

SEVERN BRIDGE CABLES - CORROSION MODELS, USE OF INHIBITORS AND THEIR IMPACT ON THE CABLE ASSESSMENT

Jeffrey Fisher¹⁾, and Paul Lambert²⁾

¹ Technical Director, Mott MacDonald, UK

² Technical Director, Mott MacDonald, UK

Mott MacDonald Ltd,
Mott MacDonald House,
8 – 10 Sydenham Road,
Croydon, CR0 2EE
United Kingdom

e-mail: jeffrey.fisher@mottmac.com, paul.lambert@mottmac.com , web page: www.mottmac.com

Abstract

In 2006 the UK Highways Agency instigated a series of investigations to determine the effect of corrosion on the load carrying capacity of the main suspension cables of the Severn Bridge. To prevent further corrosion, a dry air injection system was installed which was enhanced by the introduction of corrosion inhibitor into the air stream. Acoustic emission monitoring of the cables was also installed to allow the location and frequency of wire breaks to be monitored. A second series of intrusive inspections was undertaken in 2010, enabling the deterioration model to be further refined and a more accurate assessment of the capacity carried out. These assessments confirmed the effectiveness of the combined dry air and corrosion inhibitor system at stabilising the condition of the suspension cables.

Keywords:

Suspension cables, cable assessment, dry air injection, acoustic monitoring and corrosion inhibitors

1. Introduction

The Severn Bridge is a 988m span suspension bridge located in the United Kingdom carrying the M48 to South Wales. Built in 1966 it featured innovations such as inclined hangers and was one of the early pioneers of streamlined box girder deck construction.

In 2006 the UK's Highways Agency, through the concessionaire Severn River Crossing plc, commissioned a programme of internal intrusive examination of the main suspension cables of the Severn Bridge with Faber-Maunsell (now Aecom)/Weidlinger acting as consultant for the inspection. These investigations provided the data for use in the strength assessment of the cables undertaken by Mott MacDonald who were the Government's Representative for the Severn Crossings concession up to mid 2012.

The purpose of the paper will be to explain the corrosion models and show the effectiveness of the combined dry air injection system and the corrosion inhibitors in stabilizing the corrosion of the main cables.

2. Background and History

The first intrusive inspection of the main cables, carried out in 2006/7, found the cables to be corroded and to have reduced structural strength. Following this investigation and assessment, an acoustic monitoring system and dry air injection system were installed on both cables to control the deterioration of the cable. Both of these systems were procured through the Severn River Crossing plc with Aecom as their consultant.

The purpose of the dry air injection system was to reduce the relative humidity within the cable to less than 40%, it is accepted within the corrosion industry that the achievement of this figure will prevent corrosion of metals. As a further measure to enhance the dry air injection system it was decided to include a corrosion inhibitor.

As recommended in the NCHRP Report 534, a further intrusive inspection and corresponding load assessment was undertaken in 2010, the results of which are given in the IABSE paper(1). The assessment showed that the strength of the cables were no worse than the original assessment in 2006.

In addition to the acoustic monitoring system, sensors were installed to monitor vehicle weights and the air condition within the suspension cables. Using this data Mott MacDonald, developed a overall monitoring system for cables based on the principles contained in the Highways Agency's standard BD79/06 'The Management of Sub-Standard Structure'(2). The data from the monitoring system were used to supplement results of an assessment of the cable to allow annual certification of the cable.

The dry air injection system was installed during 2008 and the drying phase had been completed by September 2009, as demonstrated by the achievement of a relative humidity of 40%.

3. Deterioration Model

To assist in the management of the suspension cables an analytical tool was developed to model the deterioration of the galvanised steel wires as a result of corrosion. While the present condition can be quantified, an assessment is required of the mechanism and timescale for this condition to be established. Details of the development of the model are described elsewhere (1). Using this method it is also possible to predict the long term effects of various remedial measures.

To assist in the development of the model, it was necessary to measure a number of physical parameters. In areas where corrosion has not initiated, the as built condition such as wire diameter and thickness of galvanising can be established. It was also possible to retrieve samples of wires for detailed inspection and physical testing to identify the factors that govern failure. In areas where corrosion has taken place it is possible to measure section losses or depths of penetration that have occurred to date. In addition it is possible to identify failed wires and obtain values for contributory factors.

For the wires making up the main suspension cables, the following assumptions have been made with respect to the onset of corrosion:

- 1) The wires arrive at site adequately protected from corrosion until the cables have been spun.
- 2) Once in place, the cables are protected by three layers of protection:
 - a) The zinc galvanising on the individual wires.
 - b) A layer of red lead oxide paste on the outside of the cable.
 - c) A protective wrap consisting of wire plus tape plus coating.
- 3) Initially, the cable is protected from significant corrosion by the cumulative action of the three protective systems.
- 4) The first to break down in the outer coating, allowing moisture and more importantly moist air to enter the bundle. As the cable cools at night, the moisture in the air condenses to liquid.
- 5) In time, through exposure to water and the atmosphere, the effectiveness of the red lead paste breaks down allowing the zinc galvanising to start corroding.
- 6) As patches of the zinc layer become fully consumed, the underlying steel starts to corrode.
- 7) While the rate of corrosion will be initially fast, the generation of voluminous corrosion products may eventually occlude the corrosion site, slowing down the rate of metal loss.
- 8) Under stress, the corrosion of the wires can become concentrated, eventually reducing the cross section of the wire sufficiently for it to fail by tensile overload.

Each of these stages needs to be modelled individually, based on both published data and site observations and combined to produce the overall predictive tool. A series of laboratory investigations were carried out on samples of wire removed from the structure. The failure of the wires was found to be caused by the formation of narrow 'V' shaped corrosion pits reaching a critical depth. The data on

the critical defect size was best characterised by a Weibull distribution which confirmed that failure occurred when the defect reaches approximately one third the thickness of the wire. Based on this observation, the most appropriate data for modelling section loss relates to depths of penetration with respect to time and published data was employed for the corrosion loss of zinc and unalloyed steel in a range of environments⁽³⁾. The data obtained from site was found to correlate well with the section loss predicted by the model, see Figure 1, and provided the necessary confidence to use the model to predict the future performance of the wires and the influence of dehumidification and corrosion inhibitors.

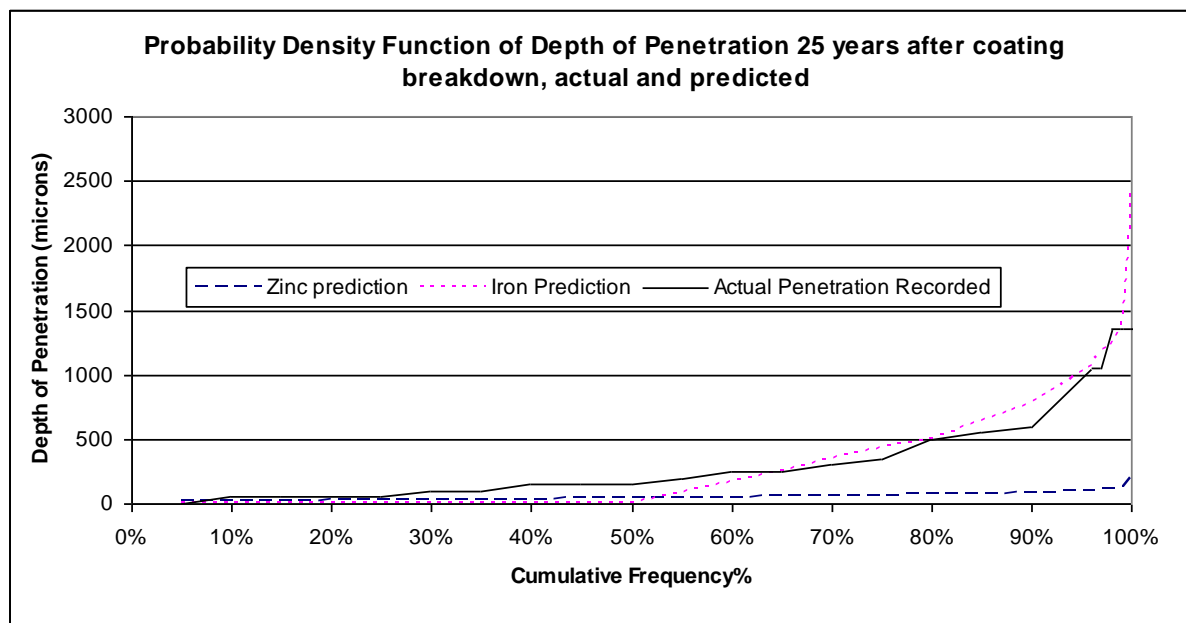


Figure 1: Comparison between actual and predicted loss

4. Use of Corrosion Inhibitors

In order to provide additional corrosion protection to the wires during the initial period of moisture reduction when corrosion rates could increase as oxygen becomes more available, and to provide a back-up in the event of the dehumidification system being out of action, for example, for maintenance, a vapour phase corrosion inhibitor system (VpCI) was developed for introduction into the dry air stream.

VpCIs have been in use for a number of years, initially for military and aerospace applications but now commonly also for automotive, domestic and construction uses. They are based on volatile organic compounds that form continuous highly-adherent mono-layers on the surface of metals which are effective in controlling the processes that lead to corrosion. While the formulation is specific to the manufacturer, they are generally based on organic compounds such as amino alcohols that have proved to be effective and durable corrosion inhibitors in addition to being non-toxic and of low environmental impact.

In industry they are generally used with a carrier system which may be a water or hydrocarbon carrier solution or a fine starch or talc powder. Due to concerns regarding the potential blocking of the air voids in the cables, powder-based delivery systems were immediately rejected as a method of introducing the inhibitor. Water based systems were also considered unsuitable, particularly as moisture reduction was the principal aim, while solvent based systems were found to be incompatible with the cable wrap and RH probes that formed integral parts of the dehumidification system.

For these reasons, an approach based on the introduction of the pure inhibitor vapour by employing the dehumidification air stream as the carrier has been developed. The inhibitor is introduced into the air stream via permeable emitters with no solid or liquid material being employed. In this manner it

has been possible to ensure a sufficient level of inhibitor vapour is present within the air voids to protect exposed metal surfaces while avoiding the risks of blockage by solid or liquid material.

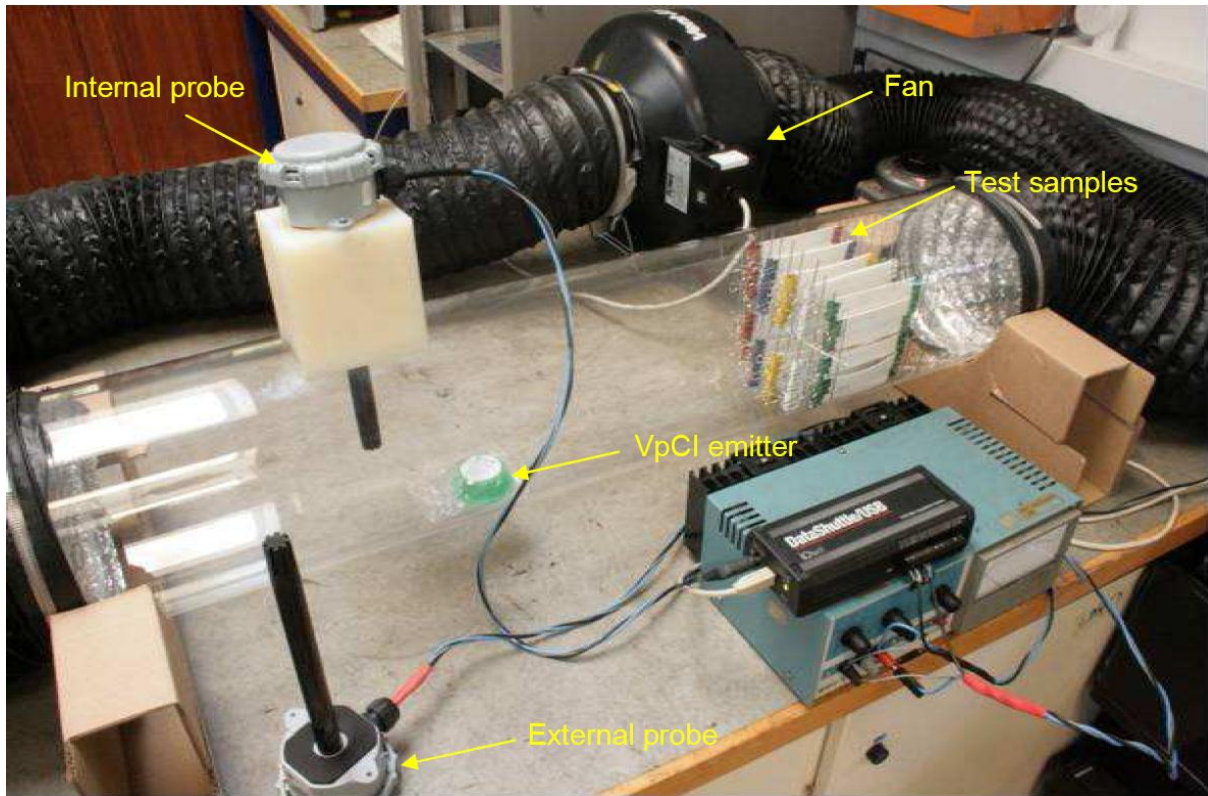


Figure 2: Laboratory test to confirm compatibility of inhibitor with dehumidification system components.

Because the protection layer is only one or two molecules thick, they should have no influence on clearances and only a minimal effect on other physical properties. To confirm this, tests were carried out which found that use of the inhibitor caused a small increase in wire-to-wire friction at low contact pressure and had not significant frictional effect at higher load. Further tests were carried out to confirm the inhibitor would not adversely affect the other components in the system, including cable wraps, sealants and probes. Initially the tests were carried out in the laboratory (see Figure 2), but exposure tests on site are on-going to confirm no long-term influence on properties. The laboratory tests confirmed that the inhibitor had no significant effect on the characteristic of the wrap and sealant materials and did not interfere with the operation of the RH probes.

5. Site Testing of Inhibitors

In order to confirm the effectiveness of the inhibitor delivery system it was considered advantageous to develop a simple indicator-based test that could be employed on site as part of the on-going inspection of the main suspension cables. Such a system was developed by the inhibitor manufacturer and made available for site trials. In the presence of the inhibitor, the colour of the indicator changed from blue to red and it was possible to confirm the presence of the inhibitor on the surface of the wires, even deep within the cable, by use of swabs containing the inhibitor solution, see Figure 3.



Figure 3: Swab test for inhibitor during cable inspection.



Figure 4: Positive inhibitor test on the sensor end of a corrosion probe.

In addition to the site tests which confirmed the presence of the inhibitor across the full section of the cable, a failed corrosion probe that had been replaced was also retained for testing. Swab tests with the indicator confirmed the presence of inhibitor on the sensor section of the probe (see Figure 4) that had been exposed to exhaust air from the dehumidification system, confirming that sufficient inhibitor was being introduced into the system so as to treat the full length of the suspension cable.

During the design phase of the dry air injection system there were concerns raised as to the ability of the system to reach all parts of the cable. Site testing for the corrosion inhibitor was found to be present at all locations tested, not just the external surface of the cable but at all locations

6. Monitoring of Cable

It was recognised early in the assessment process that the future management of the bridge would be required to adhere to the principles contained in the Highways Agency's standard BD79/06. A monitoring regime and warning system was developed to allow the Highways Agency sufficient confidence as to the reliability of the suspension bridge cables.

The plan for the monitoring system was to assess the cable on a monthly basis using the following methods:-

- Visual observations - the operator, Severn River Crossing, were instructed to record any observations that may be relevant to the condition of the cable. This could include damage to evidence of entrapment of water under the cable sleeving and broken wrapping or main cable wire.
- Traffic loading – traffic is the dominate live load on the bridge and it represents 20% of the maximum load carried by the cables. Weigh-in-motion sensors have been installed on all road access to the bridge since 2005; this had enabled a Bridge Specific Assessment Live Loading, in accordance with BD 50⁽⁵⁾, to be undertaken at periodic intervals. To undertake a full BSAL was not considered necessary and parameter were identified to allow the Government Representative to look for trends in the traffic flow, i.e. % of HGV and maximum axle loading.
- Acoustic monitoring – a monitoring system has been in place on the bridge since November 2006 (partial) and spring 2008 (full). Any acoustic event detected are reviewed by the specialist system suppliers on the basis of characteristic wire break acoustic signatures to provide a 'confirmed wire break'; and
- Dry air injection system – at the air inlet and exhaust locations along the length of the cables, sensors have been located to provide information on the condition of the voids within the cable. These sensors included relative and absolute humidity, temperature, flow, pressure and corrosion.

Hand in hand with the monitoring system was the need to identify a trigger mechanism that would allow the client and operator to be able to close the crossing should a sequence of events reduce the cable capacity to a level that was deemed unacceptable for the travelling public.

7. Results of Acoustic Emission Monitoring

The results of the acoustic emissions are plotted in Figure 5 and the main points are:-

- emissions before installation of the dry air injection system represented 0.4% of the total number of wires in the cables;
- emissions during the cable drying out period reduced to about 15 breaks per year representing 0.1% per year; and
- emissions after drying out were less than 10% of the emissions before installation of the dry air injection system.

The large increase in wire breaks during 2010 can be attributed to the removal of the wrapping wire and wedging operations that took place during the 2nd intrusive inspection.

