - Não requer preparo da superfície
 - Aparelhos de toque e medida com alto grau de precisão
 - Os transdutores agem na supefície do objeto de teste com elementos de ocilação piezoelétricos para produção de ondas e captação de sinais
 - out of phase for s-wave production
 - in phase for p-wave production

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Methods

- Representação Convencional
 - A-scans
 - B-scans
- Reconstrução de Métodos
 - Abertura instantânea técnica de abertura focal sintética (SAFT)

CBC2014 - 56CBC October 10, 2014 Department of Civil Engineering





CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

B-Scan





CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

B-SCAN

UNIVERSITY OF MINNESOTA Driven to Discover[™]



Schickert et al., 2003

Department of Civil Engineering

CBC2014 – 56CBC October 10, 2014

$$s(x_k,t) = \int_x^1 \int_z^1 f(x,z)\delta(t^*(t,x_k,x,z))dzdx$$

Onde $s(x_k, t)$ é o estímulo recebido na posição do transdutor, x_k , devido ao pulso emitido $\delta(t^*(t, x_k, x, z))$; f(x, z) é a função de reflexão de ROI; $x \in z$ são as coordenadas horizontal e vertical em ROI, respectivamente

 t^* é definido pela seguinte relação:

$$t^{*} = t - \frac{2}{c}\sqrt{z^{2} + (x - x_{k})^{2}}$$

$$\Psi_{R} = \frac{C_{s_{1}}\rho_{1} - C_{s_{2}}\rho_{2}}{C_{s_{1}}\rho_{1} + C_{s_{2}}\rho_{2}} \Psi_{I} = \frac{Z_{1} - Z_{2}}{Z_{1} + Z_{2}} \Psi_{I} = R_{1,2}\Psi_{I}$$
Bamler 1992

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Kirchhoff Migration

UNIVERSITY OF MINNESOTA Driven to Discover[™]



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

B-Scan vs Kirchhoff Migration

B-SCAN

CBC2014 – 56CBC

October 10, 2014

Kirchhoff Migration or

Synthetic Aperture Focusing Technique (**SAFT**)



Schickert et al., 2003

Department of Civil Engineering

Ultrasound Array Data

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Histórico de Impulso de Onda de Cisalhamento University of Minnesota Driven to Discover



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Histórico de Impulso de Onda de Cisalhamento

UNIVERSITY OF MINNESOTA Driven to Discover[™]

A-Scan





CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Histórico de Impulso de Onda de Cisalhamento

UNIVERSITY OF MINNESOTA Driven to Discover[™]





CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Time to Space Domain

UNIVERSITY OF MINNESOTA Driven to Discover[™]



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

UNIVERSITY OF MINNESOTA Driven to Discover[™]

Matriz Linear Reconstrução de Sinal e Interpretação

CBC2014 – 56CBC October 10, 2014 Department of Civil Engineering

Synthetic Aperture Reconstruction (SAR)

UNIVERSITY OF MINNESOTA Driven to Discover[™]



t^{*} é definido pela seguinte relação:

$$t^* = t - \frac{1}{c} \left(\sqrt{z^2 + (x - x_e)^2} + \sqrt{z^2 + (x - x_r)^2} \right)$$

CBC2014 – 56CBC October 10, 2014

$s(x'_{e}, x'_{r}, t) = \int_{x}^{\cdot} \int_{z}^{\cdot} f(x, z) * \delta(t^{*}(t, x'_{e}, x'_{r}, x, z)) dz dx$

 $s(x'_e, x'_e, t)$ - Impluso recebido $\delta(t^*(t, x'_e, x'_r, x, z))$ - Impulso emitido

f(x,z) -Função da reflexão ROI – Região de interesse com coordenadas horizontal e vertical, x e z

$$\Psi_R = \frac{C_{s_1}\rho_1 - C_{s_2}\rho_2}{C_{s_1}\rho_1 + C_{s_2}\rho_2}\Psi_I = \frac{Z_1 - Z_2}{Z_1 + Z_2}\Psi_I = R_{1,2}\Psi_I$$

Department of Civil Engineering

SAFT Discrete Spatially Diverse Pairs

UNIVERSITY OF MINNESOTA Driven to Discover[™]

$$\hat{o}(x,z) = \int_{x'_{emin}}^{x'_{emax}} dx'_{e} \int_{x'_{rmin}}^{x'_{rmax}} A(x'_{r}, x'_{e}, x, z) * s\left(x'_{r}, x'_{e}, \frac{1}{c}\left(\sqrt{z^{2} + (x - x'_{e})^{2}} + \sqrt{z^{2} + (x - x'_{r})^{2}}\right)\right) dx'_{r}$$
Adaptado de Stepinski, 2007

 $A(x'_r, x'_e, x, z) \neq 0 \text{ fator de apodização;} \quad A(x'_r, x'_e, x_i, z_k) = \alpha_e(x'_e, x_i, z_k) * \alpha_r(x'_r, x_i, z_k)$



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

SAFT Discrete Spatially Diverse Pairs

UNIVERSITY OF MINNESOTA Driven to Discover[™]



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Transformação de Hilbert Complex Signal

$$\Upsilon(z) = \frac{1}{\pi} P \int_{-\infty}^{\infty} \frac{\chi(s)}{z-s} ds \qquad Z(z) = \chi(z) + j \Upsilon(z)$$

$$|Z(z)| = \sqrt{\chi(z)^2 + \Upsilon(z)^2}$$

Cálculo do registro histórico do envelope

Oppenheim et al., 1989

P é o valor principal da integral simples

$$\Psi_{e,r}^{IA}(t) = \sqrt{\left(\Psi_{e,r}(t)\right)^2 + \left(\frac{1}{\pi} P \int_{-\infty}^{\infty} \frac{\Psi_{e,r}(s)}{t-s} ds\right)^2} \int_{-\infty}^{\infty} \frac{f(x)}{t-s} ds$$

Onde $\Psi_{e,r}^{IA}(t)$ define a amplitude instantânea do envelope do registro histórico do par, $\Psi_{e,r}(t)$



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering Environmental · Geomechanical · Structures · Transportation · Water Resources

Reconstrução do Envelope

UNIVERSITY OF MINNESOTA Driven to Discover[™]



Hoegh and Khazanovich 2013

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Limited Aperture Effect

2014

UNIVERSITY OF MINNESOTA Driven to Discover[™]







Expanded virtual array: SAFT Panoramic

UNIVERSITY OF MINNESOTA Driven to Discover[™]



 $\widehat{\boldsymbol{O}}_{k,i}^{PAN} = \frac{max}{m} (\widehat{\boldsymbol{O}}_{k,i}^{EPAN,m}) \text{ for all } k \text{ and } i \text{ in the } ROI_{PAN}$



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Effect of Uncertain Step Size

CBC2014 – 56CBC

October 10, 2014



Department of Civil Engineering

Theory SAFT-Panoramic Enhanced



SAFT-Panoramic Enhanced

$$H(\iota) = \frac{\sum_{i=W_{1}+1}^{W-W_{1}-\iota} \sum_{k=D_{1}}^{D_{2}} \left(\widehat{\boldsymbol{o}}_{W^{EPAN,m}-W+\iota+i,k}^{EPAN,m} - \widehat{\boldsymbol{o}}_{mean}^{EPAN,m} \right) \left(\widehat{\boldsymbol{o}}_{i,k}^{m+1} - \widehat{\boldsymbol{o}}_{mean}^{m+1} \right)}{\sum_{i=W_{1}+1}^{W-W_{1}-\iota} \sum_{k=D_{1}}^{D_{2}} \left(\widehat{\boldsymbol{o}}_{W^{EPAN,m}-W+\iota+i,k}^{EPAN,m} - \widehat{\boldsymbol{o}}_{mean}^{EPAN,m} \right)^{2} \sum_{i=W_{1}+1}^{W-W_{1}-\iota} \sum_{k=D_{1}}^{D_{2}} \left(\widehat{\boldsymbol{o}}_{i,k}^{m+1} - \widehat{\boldsymbol{o}}_{mean}^{m+1} \right)^{2}}$$

$$\widehat{\boldsymbol{o}}_{mean}^{EPAN,m} = \frac{\sum_{i=W^{EPAN,m}-W_{1}}^{W^{EPAN,m}-W_{1}} \sum_{k=D_{1}}^{D_{2}} \widehat{\boldsymbol{o}}_{i,k}^{EPAN,m}}{(W-2W_{1}-\iota)(D_{2}-D_{1}+1)}$$

 ι na faixa $[\iota_1, \iota_2]$

$$\widehat{\boldsymbol{o}}_{mean}^{m+1} = \frac{\sum_{i=W_1+1}^{W-W_1-\iota} \sum_{k=D_1}^{D_2} \widehat{\boldsymbol{o}}_{i,k}^{m+1}}{(W-2W_1-\iota)(D_2-D_1+1)}$$

$$\widehat{\boldsymbol{O}}_{i,k}^{EPAN,m+1} = \widehat{\boldsymbol{O}}_{i,k}^{EPAN,m} \text{ for } i < W^{EPAN,m} - W + \iota^* + W_1$$

$$\widehat{\boldsymbol{O}}_{i,k}^{EPAN,m+1} = max \left(\widehat{\boldsymbol{O}}_{i,k}^{EPAN,m}, \widehat{\boldsymbol{O}}_{i-W^{EPAN,m}+W-\iota^*,k}^{m+1} \right) \text{ for } W^{EPAN,m} < i \le W^{EPAN,m+1}$$

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

SAFT-Panoramic Enhanced

UNIVERSITY OF MINNESOTA Driven to Discover[™]



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

UNIVERSITY OF MINNESOTA Driven to Discover[™]

Aplicacoes

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Data Collection Modification

UNIVERSITY OF MINNESOTA Driven to Discover[™]



Queremos o extensor de Minnesota para o MIRA! Anne Beeldens, Belgian Road Research Centre



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering Environmental · Geomechanical · Structures · Transportation · Water Resources



- Espessuras de Pavimentos de Concreto
- Posicao de armaduras, barras de transferencia de carga e barras de ligacao
- Posicao de delaminacoes
- Degradacao subsuperficial
- Adensamento inadequado do concreto, "bicheiras", torroes de argila, etc.
- Degradacao das juntas de pavimentos
- Aderencia do aco ao concreto

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering Environmental · Geomechanical · Structures · Transportation · Water Resources

Concrete Thickness

UNIVERSITY OF MINNESOTA Driven to Discover™



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering Environmental · Geomechanical · Structures · Transportation · Water Resources

Concrete Thickness Measurements

UNIVERSITY OF MINNESOTA Driven to Discover™



Mais de 400 medidas em menos de uma hora

- Interpretação automatizada
- Sem necessidade de calibração adicional
- Boa concordância com amostras extraidas
- Variacoes em espessuras

Vancura et al, TRR 2013

CBC2014 – 56CBC October 10, 2014 Department of Civil Engineering

Reinforcement Location

UNIVERSITY OF MINNESOTA Driven to Discover[™]



MIRA vs Core Concrete Cover

UNIVERSITY OF MINNESOTA Driven to Discover[™]



Core Concrete Cover, in.

Hoegh and Khazanovich, TRR 2011

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Field Application – Atlanta Georgia Continuously Reinforced Pavement

UNIVERSITY OF MINNESOTA Driven to Discover[™]

Measurements of pavement thickness and longitudinal rebar concrete cover for project (about 5 km of testing in 15 m intervals).



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Field Application – Atlanta Georgia CRCP



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Delamination Mapping

UNIVERSITY OF MINNESOTA Driven to Discover[™]









Antwerpen, Belgium. Continuously Reinforced Concrete

CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Not Delaminated

Delaminated



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

CBC2014 – 56CBC

October 10, 2014

Análise de Tomográfica Ultrassônica de Dados (UTSA) usando Correlação de Pearson



 $[\hat{\boldsymbol{\theta}}]^{IAref}$ and $[\hat{\boldsymbol{\theta}}]^{IA,m}$ são as matrizes para a referência e *m*-ésima SAFT-IA B-scan

Hoegh and Khazanovich, ASTM JTE 2012

Department of Civil Engineering

Correllelogram of Concrete without Damage



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering

Correllelogram of Concrete with Defects

UNIVERSITY OF MINNESOTA Driven to Discover[™]



Zoomed – in View, Leftmost Fabricated Defect

UNIVERSITY OF MINNESOTA Driven to Discover™



CBC2014 – 56CBC October 10, 2014

Department of Civil Engineering



- Diagnostico nao-destrutivo de estruturas de concreto e um problema importante e cheio de desafios
- Melhorias feitas no equipamento MIRA tornou possivel a avaliacao quantitativa de condicoes subsuperficiais
- Generalized Kirchoff migration-based synthetic aperture focusing technique (SAFT) para reconstrucao e demais tecnicas associadas sao ferramentas promissoras para a solucao de problemas praticos

CBC2014 – 56CBC October 10, 2014 **Department of Civil Engineering**