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ROLLFORMING

"WELDED CLOSED SECTIONS"

A S Shetty
Chief Executive
Sedvik Industries

In the fifth series of continuing articles on ROLLFORMING we will discuss about the latest and the future trends in this field. It is to go increasingly for welded closed sections.

Using the Rollforming Technology one could produce open sections or closed sections. So far, predominantly open section are being produced in the rollforming way. With the increased standardization or where huge requirements are there it is ideal to go for welded closed sections. Actually, the highest strength to weight ratio coupled with higher torsional rigidity is achieved by using welded closed sections.

It is well known that round tubes are mostly produced by forming the strips into round shape and then seam-welding the joint. It is also a rollforming process combined with welding. The tubes are reshaped online to produce rectangle and square shapes or simple symmetrical shapes. Once the shape is unsymmetrical or indicate it becomes difficult to reshape the round tubes.

It is then easier to rollform the strip to the required shapes and then to weld the seams. In order to avoid welded tubes thereby avoid a lot wastage the welding process has to be continuous without any stoppage of the forming machine. Flying cut-off systems are employed to cut the tubes to the required lengths on a continuous mass production basis.

The welding methods use dare-Radio Frequency Induction welding, Electric Resistance welding, TIG welding, PLMSA welding or Laser welding which is a recent trend. Where length requirements are less the section could be also first produced as open joint tubes and then welded off-line. The welding method used is usually TIG welding process.

As the TIG welding process introduces some distortion, section would have to be straightened using straightening machines after they are welded.

Areas of applications and some typical sections are a) Door & Window frame sections, partition sections (Fig 1 to Fig 8), b) Bus-body building & Railway wagon building sections (Fig 9 to Fig 16), c) Axle sections (Fig 17 & 18), d) Railing sections (Fig 19), e) Triangle Sections (Fig 20), f) Car bumper sections (Fig 21 & 22), g) Specially shaped sections (Fig 23 to Fig 27)

The author Mr. A S Shetty is the chief executive of Sedvik Industries and he is also the Honorary Editor of this publication. We are getting lots of letters from our readers regarding the continued article on Roll Forming. If any of our new reader require the old copies or if you have any of your queries you can reach him at 080-25452952 or you can email him at sedvik@vsnl.net or at info@haritha.net.

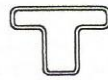


FIG. 1



FIG. 2



FIG. 3

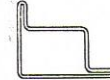


FIG. 4

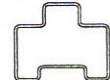


FIG. 5

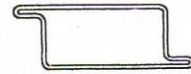


FIG. 6



FIG. 7

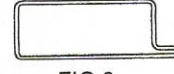


FIG. 8

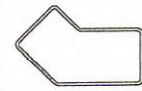


FIG. 9



FIG. 10

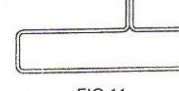


FIG. 11



FIG. 12



FIG. 13

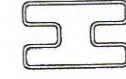


FIG. 14



FIG. 15



FIG. 16



FIG. 17



FIG. 18

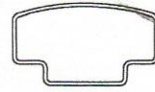


FIG. 19

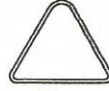


FIG. 20

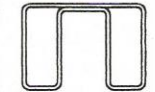


FIG. 21

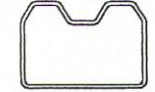


FIG. 22

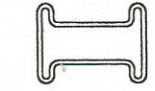


FIG. 23



FIG. 24



FIG. 25

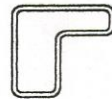


FIG. 26

ROLL FORMING MACHINES

With Sedvik Cold Roll Forming Machines for every kind of profile made from Metal Strips & Sheets such as Steel, Galvanised Steel, stainless steel, Copper & Aluminium strips & Painted/Coated Strips



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