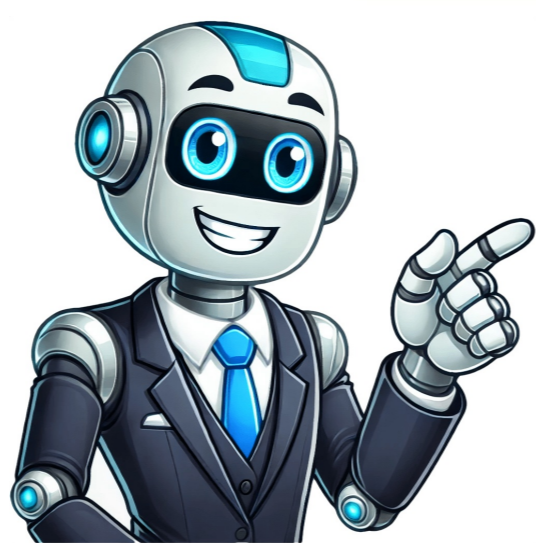


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less than about 25 times the effective rod straightness imperfection at the buckle wavelength is

σ
L
=
ρ
c

2

h

{\displaystyle \sigma L=\rho c^{2}h}

 where

σ

{\displaystyle \sigma }

 is the impact stress,

L

{\displaystyle L}

 is the length of the rod,

c

{\displaystyle c}

 is the elastic wave speed, and

h

{\displaystyle h}

 is the smaller lateral dimension of a rectangular rod. Because the buckle wavelength depends only on

σ

{\displaystyle \sigma }

 and

h

{\displaystyle h}

, this same formula holds for thin cylindrical shells of thickness

h

{\displaystyle h}

.^[7] Often it is very difficult to determine the exact buckling load in complex structures using the Euler formula, due to the difficulty in determining the constant

K

{\displaystyle K}

. Therefore, maximum buckling load is often approximated using energy conservation and referred to as an energy method in structural analysis. The first step in this method is to assume a displacement mode and a function that represents that displacement. This function must satisfy the most important boundary conditions, such as displacement and rotation. The more accurate the displacement function, the more accurate the result. The method assumes that the system (the column) is a conservative system in which energy is not dissipated as heat, hence the energy added to the column by the applied external forces is stored in the column in the form of strain energy.

U

a
p
p
l
i
e
d

=

U

s
t
r
a
i
n

{\displaystyle U_{\text{applied}}=U_{\text{strain}}}

 In this method, there are two equations used (for small deformations) to approximate the "strain" energy (the potential energy stored as elastic deformation of the structure) and "applied" energy (the work done on the system by external forces).

U

s
t
r
a
i
n

=

E

2

∫

1

(
x
)

(
w
x
(
x
)

)

2

d
x

U

a
p
p
l
i
e
d

=

P

c
r
i
t

2

∫

(
w
x
(
x
)

)

2

d
x

{\displaystyle {\begin{aligned}U_{\text{strain}}&={\frac {E}{2}}\int I(x)(w_{xx}(x))^{2}\,\mathrm {d} xU_{\text{applied}}&={\frac {P}{2}}\int (w_{x}(x))^{2}\,\mathrm {d} x\end{aligned}}}

 where

w
(
x
)

{\displaystyle w(x)}

 is the displacement function and the subscripts

x

{\displaystyle x}

 and

x
x

{\displaystyle xx}

 refer to the first and second derivatives of the displacement. Using the concept of total potential energy,

V

{\displaystyle V}

, it is possible to identify four fundamental forms of buckling found in structural models with one degree of freedom. We start by expressing

V
=
U
−
P
Δ

{\displaystyle V=U-P\Delta }

 where

U

{\displaystyle U}

 is the strain energy stored in the structure,

P

{\displaystyle P}

 is the applied conservative load and

Δ

{\displaystyle \Delta }

 is the distance moved by

P

{\displaystyle P}

 in its direction. Using the axioms of elastic instability theory, namely that equilibrium is any point where

V

{\displaystyle V}

 is stationary with respect to the coordinate measuring the degree(s) of freedom and that these points are only stable if

V

{\displaystyle V}

 is a local minimum and unstable if otherwise (e.g. maximum or a point of inflection).^[8] These four forms of elastic buckling are the saddle-node bifurcation or limit point; the supercritical or stable-symmetric bifurcation; the subcritical or unstable-symmetric bifurcation; and the transcritical or asymmetric bifurcation. All but the first of these examples is a form of pitchfork bifurcation. Simple models for each of these types of buckling behaviour are shown in the figures below, along with the associated bifurcation diagrams. Single-degree-of-freedom (SDoF) rigid link models depicting four distinct types of buckling phenomena. The spring in each model is unstressed when

q
=
0

{\displaystyle q=0}

. Limit Point Stable-symmetric bifurcation A tied truss model with inclined links and horizontal spring. Link model with rotational spring Unstable-symmetric bifurcation Asymmetric bifurcation Link model with transverse spring Link model with inclined spring Bifurcation diagrams (blue) for the above models with the energy function (red) animated at different values of load,

P

{\displaystyle P}

 (black). Note, the load is on the vertical axis. All graphs are in non-dimensional form.

P

C

=
c

/

(
2
L
)

{\displaystyle P^{C}=c/(2L)}

P

C

=
k
L

/

2

{\displaystyle P^{C}=kL/2}

P

C

=
k
L

/

2

{\displaystyle P^{C}=kL/2}

 A conventional bicycle wheel consists of a thin rim kept under high compressive stress by the (roughly normal) inward pull of a large number of spokes. It can be considered as a loaded column that has been bent into a circle. If spoke tension is increased beyond a safe level or if part of the rim is subject to a certain lateral force, the wheel spontaneously falls into a characteristic saddle shape (sometimes called a "taco" or a "pringle") like a three-dimensional Euler column. If this is a purely elastic deformation the rim will resume its proper plane shape if spoke tension is reduced or a lateral force from the opposite direction is applied. Buckling is a failure mode in pavement materials, primarily with concrete, since asphalt is more flexible. Radiant heat from the sun is absorbed in the road surface, causing it to expand, forcing adjacent pieces to push against each other. If the stress is sufficient, the pavement can lift and crack without warning. Traversing a buckled section can be jarring to automobile drivers, described as running over a speed hump at highway speeds. Railway tracks in the Netherlands affected by sun kink Similarly, rail tracks also expand when heated, and can fail by buckling, a phenomenon called sun kink.^[9] It is more common for rails to move laterally, often pulling the underlying ties (sleepers) along.^[10] Sun kink can lead to railroads drastically reducing the speed of trains, leading to delays and cancellations. This is done to avoid derailment. Intensifying heat waves due to climate change doubled the number of hours of heat related delays in 2023, compared to 2018.^[11] These accidents were deemed to be sun kink-related (more information available at List of rail accidents (2000–2009)): April 18, 2002 Amtrak Auto-Train derailment, off CSX tracks, near Crescent City, Florida.^[12] July 29, 2002 Amtrak Capitol Limited derailment, off CSX tracks, near Kensington, Maryland.^[13] July 8, 2010 CSX train derailment in Waxhaw, North Carolina.^[14] July 6, 2012 WMATA Metrorail train derailment near West Hyattsville station, Maryland.^[15] The Federal Railroad Administration issued a Safety Advisory on July 11, 2012 alerting railroad operators to inspect tracks for "buckling-prone conditions." The Advisory included a brief summary of four derailments that had occurred between June 23 to July 4 that appeared to be "heat related incidents."^[16] Pipes and pressure vessels subject to external overpressure, caused for example by steam cooling within the pipe and condensing into water with subsequent massive pressure drop, risk buckling due to compressive hoop stresses. Design rules for calculation of the required wall thickness or reinforcement rings are given in various piping and pressure vessel codes. Aerothermal heating can lead to buckling of surface panels on super- and hypersonic aerospace vehicles such as high-speed aircraft, rockets and reentry vehicles.^[17] If buckling is caused by aerothermal loads, the situation can be further complicated by enhanced heat transfer in areas where the structure deforms towards the flow-field.^[18] Euler's critical load - Formula to quantify column buckling under a given load Geometric and material buckling - The absorption and transmission of neutrons by nuclear reactor materials Perry–Robertson formula - Formula for buckling loads in slender columns Rail stressing Stiffening - Method of increasing rigidity and structural integrity of materials or objects Wood method - Method in structural analysis of buckling Yoshimura buckling - Pattern of buckling used in mechanical engineering ^ a b c d Bruhn, E. F. (1973). Analysis and Design of Flight Vehicle Structures. Indianapolis: Jacobs. ^ Elishakoff, I. Li Y-W. and Starnes, J.H. 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