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# Axial compression performance and confinement mechanism of concrete-filled corrugated steel tubular columns

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**Abstract:** The concrete-filled corrugated steel tubular (CFCST) column is a novel steel-concrete composite column characterized by transverse corrugated steel plates. This unique application of the plates leverages their considerable out-of-plane stiffness, markedly enhancing the compression performance of CFCST columns while significantly reducing steel material consumption. However, the exact confinement mechanism of the corrugated steel on the infilled concrete remains unclear. To address this question, we analyzed the confinement effect of the CFCST columns under axial compression. The lateral displacement, lateral stress, and bending moment distributions were determined through differential equations, and parametric analysis was performed to examine the impact of varying corrugated steel plate dimensions and concrete strength on these distributions. The results indicated strong confinement effects at the boundary positions with virtually no effect at the mid-span. The stiffness of the corrugated steel plates and the confinement effect were found to be directly proportional. Additionally, a relationship was established between the average lateral stress of the concrete and the effective confinement coefficient of the CFCST thorough data fitting, leading to a design formula for calculating the axial compression capacity of CFCST columns. Finally, the accuracy of the formula and its applicability in engineering design were confirmed through validation on experimental data, with the maximum deviation being within ±5%.

**Key words:** Corrugated steel plate; Composite column; Confinement mechanism; Axial compressive behavior; Theoretical analysis

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## 1 Introduction

In the field of structural engineering, the development of high-performance, easy-to-assemble structural forms has become a major trend. Steel-concrete composite structures, particularly concrete-filled steel tubular (CFST) columns, exemplify this with their extensive their superior load-bearing capabilities and versatile design options, making them increasingly popular (Yu et al., 2024a). Since their first application in the Severn Railway Bridge in 1879, CFST columns have been widely used and studied due to their unique mechanical properties, which are driven by the synergistic interaction between the steel tube and infilled concrete (Han et al., 2014; 2016a; Wang and Han, 2018; Hu and Liu, 2022). Numerous investigations have been conducted on constitutive models of confined concrete and revealed significant enhancements in both strength and ductility (Richart et al., 1926; 1928; Mander et al., 1988; Naguib and Mirmiran, 2003; Badalamenti et al., 2010; Yu et al., 2022). Additionally, extensive experimental and numerical studies have been conducted to investigate the load-bearing capacity of CFST columns under axial and eccentric compression (Furlong, 1967; Knoeles and Park, 1969; Han and An, 2014). The axial performance of such columns can be improved either by replacing conventional concrete with high-performance cementitious composites, which typically exhibit superior crack resistance and durability (Chen et al., 2024; Gong et al., 2023; Tong et al., 2025; Tong et al., 2024a), or by enhancing the confinement effect of the outer steel tube on the core concrete. Due to their superior bending stiffness and

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ease of connection, rectangular CFST columns are widely employed in construction, although their confinement efficiency is weaker than that of circular CFST columns (Chen et al., 2025a, 2025b). The wall plates of the rectangular steel tubes provide confinement mainly through bending resistance, but this mechanism is prone to premature buckling (Zhang et al., 2021a, 2021b, 2023a). Conventional approaches, such as increasing the plate thickness or adding external stiffeners, can delay buckling but often result in higher construction complexity and material costs.

Instead, replacing flat plates with corrugated steel plates offers a more efficient solution. Despite being thin-walled, corrugated plates possess considerable bending stiffness due to their geometric configuration; they have already been applied in various practical engineering projects, and demonstrated their feasibility and effectiveness in enhancing both stiffness and structural stability (Tong et al., 2022a; 2023a; 2023b; Wang et al., 2022; Wu et al., 2024). An example of corrugated steel plates in construction is shown in Fig. 1. Meanwhile, the bearing capacity and stability of some components using corrugated steel plates and filled concrete have been investigated (Wen et al., 2023; Dou et al., 2024; Jiang et al., 2024; Yu et al., 2024b; Wu et al., 2025). Some studies have confirmed that the mechanical interlocking between corrugated steel plates and infilled concrete enables better cooperative performance and effectively mitigates local buckling issues (Sun et al., 2022; Yu et al., 2023; Zhang et al., 2023b; Tong et al., 2024b; 2024c).

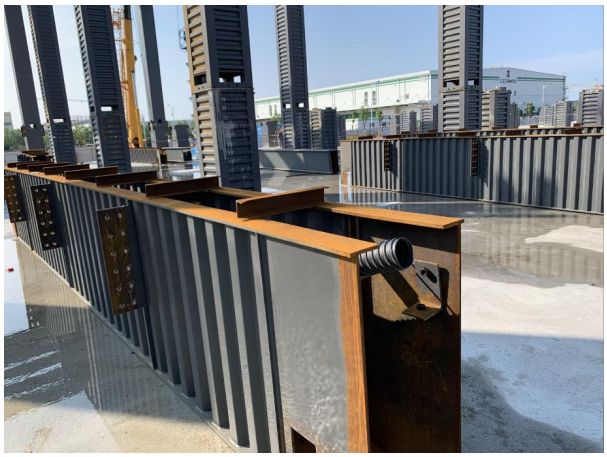

**Fig. 1 An application of corrugated steel plates in practical engineering**

Consequently, a novel structure named the concrete-filled corrugated steel tubular (CFCST) column has been proposed, which is depicted in Fig. 2. It consists of four transversely placed corrugated steel plates, four small square-section steel bars at the corners, and infilled concrete. The transverse corrugated plates can release axial loads in the vertical direction through the accordion effect, and their primary role is to provide circumferential confinement to the core concrete (Zhang et al., 2025). In contrast with vertically placed corrugated plates, this transverse configuration does not rely on the plates to directly carry axial load, but it does effectively avoid premature buckling before the peak strength and ensures a higher residual capacity (Fang et al., 2022; 2023; Tong et al., 2023c; Yu et al., 2025).

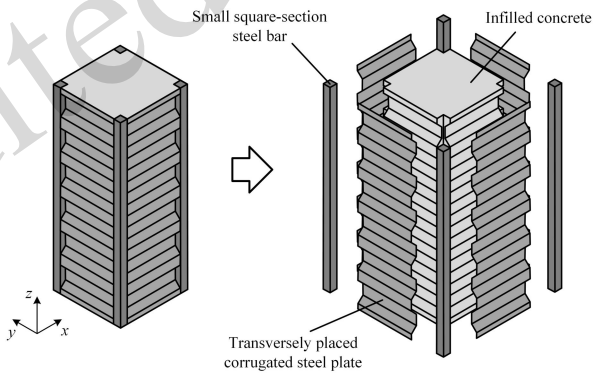


**Fig. 2 The composition of CFCST columns**

Additionally, due to their significant lateral bending stiffness, corrugated steel plates can effectively constrain the lateral expansion deformation of the infilled concrete. The square steel bars placed at the corners of a CFCST primarily serve to connect the corrugated steel plates to an integral cell through welding. Their dimensions are deliberately kept small – generally less than 1/10 of the column width – and are determined by constructability and economic considerations. This ensures that the bars are sufficiently large for reliable welding and assembly, while avoiding unnecessary material usage (Tong et al., 2024c). The welded corrugated cell can act directly as the formwork during concrete pouring, which makes the structure well suited for modular construction. Compared with conventional CFST columns, CFCST columns provide enhanced confinement due to the boundary restraint offered by the corrugated plates. Moreover,

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corrugation allows for more efficient use of steel, leading to improved material economy without compromising structural performance. However, the axial bearing capacity of CFCST columns, and the confinement mechanism exerted by the corrugated steel plates on the infilled concrete are not fully understood. Therefore, it is imperative to investigate these aspects in order to advance the understanding and application of this innovative composite column.

In this study, the mechanical interaction between corrugated steel plates and infilled concrete in stub CFCST columns under axial loading is analyzed based on elastic theory. Differential equations were used to determine the lateral displacement, lateral stress, and bending moment distributions of the corrugated steel plates. Parameters such as the thickness, width, and amplitude of the steel plates, as well as the strength of the concrete, were examined to qualitatively assess their impact on the confinement effects and the confinement mechanisms of the CFCST columns. Finally, methods for calculating average lateral stress and axial load-bearing capacity were developed and validated against existing experimental data, providing valuable guidance for their engineering applications.

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## 2 Elastic mechanics analysis of the confinement effect

### 2.1 Simplified section

A previous experimental study (Tong et al., 2024c) demonstrated that for CFCST columns with horizontally placed corrugated plates, local buckling of these plates does not occur before the ultimate axial capacity is reached. In this stage, the plates are primarily bending, so it is reasonable to consider them as orthotropic plates. Under this assumption, the centroidal lines of the plates enclose an equivalent cross-section whose area coincides with the average of the maximum and minimum sectional areas. In addition, the confinement coefficient is calculated based on the volumetric ratio of steel to concrete, which is consistent with using the average section. Therefore, adopting the average section provides a rational simplification that aids mechanical analysis. In the design of the CFCST column, four steel bars with a square cross-section are strategically placed in each corner to connect the corrugated steel plates and bear the vertical load. Given that the area of the concrete invaded by the steel bars is small compared to the total cross-sectional area, this allows the cross-section to be treated as an intact rectangular section.

The simplified section is shown in Fig. 3, where $b_{c,max}$ and $h_{c,max}$ are the maximum width and height of the original section, respectively; $b_{c,min}$ and $h_{c,min}$ are the minimum width and height of the original section, respectively; and $b_c$ and $h_c$ are the width and height of the simplified section, respectively. The cross-section of the corrugated steel plate is depicted in Fig. 4, where $t$ is the plate thickness; $a$ is the corrugation amplitude; $\gamma$ is the inclined angle; $d_1$ and $d_2$ are the lengths of the horizontal and inclined segments, respectively; and $s$ and $q$ are the unfolded length and projected length of one period of the corrugated steel plate, respectively. To distinguish between plates oriented in different directions, the two corrugated steel plates oriented along the width of the simplified section are designed as "flanges," whereas those oriented along the height are designed as "webs" – their related physical quantities are distinguished by the subscripts "w" and "f," respectively.

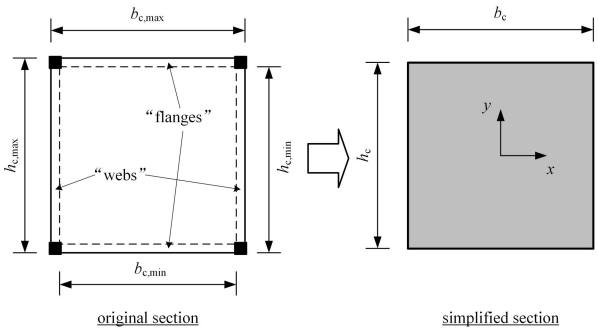


**Fig. 3 Schematic diagram of the CFCST column section calculation**

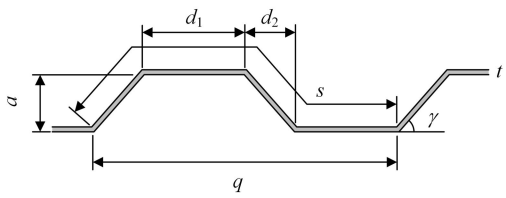


**Fig. 4 Cross-section of a corrugated steel plate**

### 2.2 *Mechanism analysis based on elastic theory*

Assuming that the CFCST column is uniformly

compressed – that is, the axial compressive strain is consistent within any single cross-section – the rectangular coordinate system is established with the center of the section as the origin. The compression direction is along the $z$-axis, as shown in Fig. 3.

The elastic modulus and Poisson's ratio for concrete are denoted as $E_c$ and $\mu_c$, and those for steel as $E$ and $\mu$, respectively. At the initial stage, which involves slowly applying the axial load, the corrugated steel plate and the infilled concrete are considered to bear the axial load independently. To facilitate the study of compression, both the stress and strain are considered as positive compression. Based on elastic theory and the equilibrium conditions of the corrugated steel plates, the bending equations in the two directions can be expressed as:

$$D_w \frac{d^4 u}{dy^4} + K_w u = K_w u^* \tag{1}$$

$$D_f \frac{d^4 v}{dx^4} + K_f v = K_f v^* \tag{2}$$

where $u(x, y)$ and $v(x, y)$ denote the displacement components in the $x$- and $y$-directions, respectively, and their positive directions align with those of the coordinate system; $D_w$ and $D_f$ are the bending stiffnesses of the web and flange, respectively.

The complete derivation of the above equations and the definitions of $K_w$, $K_f$, $u^*$, and $v^*$ are presented in the Electronic supplementary materials (ESM). Accordingly, the solutions to these two differential equations are:

$$u = 0.5\varepsilon_{cz} b_c \begin{pmatrix} A_{w0} \sinh k_w y \sin k_w y + \\ C_{w0} \cosh k_w y \cos k_w y \end{pmatrix} + u^* \tag{3}$$

$$v = 0.5\varepsilon_{cz} h_c \begin{pmatrix} A_{f0} \sinh k_f x \sin k_f x + \\ C_{f0} \cosh k_f x \cos k_f x \end{pmatrix} + v^* \tag{4}$$

where $k_w = \sqrt[4]{K_w / (4D_w)}$ ; $k_f = \sqrt[4]{K_f / (4D_f)}$ ; $\varepsilon_{cz}$ is the axial strain; $A_{w0}$, $A_{f0}$, $C_{w0}$, and $C_{f0}$ are undetermined constants. The detailed calculation methods are provided in the ESM.

The lateral stresses between the corrugated steel plates and the infilled concrete are:

$$p_x = -0.5\varepsilon_{cz} b_c K_w \begin{pmatrix} A_{w0} \sinh k_w y \sin k_w y + \\ C_{w0} \cosh k_w y \cos k_w y \end{pmatrix} \tag{5}$$

$$p_y = -0.5\varepsilon_{cz} h_c K_f \begin{pmatrix} A_{f0} \sinh k_f x \sin k_f x + \\ C_{f0} \cosh k_f x \cos k_f x \end{pmatrix} \tag{6}$$

The tensile forces acting on the web and flange are then:

$$T_w = -\frac{K_f h_c \varepsilon_{cz}}{4k_f} \begin{bmatrix} A_{f0} \begin{pmatrix} \cosh U_f \sin U_f - \\ \sinh U_f \cos U_f \end{pmatrix} + \\ C_{f0} \begin{pmatrix} \sinh U_f \cos U_f + \\ \cosh U_f \sin U_f \end{pmatrix} \end{bmatrix} \tag{7}$$

$$T_f = -\frac{K_w b_c \varepsilon_{cz}}{4k_w} \begin{bmatrix} A_{w0} \begin{pmatrix} \cosh U_w \sin U_w - \\ \sinh U_w \cos U_w \end{pmatrix} + \\ C_{w0} \begin{pmatrix} \sinh U_w \cos U_w + \\ \cosh U_w \sin U_w \end{pmatrix} \end{bmatrix} \tag{8}$$

where $U_w = 0.5k_w h_c$; $U_f = 0.5k_f b_c$.

With this result, the solutions for all the physical quantities have been obtained. Given that local buckling of the corrugated steel plates generally does not occur prior to significant expansion of the infilled concrete, the preceding analysis based on elastic theory is considered reasonable.

## 3 Parameter analysis of the confinement mechanism

### 3.1 Lateral displacement distribution

To simplify the analysis, we only consider the case of a biaxial symmetric section, where all the parameters have equal corresponding values in the $x$- and $y$-directions. At the initial stage of loading, the interaction between the corrugated steel plates and the infilled concrete is weak, and it can be assumed that these bodies are independently subjected to stress without interacting. Under these conditions, the displacement in the $y$-direction at the boundary of the concrete due to axial compression is:

$$v_{c0} = 0.5\mu_c \varepsilon_{cz} h_c \tag{9}$$

The confinement effect of the corrugated steel plates on the infilled concrete can be evaluated by

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comparing Eqs. (4) and (9) as:

$$\frac{v}{v_{c0}}=\frac{1}{\mu_c}\begin{pmatrix}A_{f0}\sinh k_f x\sin k_f x+\\C_{f0}\cosh k_f x\cos k_f x\end{pmatrix}+\frac{v^*}{v_{c0}} \tag{10}$$

$$\frac{v^*}{v_{c0}}=1-\begin{pmatrix}A_{w0}\sinh U_w\sin U_w+\\C_{w0}\cosh U_w\cos U_w\end{pmatrix} \tag{11}$$

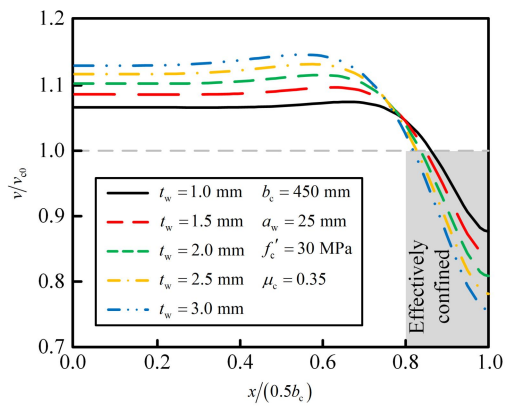
Notably, concrete is a typical nonlinear material, and its Poisson's ratio should be taken as the secant Poisson's ratio, which increases gradually during loading. The elastic modulus should be considered as the secant modulus, which tends to decrease simultaneously. The relationship between the secant modulus and the tangent modulus at the origin for concrete is difficult to ascertain, but employing the tangent modulus at the origin as the elastic modulus does not affect the qualitative conclusions. The tangent modulus at the origin is calculated by (ACI, 2019):

$$E_c=4733\sqrt{f_c'} \tag{12}$$

where $f_c'$ is the compressive strength of a 150 mm × 300 mm cylinder of concrete.

Based on Eqs. (9) – (11), the function curves can be plotted as shown in Fig. 5. Due to symmetry, only the function curves in the first quadrant are shown. The ratio of lateral displacement in the $y$-direction between the corrugated steel plate and the unconfined concrete reflects the confinement effect. At the position near the boundary (when $x$ approaches $0.5b_c$), the lateral displacement of the corrugated steel plate is smaller than that of the unconfined concrete, indicating that the corrugated steel plate provides strong confinement to the infilled concrete in this location. Conversely, at the position near the mid-span of the corrugated steel plate (when $x$ approaches 0), the lateral displacement of the corrugated steel plate is even greater than that of the unconfined concrete, indicating that the confinement effect here is very weak; it may even indicate that the corrugated steel plate and the infilled concrete become detached.

As shown in Fig. 5a, an increase in the thickness of the corrugated steel plate makes this phenomenon more pronounced, and when the thickness of the corrugated steel plate approaches zero, the function curve approaches the line $v/v_{c0}=1$; this indicates that the infilled concrete has become unconfined. As the width of the CFCST column increases, the effective confinement area decreases, as illustrated in Fig. 5b. Meanwhile, looking at Fig. 5c, an increase in the amplitude of the corrugated steel plate significantly enlarges the effective confinement area. In general, the distribution of lateral displacement is closely related to the bending stiffness of the corrugated steel plate, and greater stiffness results in a better confinement effect. Therefore, the strength of the materials does not directly affect the distribution of lateral displacement. As depicted in Fig. 5d, the lateral displacement distribution curves of CFCST columns with different concrete strengths are almost identical, with only minor variations occurring due to the relationship between the elastic modulus and the compressive strength of the concrete, as described by Eq. (12). Additionally, this indicates that the impact of the elastic modulus of the concrete on the calculation results can be considered as negligible.



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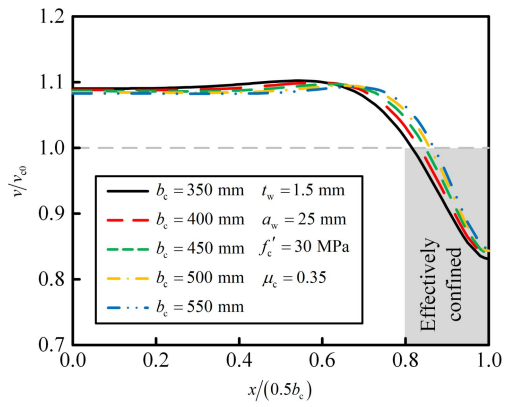

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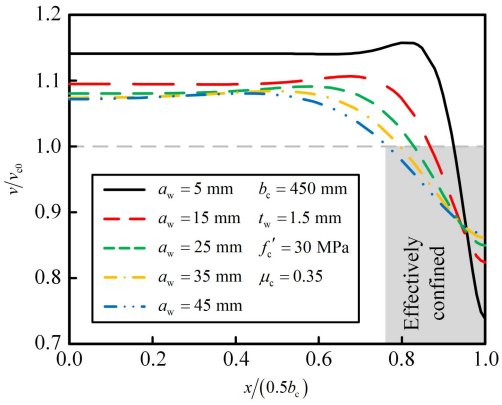


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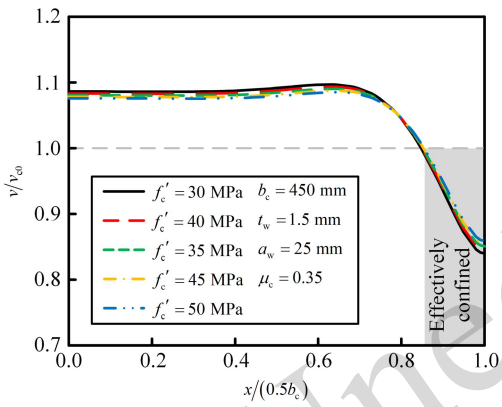


(d)

**Fig. 5 Displacement distribution for different parameters: (a) thickness of the corrugated steel plate; (b) width of the corrugated steel plate; (c) amplitude of the corrugated steel plate; and (d) strength of the concrete**

### 3.2 Lateral stress distribution and confinement coefficient

The lateral stress on the surface of the infilled concrete can be calculated by Eqs. (5) and (6). At the corner points of the concrete, the lateral stress is maximal, and is given by:

$$p_{y,\max} = -\frac{(1-\mu_c)E_c\varepsilon_{cz}}{(1+\mu_c)(1-2\mu_c)} \cdot \begin{pmatrix} A_{f0}\sinh U_f \sin U_f + \\ C_{f0}\cosh U_f \cos U_f \end{pmatrix} \tag{13}$$

To facilitate our analysis, we express the lateral stress between the corrugated steel plates and the infilled concrete under collaborative working conditions in dimensionless form as:

$$\frac{p_y}{p_{c0}} = -\frac{(1-\mu_c)}{\mu_c(1+\mu_c)(1-2\mu_c)} \cdot \begin{pmatrix} A_{f0}\sinh k_f x \sin k_f x + \\ C_{f0}\cosh k_f x \cos k_f x \end{pmatrix} \tag{14}$$

$$p_{c0} = \mu_c E_c \varepsilon_{cz} \tag{15}$$

Based on Eq. (14), the lateral stress distribution curves are calculated and shown in Fig. 6. The lateral stress is maximal at the boundary position, and approaches zero at the mid-span. The distribution curves are approximately linear near the boundary. As the thickness of the corrugated steel plate increases, the lateral stress also increases, as pictured in Fig. 6a. Conversely, as the width of the corrugated steel plate increases, the lateral stress decreases, as depicted in Fig. 6b. It should be noted that when the amplitude of the corrugated steel plate increases, the maximum value of the lateral stress decreases, and the position where the lateral stress diminishes to zero moves further from the boundary, as observed in Fig. 6c. Similarly, the strength of the concrete material does not directly affect the distribution of lateral stress, but instead influences it indirectly through stiffness; as the stiffness of the concrete increases, the lateral stress slightly decreases, as shown in Fig. 6d.

Based on the analysis above, the lateral stress near the supports can be simplified as a linear distribution, with a schematic of this calculation shown in Fig. 7. The single-sided equivalent bearing width $b_{c,e}$ of the corrugated steel plate during the elastic phase can be defined and calculated as:

$$b_{c,e} = \frac{2T_w}{p_{y,\max}} = 4 \cdot \sqrt[4]{\frac{D_f}{4K_f}} \cdot \frac{\cosh 2U_f - \cos 2U_f}{\sinh 2U_f + \sin 2U_f} \tag{16}$$

Since $U_f$ is a large value (e.g. $U_f \approx 8$), both $\cosh 2U_f$ and $\sinh 2U_f$ reach values on the order of $10^6$, which are far greater than the bounded trigonometric terms. As a result, the part of the equation involving trigonometric and hyperbolic functions approaches 1, and Eq. (16) can be further simplified as:

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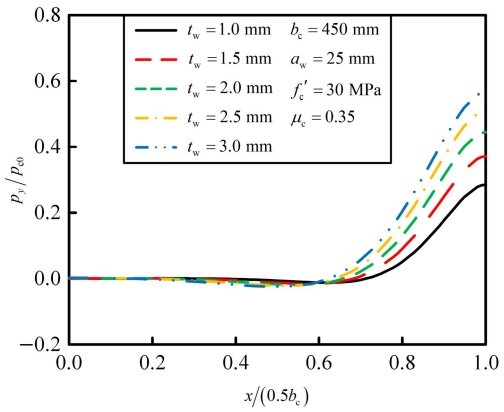
$$b_{c,e} = \frac{2}{k_f} = 2 \cdot \sqrt[4]{\frac{(1+\mu_c)(1-2\mu_c)\left(d_{f1} + \frac{d_{f2}}{3\cos\gamma_f}\right) E t_f a_f^2 h_c}{(1-\mu_c) E_c q_f}} \quad (17)$$

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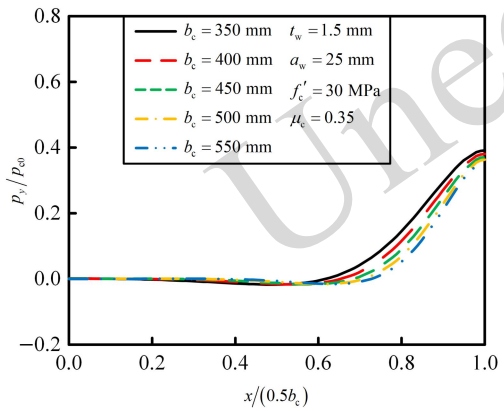


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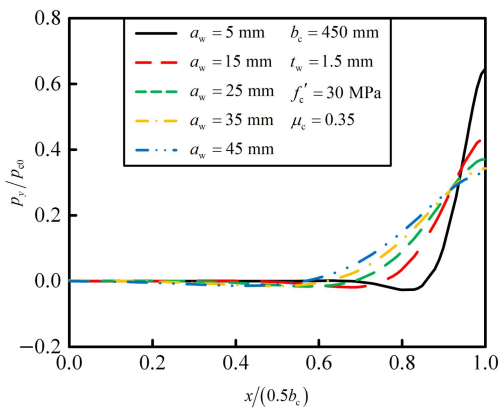


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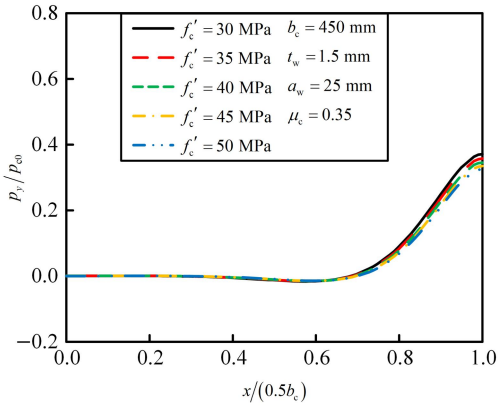


(d)

**Fig. 6 Lateral stress distribution with different parameters: (a) thickness of the corrugated steel plate; (b) width of the corrugated steel plate; (c) amplitude of the corrugated steel plate; and (d) strength of the concrete**

**Fig. 7 A simplified distribution of the lateral pressure and equivalent width of the area experiencing compression**

In the design of CFCST columns, the lateral stress in the infilled concrete when the column reaches the peak axial load is of critical importance. Therefore, we propose a simple method to estimate the stress at this state. Due to the significant variation in lateral stress along the span of the corrugated steel plate, the average stress can be used for a simple estimation. The tensile forces in the corrugated steel plates can be calculated by Eqs. (7) and (8), and the average stress between the corrugated steel plate and the infilled concrete can be defined as:

$$p_{y,av} = \frac{T_w}{0.5b_c} \quad (18)$$

Similar to Eq. (14), the dimensionless form of the average lateral stress can be expressed as:

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$$\frac{p_{y,\mathrm{av}}}{p_{\mathrm{c0}}}=-\frac{(1-\mu_{\mathrm{c}})}{\mu_{\mathrm{c}}(1+\mu_{\mathrm{c}})(1-2\mu_{\mathrm{c}})}\cdot\frac{1}{2U_{\mathrm{f}}}\cdot\left[A_{\mathrm{f0}}\begin{pmatrix}\cosh U_{\mathrm{f}}\sin U_{\mathrm{f}}-\\ \sinh U_{\mathrm{f}}\cos U_{\mathrm{f}}\end{pmatrix}+C_{\mathrm{f0}}\begin{pmatrix}\sinh U_{\mathrm{f}}\cos U_{\mathrm{f}}+\\ \cosh U_{\mathrm{f}}\sin U_{\mathrm{f}}\end{pmatrix}\right] \tag{19}$$

During compression, the apparent Poisson's ratio of the concrete increases with the development of lateral dilation and may approach 0.5 near the peak stress, which we consider to account for the nonlinear behavior of concrete that was observed (Tian et al., 2025). Additionally, in confined concrete structures, a confinement coefficient is commonly used to simply evaluate the confinement effect. For CFCST columns with biaxial symmetric cross-sections, the confinement coefficient can be defined as:

$$\theta=\alpha_{\mathrm{s,e}}\cdot\frac{f_{\mathrm{y,p}}}{f_{\mathrm{c}}'} \tag{20}$$

$$\alpha_{\mathrm{s,e}}=\frac{A_{\mathrm{s,p}}\cdot s/q}{A_{\mathrm{c,avg}}}=\frac{4t_{\mathrm{f}}}{b_{\mathrm{c}}+a_{\mathrm{f}}}\cdot\frac{s_{\mathrm{f}}}{q_{\mathrm{f}}} \tag{21}$$

where $\alpha_{\mathrm{s,e}}$ is the effective steel ratio – this parameter represents the efficiency of the corrugated plates in providing confinement to the core concrete, where the contribution of the corner steel bars is negligible and thus excluded from the definition; $A_{\mathrm{s,p}}$ is the total cross-sectional area of the four corrugated steel plates; $A_{\mathrm{c,avg}}$ is the calculated area of the infilled concrete, taken as the average area; and $f_{\mathrm{y,p}}$ is the yield strength of the corrugated steel plates.

The preceding analysis indicates that the lateral stress is related to stiffness, but not directly to the material strength. Therefore, fitting can be performed between the average lateral stress and the effective steel ratio. The selected parameters and ranges for this fitting are: $t_{\mathrm{w}}$ from 1.0 to 3.0 mm with a step of 0.5 mm; $b_{\mathrm{c}}$ from 300 to 600 mm with a step of 50 mm; $a_{\mathrm{w}}$ from 5 to 45 mm with a step of 10 mm. Based on physical significance, the intercept of the function is defined as zero. The fitting results, illustrated in Fig. 8, can be concisely represented by a linear function:

$$\frac{p_{\mathrm{y,av}}}{p_{\mathrm{c0}}}=3.7\alpha_{\mathrm{s,e}} \tag{22}$$

Furthermore, the corrugated steel plate could fail if the tensile force exceeds its ultimate tensile strength. Therefore, it is necessary to validate the following formulas with:

$$T_{\mathrm{f}}<T_{\mathrm{f,cr0}}=t_{\mathrm{f}}\frac{s_{\mathrm{f}}}{q_{\mathrm{f}}}f_{\mathrm{y,p}} \tag{23}$$

By incorporating Eqs. (18) and (22), Eq. (23) can be further simplified as:

$$\frac{a_{\mathrm{f}}}{b_{\mathrm{c}}}>\frac{3.7E_{\mathrm{c}}\varepsilon_{\mathrm{cz}}}{f_{\mathrm{y,p}}}-1 \tag{24}$$

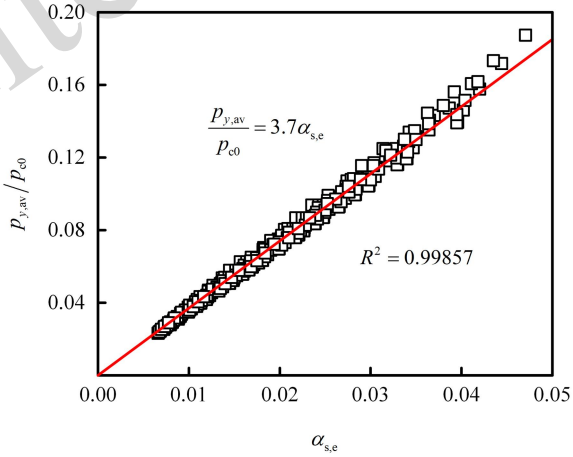


**Fig. 8 The linear relationship between average lateral pressure and effective steel ratio**

Using Eq. (67), it is possible to select the specifications and strength of the corrugated steel plates used in CFCST columns or to verify the parameters of existing CFCST column cross-sections. When $f_{\mathrm{y,p}}$ is greater than or equal to $3.7E_{\mathrm{c}}\varepsilon_{\mathrm{cz}}$ (which is most cases), Eq. (24) holds true. If this condition is not satisfied, the corrugated steel plates may fail before the infilled concrete reaches its peak load capacity, resulting in a premature failure of the structure. In such cases, the strength of both the steel and the concrete, as well as the confinement effect, cannot be fully utilized, and the design is therefore considered unreasonable.

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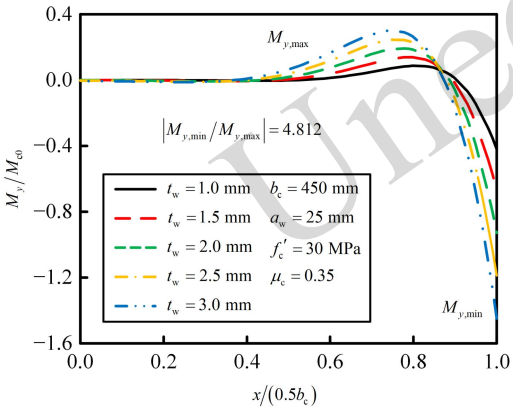
### 3.3 Lateral moment distribution

When the CFCST column is subjected to axial compression, the corrugated steel plates are in a state of tension and bending. The lateral bending moment and its dimensionless form can be presented as:

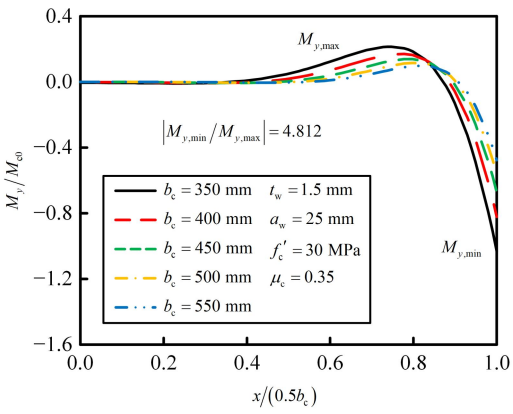
$$M_y = -D_f v'' = -D_f \varepsilon_{cz} h_c k_f^2 \begin{bmatrix} A_{f0} \cosh k_f x \cos k_f x - \\ C_{f0} \sinh k_f x \sin k_f x \end{bmatrix} \tag{25}$$

$$\frac{M_y}{M_{c0}} = -\frac{100(1-\mu_c)}{\mu_c(1+\mu_c)(1-2\mu_c)} \cdot \frac{1}{U_f^2} \cdot \begin{bmatrix} A_{f0} \cosh k_f x \cos k_f x - \\ C_{f0} \sinh k_f x \sin k_f x \end{bmatrix} \tag{26}$$

$$M_{c0} = \frac{1}{800} \mu_c E_c \varepsilon_{cz} b_c^2 \tag{27}$$




(a)

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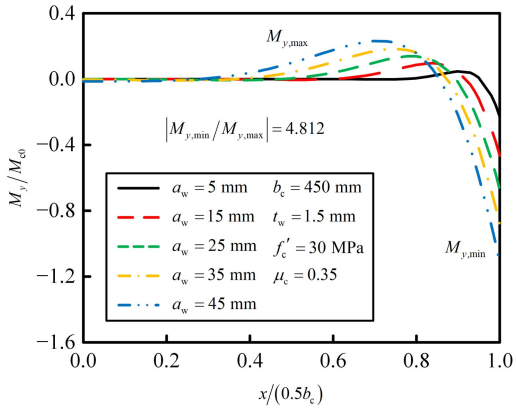
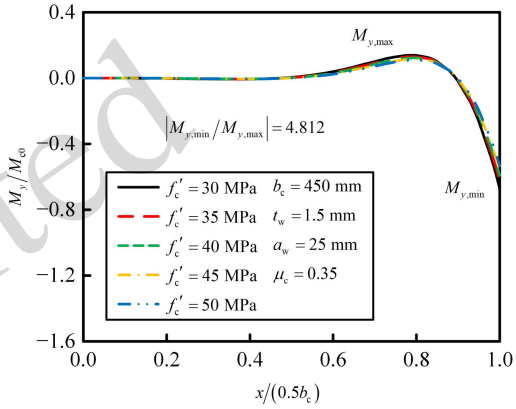



(c)




(d)

**Fig. 9 Moment distribution with different parameters: (a) thickness of the corrugated steel plate; (b) width of the corrugated steel plate; (c) amplitude of the corrugated steel plate; and (d) strength of the concrete**

The bending moment distribution of the corrugated steel plate, as illustrated in Fig. 9 and calculated from Eq. (26), shows that the moment is zero at the mid-span of the plate, increases until reaching the maximum positive value $M_{y,max}$, and then shifts to achieve the maximum negative value $M_{y,min}$ at the boundary. Notably, the absolute value of the maximum negative moment $|M_{y,min}|$ is approximately 4.812 times that of the maximum positive moment $|M_{y,max}|$.

As the thickness or amplitude of the corrugated steel plate increases, the absolute values of both the maximum positive and negative moments increase, and the location of the maximum positive moment moves further away from the boundary, as one can observe in Fig. 9a and Fig. 9c. Conversely, as the width of the corrugated steel plate increases, the absolute values of both maximum moments decrease,

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and the location of the maximum positive moment moves closer to the boundary, as illustrated in Fig. 9b and Fig. 9d. In other words, the stiffness ratio of the corrugated steel plate to the infilled concrete per unit width controls the position of $M_{y,\max}$: a higher ratio moves it away from the boundary, whereas a lower ratio moves it closer to the boundary.

When the CFCST column is axially compressed, the corrugated steel plates are subjected to lateral stress due to the confinement effect, as well as normal stress along their width direction. Given these distinctive stress characteristics, the corrugated steel plate can be considered as a beam that is fixed at both ends, as depicted in Fig. 10a. With increasing load, negative moment plastic hinges first form at the supports, and then the beam behaves like a structure that is hinged at both ends, as shown in Fig. 10b. This continues until positive moment plastic hinges form at two symmetrical points around the mid-span, at which point the structure becomes unsuitable for bearing additional loads, as illustrated in Fig. 10c.

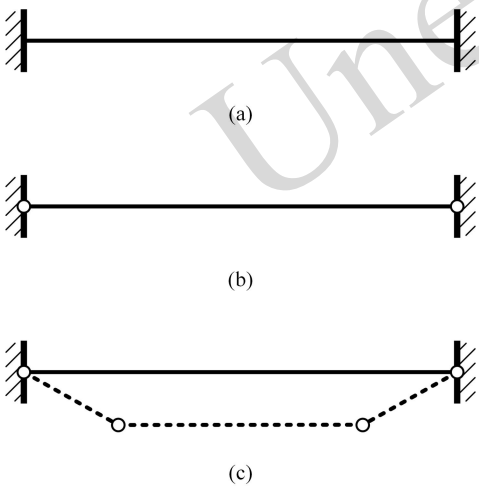


**Fig. 10 Failure process of the corrugated steel plate: (a) initial state; (b) elastic limit state; and (c) plastic limit state**

At the elastic limit state, the maximum bending moment $M_e$ occurs at the supports and can be calculated as:

$$M_e = \left(\frac{1}{6} - \frac{b_{c,e}}{9b_c}\right) p_{y,\max} b_{c,e}{}^2 = 2\left(\frac{1}{6} - \frac{b_{c,e}}{9b_c}\right) T_w b_{c,e} \quad (28)$$

After the formation of negative moment plastic hinges, the location of the maximum positive moment approaches the mid-span of the corrugated steel plate, culminating in a plastic limit state.

## 4 Axial compression capacity of CFCST columns

Since CFCST columns are composite components with a low steel ratio and the corrugated steel plates cannot directly bear the axial load due to an "accordion effect," the axial compression capacity is primarily determined by the infilled concrete. It can be inferred that the axial load-strain curve of CFCST columns should synchronize with that of the infilled concrete. When the infilled concrete reaches its peak compressive strain, the CFCST column attains its axial compression capacity. Based on the results and data fitting of Han (2016b), the peak compressive strain for concrete-filled steel tubular columns can be calculated as:

$$\varepsilon_{cz} = \left\{ \begin{array}{l} 1300 + 12.5 f_c' + \\ \left[ 1330 + 760\left(\frac{f_c'}{24} - 1\right)\right] \theta^{0.2} \end{array} \right\} \times 10^{-6} \quad (29)$$

The transverse normal stress in the corrugated steel plate from tensile force can be calculated by Eq. (S44) in the ESM. Since the plate is in a unidirectional stress state, the yield criterion is:

$$\sigma_{cy} = f_{y,p} \quad (30)$$

The average lateral stress in the infilled concrete when the CFCST column reaches the peak load can be calculated by Eq. (22). According to Tong (2022b), the relationship between the strength of infilled concrete $f_{c,p}$ and its average lateral stress $p_{y,av}$ can be expressed as:

$$\frac{f_{c,p}}{f_c'} = 1 + 2.603\left(\frac{p_{y,av}}{f_c'}\right)^{0.81} \quad (31)$$

The formula to calculate the axial compression capacity of CFCST columns can then be derived:

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$$N_u = A_{s,bar} f_{y,bar} + A_{c,min} f_{c,p} \tag{32}$$

$$f_{c,p} = \left[ 1 + 4.284 \left( \frac{E_c \varepsilon_{cz} \alpha_{s,e}}{f_c'} \right)^{0.81} \right] f_c' \tag{33}$$

where $A_{s,bar}$ and $f_{y,bar}$ are the total cross-sectional area and the yield strength of the four steel bars, respectively; $A_{c,min}$ is the minimum cross-sectional area of the infilled concrete.

The results from the above analysis were compared with a previous experimental study (Tong et al., 2024c), as summarized in Table 1. The specimen labels denote the cross-sectional width, the width of the flat steel bar, the type of corrugated steel plate (Type A with a wave amplitude of 20 mm; Type B with a wave amplitude of 35 mm), and the plate thickness. A total of ten groups of specimens were tested, with each group containing two identical specimens, distinguished by the suffixes "-1" and "-2." The column height was taken as three times the cross-sectional width to eliminate potential global stability effects. All steel components were fabricated through automated mechanical processing to ensure high dimensional accuracy, and the geometric parameters adopted in the calculations were based on the actual measured dimensions, including initial imperfections. The concrete was cast in two separate batches, thereby introducing a degree of material variability and improving the representativeness of the testing program.

**Table 1 Comparison between the experimental and theoretical results**

| Specimen label | $f_{y,p}$ (MPa) | $f_{y,bar}$ (MPa) | $f_c'$ (MPa) | $b_c$ (mm) | $\theta$ | $N_{u,test}$ (kN) | $N_u$ (kN) | $N_u/N_{u,test}$ |
|---|---|---|---|---|---|---|---|---|
| C350-35-A1.5-1 | 506 | 341 | 36.35 | 317 | 0.324 | 5721 | 5670 | 0.99 |
| C350-35-A1.5-2 | | | | | | 5725 | 5670 | 0.99 |
| C400-35-A1.5-1 | 506 | 341 | 36.35 | 367 | 0.284 | 7024 | 7003 | 1.00 |
| C400-35-A1.5-2 | | | | | | 6957 | 7003 | 1.01 |
| C450-35-A1.5-1 | 506 | 341 | 36.35 | 417 | 0.253 | 8219 | 8477 | 1.03 |
| C450-35-A1.5-2 | | | | | | 8047 | 8477 | 1.05 |
| C450-40-A1.5-1 | 506 | 385 | 36.35 | 417 | 0.247 | 9343 | 9251 | 0.99 |
| C450-40-A1.5-2 | | | | | | 9353 | 9251 | 0.99 |
| C500-40-A1.5-1 | 506 | 385 | 40.33 | 467 | 0.206 | 12058 | 11708 | 0.97 |
| C500-40-A1.5-2 | | | | | | 12340 | 11708 | 0.95 |
| C500-45-A1.5-1 | 506 | 360 | 40.33 | 467 | 0.202 | 12446 | 12130 | 0.97 |
| C500-45-A1.5-2 | | | | | | 12611 | 12130 | 0.96 |
| C550-45-A1.5-1 | 506 | 360 | 40.33 | 517 | 0.185 | 14541 | 14123 | 0.97 |
| C550-45-A1.5-2 | | | | | | 14613 | 14123 | 0.97 |
| C550-45-A2.0-1 | 466 | 360 | 40.33 | 516 | 0.227 | 14756 | 14706 | 1.00 |
| C550-45-A2.0-2 | | | | | | 14619 | 14706 | 1.01 |
| C550-50-B1.5-1 | 498 | 384 | 40.33 | 502 | 0.201 | 14143 | 13891 | 0.98 |
| C550-50-B1.5-2 | | | | | | 14522 | 13891 | 0.96 |
| C600-50-B1.5-1 | 498 | 384 | 40.33 | 552 | 0.184 | 16074 | 15969 | 0.97 |
| C600-50-B1.5-2 | | | | | | 16470 | 15969 | 0.99 |

The loading and measurement setup for the tests are shown in Fig. 11a, and the failure mode of the corrugated steel plates is pictured in Fig. 11b. It can be observed that the corrugated steel plates exhibit an outward bending deformation under the compression of the infilled concrete, with significant deformation occurring near the ends. This is consistent with the failure mechanism shown in Fig. 10.

The peak axial bearing capacities obtained from the tests, denoted as $N_{u,test}$, along with the calculated results from Eq. (32), are summarized in Table 1. The deviations between the theoretical and experimental results are within ±5%. Specifically, the mean value of $N_u/N_{u,test}$ is 0.99, with a standard deviation of 0.0243. In addition, regression analysis yields an $R^2$ value of 0.995, confirming that the proposed design formula provides reliable prediction accuracy and is suitable for engineering applications.

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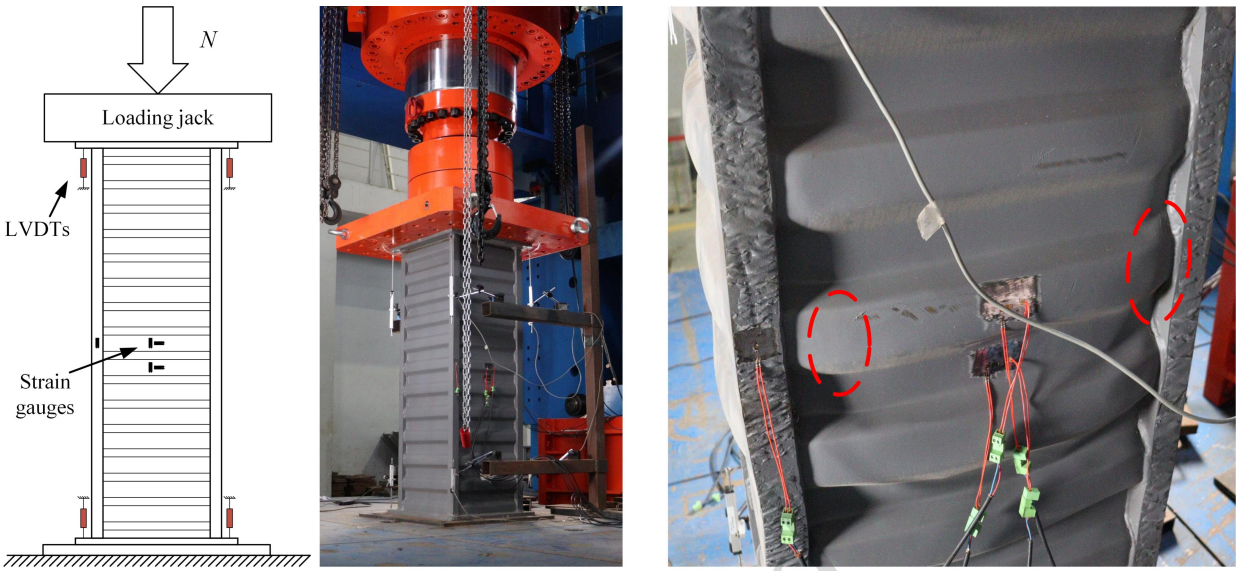


(a) (b)

**Fig. 11 Axial compression tests of CFCST columns: (a) test setup and instrumentation; and (b) failure mode of corrugated steel plates**

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## 5 Conclusions

CFCST columns are a new type of steel-concrete composite structure with a low steel ratio. The mechanical behavior of CFCST columns under axial compression was investigated analytically in this study.

Based on elastic theory, the interaction mechanism of corrugated steel plates with infilled concrete was derived from the relevant differential equations. This analysis covered the displacement, stress, strain, and lateral stresses of these components, providing a comprehensive assessment of their mechanical behavior under compressive loads.

The dimensions of the steel plates and the concrete strength were found to significantly influence lateral displacement, stress, and bending moment distribution. A substantial confinement effect was observed at the boundary positions, which was virtually absent at the mid-span. Increased flexural stiffness of the steel plates led to enhanced confinement and greater bending moments, with the peak negative moment being 4.812 times greater than the peak positive moment.

A method for calculating the effective steel ratio and confinement coefficient of CFCST columns was presented, and a simple linear relationship between the average lateral stress and the effective steel ratio at the peak load state was established. Furthermore, a formula for the axial compression capacity of CFCST columns was proposed, and validated against experimental results. The maximum deviation from experimental data was less than ±5%, demonstrating the formula's high estimation accuracy and applicability for engineering design.

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### Author contributions

Jiaming ZHANG designed the research and wrote the first draft of the manuscript. Chaoqun YU processed the corresponding data and helped to organize the manuscript. Genshu TONG and Jingzhong TONG revised and edited the final version.

### Conflict of interest

Jiaming ZHANG, Chaoqun YU, Genshu TONG, and Jingzhong TONG declare that they have no conflict of interest.

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**Electronic supplementary materials**

Section S1, Figs. S1–S4, Eqs. (S1)–(S50)

## 中文概要

**题　目：** 波形钢板-混凝土组合柱轴压性能与约束机理研究

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**目　的：** 波形钢板-混凝土组合柱是一种兼具高承载效率与经济性的创新型组合构件。本文旨在揭示其在轴压作用下波形钢板与混凝土之间的协同工作机理，探讨关键设计参数对轴压承载性能及约束机理的影响，并提出简便可靠的设计公式。

**创新点：** 1. 通过弹性理论，给出了组合柱截面任意位置的位移、侧向应力以及弯矩的解析解；2. 提出轴压承载力设计公式，并给出了有关截面尺寸及材料强度的设计建议。

**方　法：** 1. 通过弹性理论，建立了波形钢板-混凝土组合柱在轴压下的力学分析模型及相应的微分方程（公式(1)和(2)）并给出相应的解析解；2. 通过参数分析，研究了关键设计参数对位移、侧向应力以及弯矩分布之间的关系；3. 引入割线模量考虑塑性效应，提出了轴压承载力计算公式（公式(33)），并结合已有试验结果验证所提公式的可行性和有效性（表 1）。

**结　论：** 1. 波形钢板-混凝土组合柱在轴压荷载下表现出显著的约束效应；2. 增大波形钢板的抗弯刚度可显著提升其对混凝土的约束能力，波形钢板所受最大负弯矩约为最大正弯矩的 4.812 倍；3. 提出的轴压承载力计算公式与试验结果高度吻合，偏差小于 ±5%，适用于工程设计。

**关键词：** 波形钢板；组合柱；约束机理；轴压承载性能；理论分析

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