International Journal of Environmental Sciences
ISSN: 2229-7359
Vol. 11 No. 22s, 2025
https://theaspd.com/index.php

Green Seismic Engineering: A Review of Research Advances in Waste Tire Rubber-Enhanced Steel Plate Shear Wall Systems

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Abstract
Consequently, the incorporation of waste tire rubber in SPSW systems amounts to a novel direction in sustainable seismic engineering retrofitting solutions. In this article, a comprehensive review on the mechanical behavior together with the eco-friendly and actual applications for earthquake-resistant design of waste tire rubber-enhanced steel plate shear wall systems is summarized from previous literature. This paper will review the recent findings from research on the application of recycled tire rubber as damping material and energy dissipation enhancement as well as for improving structural performance in SPSW arrangements. Material characterization, design methodologies, experimental investigations and numerical modeling approaches are critically reviewed. Results of the review shows that conventional SPSW systems are significantly improved in energy dissipation capacity, ductility enhancement and environmental sustainable by recycling waste tire rubber in these special concrete masonry shear walls. The discussion sheds light on current challenges and future research directions to make the field mature for practical implementation of such green seismic engineering solutions.
Keywords: *Green seismic engineering, waste tire rubber, steel plate shear walls, sustainable construction, energy dissipation, earthquake engineering*

1. INTRODUCTION

Given that over 1.5 billion tires annually reach end-of-life worldwide, the global stockpile of waste tires [1] represents a huge environmental concern. At the same time, there is a demand for high-performance and sustainable building solutions within the seismic engineering community. The combination of these problems led to the concept of green seismic engineering, specifically in the field of waste tire rubber-enhanced steel plate shear wall (SPSW) systems [2].

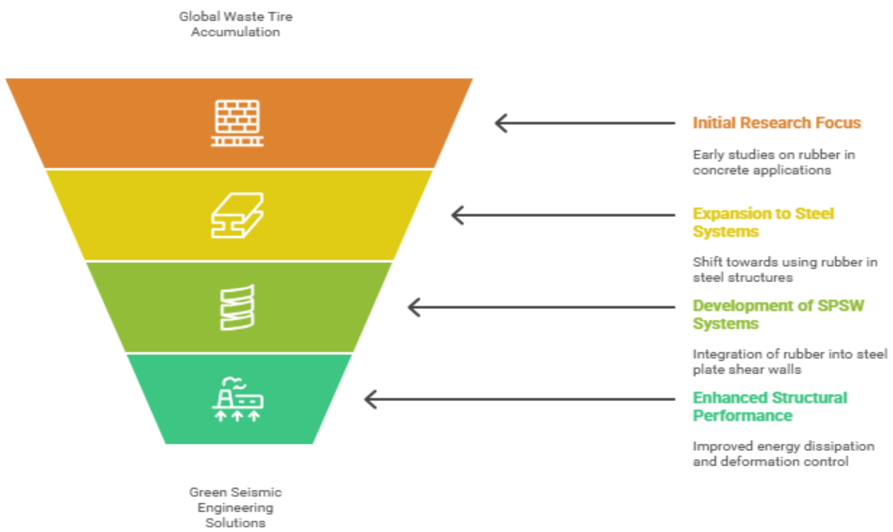

Figure1. Evolution of Waste Tire Rubber in Structural Systems.

Steel plate shear walls are an efficient lateral load-resisting system for use in high-rise buildings and industrial facilities since they have a superior strength-to-weight ratio, excellent ductility and dynamic performance characteristics [3]. The energy dissipation efficiency and post-earthquake residual deformation control in conventional SPSW systems are however often limited [4]. For waste tire rubber integration in such systems, this comes to compromise the limitations as well as use of waste materials which is environmentally friendly. The reuse of tire rubber for structural applications has come a long way in the last 20 years. Initial research centred on the application of crumb rubber as a partial fine [5] or coarse aggregate replacement in concrete. More recent studies focused on steel structure systems, especially for seismic applications, where the viscoelastic properties of rubber can have additional damping and energy dissipation capacities [6].

This review article extensively explores the recent research progress on waste tire rubber-incorporated SPSW systems, including material characteristics, structural responses, design aspects and practical challenges. This review synthesizes existing knowledge to identify research gaps and opportunities of future studies in this new area of noiseless seismic engineering.

2. FUNDAMENTALS OF STEEL PLATE SHEAR WALL SYSTEMS

2.1 Conventional SPSW Configuration

Steel plate shear wall (SPSW) is a lateral load–resisting structural system that involves infill steel plates bolted to the surrounding boundary frame elements, which predominantly consist of vertical boundary elements (VBEs) and horizontal boundary angles (HBAs), as displayed in Fig. The lateral resistance is wedged from the tension field action that develops in the infill plate subjected to lateral loads and produces diagonal tension strips [8]. This limit frame is who offers the needed anchorage and location of calm tension field development. There are a few stages that define the structural response of SPSW systems, including elastic response, infill plate initial yield, full tension field development, and ultimately failure through either infill plate fracture or boundary frame instability [9]. The energy dissipation mechanism of SPSW systems is mainly due to the yielding and post-yield behavior of the steel infill plate in conventional SPSWs [11]. Standard SPSW systems possess many advantages, but they tend to face a number of limitations that hinder their performance and sustainability.

Figure 2. Convectional SPSW Pros vs. Cons.

2.2 Limitations of Conventional Systems

The main shortcomings of typical infill systems, as summarized by Swamy and Náprstek [11], are limited energy dissipation efficiency (especially in the elastic range), extensive residual deformations after strong earthquakes, and susceptibility to prematurely localized buckling within thin infill panels. However, due to sustainability issues, in which the embodied energy and carbon footprint of steel are concerned [13], the use of virgin steel materials solely is not an ideal solution. Pinching behavior seen in the cyclic loading of conventional SPSW systems suggests a lack of energy dissipation capacity relative to other lateral force-resisting systems [13]. This limitation has encouraged researchers to investigate additional damping mechanisms, such as the incorporation of viscoelastic materials like waste tire rubber [14].

3. WASTE TIRE RUBBER: MATERIAL PROPERTIES AND APPLICATIONS

3.1 Material Characteristics

The properties are especially significant for seismic applications, as waste tire rubber is able to adapt instantly to vibrations. It exhibits non-linear viscoelastic behavior with not higher damping potential, but within the stiffness range for earthquake excitations [15]. Tire rubber dynamic modulus varies in the range of 1e10 MPa based on the temperature, frequency, and strain amplitude [16]. Tire rubber has the high thermal stability so that it can be operated with good values across a wider temperature range without any significant property degradation [17]. The material also possesses exceptional fatigue life, and for the body loading applications known as seismic circumstances evaluated in this work previously [18]. Besides, the inherent damping ratio of tire rubber could be more than 20 % which was much higher than building material in general [19].

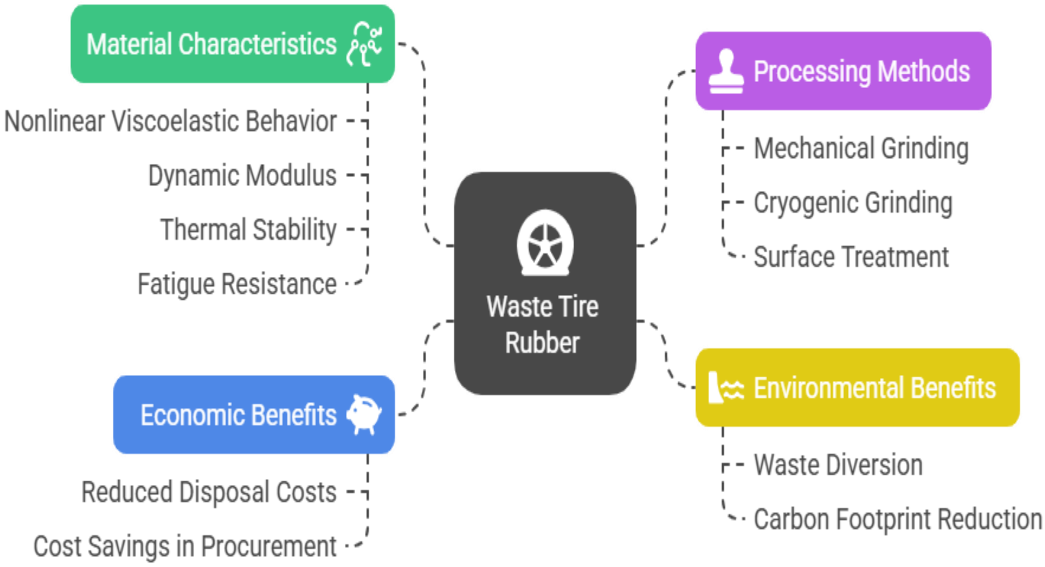

Figure 3. Waste Tire Rubber Properties, Processing, and Benefits.

3.2 Processing and Preparation Methods

In the case of the waste tire rubber for structural applications, it is operated through various steps to prepare it for application in structures, such as size reduction, steel wire recovery and textile fiber extraction. [20] Mechanical grinding gives various sizes of crumb rubber in the range from fine powder (<0.5 mm) to large chips up to 12 mm [21]. The cryogenic grinding at low temperatures achieves the production of finer particles with a more homogeneous size [22]. In order to promote rubber particles bond characteristics with matrix materials, surface treatment methods such as chemical modification and mechanical abrasion have been proposed [23]. The use of these treatments can thus improve significantly the properties of the composite materials when introducing rubber into matrix materials such as adhesives or concrete [24].

3.3 Environmental and Economic Benefits

The application of waste tire rubber in structural materials also has great ecological benefits to waste recycling and reduced use of raw materials [25]. As shown in life cycle assessment studies, replacing virgin materials for construction with waste tire rubber results in substantial decreases in carbon footprint and embodied energy [26]. The economic benefits are not only with a very good effect on disposal costs of tire waste, but also potential to substantial cost savings in replacing material in structural applications [27]. Regulatory pressure on con-struction sectors to adapt sustainable construction practices drives the economic potential of waste tire rubber [28].

4. INTEGRATION STRATEGIES FOR WASTE TIRE RUBBER IN SPSW SYSTEMS

4.1 Direct Rubber Layer Application

Using processed tire rubber as intervening layers between steel plates or between steel plates and boundary elements is one of the main integration methods [29]. This layout gains the viscoelastic capabilities of rubber damping without compromising on the main load-dealing with performance of the metal elements [30]. According to [31], rubber layer thickness plays a significant role in global system properties with the appropriate minimum and maximum values estimated around 5 mm – 15 mm. Thicker layers offer higher damping but result to inferior stiffness and strength characteristics of the system [32]. The interlayer bonding of rubber layers to steel surfaces significantly affects the composite response and load transfer mechanisms [33].

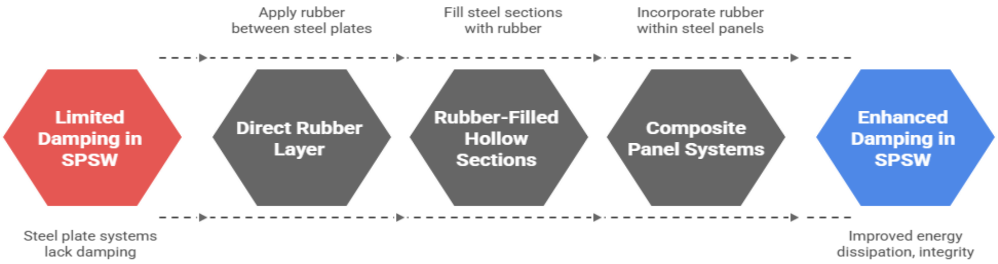

Figure 4. Integrating Waste Tire Rubber in SPSW Systems.

4.2 Rubber-Filled Hollow Sections

Another method is to implement steel hollow sections filled with recycled tire rubber as boundary or bracing members [34]. This arrangement enhances energy absorption ability of structure without degrading the structural capacity and load-carrying potential [35]. The rubber filling behaves as internal damping and prevents the local buckling of the steel sections under seismic loading [36]. The dynamic properties of the system are considerably influenced by partial size distribution and degree of compaction of bulk rubber fill [37]. The fill densities of between 400 and 600 kg/m³ are desirable so the damping is appropriate but also that load transfer occurs correctly with rubber interacting with steel shell [38].

4.3 Composite Panel Systems

High-level integration strategies are the production of composite panels using a steel plate laying an excellent related pieces of tire rubber and executing assembly [39]. Composite selection in these systems is also pursued to enhance damping impoverishments while using adhesive bonding or mechanical fastening [40]. The panel can have the rubber component distributed uniformly over the entire panel, or it can be concentrated to specific zones as required for optimal performance [41]. When not properly designed, composite panel systems are at risk of lacking consequence and durability, which is sensitive to load distribution, interface behavior, and long-term performance [42]. This has become a cornerstone in the design of these complex systems [43] (through finite element modeling), so as to optimize their shape and/or material arrangement.

5. EXPERIMENTAL INVESTIGATIONS AND PERFORMANCE EVALUATION

5.1 Laboratory Testing Programs

Experimental program A number of experimental programs have done on the performance of waste tire rubber-enhanced SPSW systems under different loading conditions [44] Cyclic quasi-static testing protocols according to established standards like AISC 341 represent a useful tool for the study of hysteretic behavior and energy dissipation features [45]. Experimental results consistently show that SPSWs with rubber added have better energy dissipation capacity than conventional SPSW configurations [46]. Presence of tire rubber layers typically increases the equivalent viscous damping ratio by 30–80% [47]. The enhanced damping; however, typically comes with a trade-off decrease in initial stiffness as well, which means that choosing the thickness and distribution of rubber layer carefully should be considered [48].

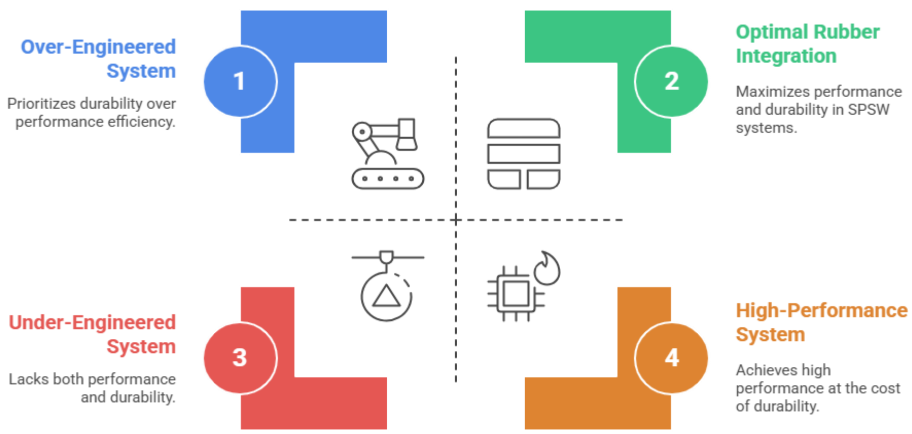

Figure 5. Performance Evaluation of Rubber-Enhanced SPSW Systems.

5.2 Dynamic Testing and Shake Table Studies
Shake table tests and other dynamic testing programs have provided significant insights about the seismic response of rubber-modified SPSW systems [49]. In these investigations the incorporation of tire rubber has been proven to reduce peak accelerations and inter-story drifts under earthquake ground motions [50]. A frequency-dependent nature of the rubber materials allows for an improvement of both damping and energy absorption at a large variety of excitation frequencies [51]. Shake table test results have demonstrated that tire rubber damping can reduce structural response on SPSW systems 40% [52].
5.3 Long-term Durability Assessment
Findings from long-term durability investigations [53] mitigated concerns with respect to tire rubber aging and degradation for life cycle implications in top-side structural uses. Acceptable retention in physical properties has been demonstrated over time for some accelerated aging tests performed at high temperature and humidity [54]. It has been shown that tire rubber, anisotropic and in small volumes under cyclic uniaxial loading, demonstrates fatigue resistance superior to the majority of synthetic damping materials [55]. Tests of environmental exposure have demonstrated that tire rubber properties are stable under normal building service conditions [56]. Nonetheless, shielding from direct UV and high temperatures is advised for maximum 148, 157PEC durability [57].

6. NUMERICAL MODELING AND ANALYSIS METHODS
6.1 Finite Element Modeling Approaches
International researches have adopted advanced finite element modeling techniques to simulate the nonlinear behavior of Shear Walls Reinforced with Stripes (SPSW) excelling with rubber [58]. In these models, nonlinear as well as strain-rate and temperature dependent material properties for the steel and rubber components are considered [59]. Contact modeling of steel and rubber interfaces is complex and further compounded due to the two dissimilar materials, as a result predicting system behavior accurately [61]. For the tire rubber, anisotropic and hyperelastic material models such as Mooney-Rivlin or Ogden models have been implemented with success to represent their large deformation behavior [61]. The viscoelastic behavior in the material is often simulated by generalized Maxwell or Kelvin-Voigt models which feature multiple time scale relaxation [62].

6.2 Multi-scale Modeling Strategies
To narrow the large gap between material-level behavior and structural system response, multi-scale modeling approaches have been developed [34]. These methods use the detailed micro-mechanical models of rubber-steel interfaces and combine those with macro-scale structural models [64]. This method enables the high-fidelity analysis of complex system-level models while maintaining accuracy in critical response parameters [65]. Similar procedures have been used to obtain equivalent properties for composite sections with regular placement of rubber pads [66]. Understanding the process through which nanoparticles impact bioavailability will help us develop simplified models for design and analysis of structural parameters such as those utilized in [67].

6.3 Model Validation and Calibration
One recent review [68] in the field collated extensive validation studies that have been performed for such numerical models against experimental data. This includes, preferably as a last phase of this new kettle model, the adjustment of material parameters (e.g., at interfaces) to previous observations [69]. A presented validated model has shown good matching with experimental results at different loading conditions, system configurations, and so on [70]. Using these models, parametric studies have been carried out to evaluate the impact of different design parameters on system performance [71]. These studies are valuable for optimization strategies for rubber positioning and design rules [72].

7. DESIGN CONSIDERATIONS AND GUIDELINES
7.1 Performance-Based Design Approach
There has been a move towards performance-based design of waste rubber tyre augmented SPSW systems with multiple objectives, under various hazard levels [73]. This increased energy dissipation, made possible by the integration of tire rubber with the fulfiller or structural members can result in more efficient design designs and reduced structural damage under design-level earthquake events [74]. Nonlinear and rate-dependant behavior of tire rubber components are important in design procedures [75]. This involves

iterative analysis procedures and loading history considerations [76]. The long-term property changes caused by aging and environmental exposure should be considered in the process of design as well [77].

7.2 Code Development and Standardization

The use of waste tire rubber in structural applications is not explicitly covered by current building codes, and hence specific design provisions have been required [50]. The long-run research and performance validation investigations result in proposed code changes [79]. Provisions for material qualification requirements, backing procedures, and quality control measures [80]. This standardization process requires both researchers and practitioners working together to also include code development bodies [81]. LTDOT pilot implementation projects of rubber-enhanced SP SPSW systems have proven that it is indeed possible for SEP to be used in actual construction [82].

7.3 Quality Control and Construction Considerations

Control measures for rubberized-SPSW are divided into two categories, including mechanical properties and the construction steps [83]. Test procedures have been developed in order to survey the rubber properties as well as the bonding between components [84]. Storage, Handling & Installation for rubber components the construction specifications shall define storage, handling, and installation procedures [85]. Due to the kinking characteristic of poultry tendon (Frazelle et al., 1985), it was necessary to use a special suture construction utilizing rubber-to-steel bonding techniques for non-skid tether performance and proper load transfer [86]. Inspection procedures for validation of the correct installation and function of rubber components shall be included in quality assurance programs [87].

8. CASE STUDIES AND PRACTICAL APPLICATIONS

8.1 Pilot Building Projects

Combining waste tire rubber with SPSW systems has been proved as an effective method for various pilot building projects in real construction applications [88]. Innovative Projects: Valuable experience has been gained through these projects in design, construction, and performance monitoring of innovative systems [89]. Together, the work on both projects has proven that rubber-enhanced systems can be realized in practice with increased seismic performance [90]. Monitoring systems have been installed in pilot buildings, and the data recorded matches this behavior expected under service loading conditions [91]. The monitoring data has validated the assumptions of design and pinpointed areas for improvement [92].

8.2 Retrofit Applications

Enhancement of waste tire rubber, especially for seismic retrofit applications, is a promising way to increase the energy dissipation without changing radically the structural system [92]. It has been realized that retrofit strategies such as development of rubber layer between the existing structural elements are effective for improving its seismic performance [94]. Retrofit applications gain from the relatively benign nature of the installation procedures, and low impact on building operations [95]. Studies have revealed promising economics as compared to conventional retrofit strategies according to CEA [96].

8.3 Industrial and Infrastructure Applications

Rubber-improved SPSW Industrial facilities and infrastructure projects have used rubber-improved SPSW structures for developing applications requiring significant vibration control [97]. Applicants have also showcased the flexibility of this technology outside of traditional building applications [98]. The rubber damper systems have been adopted in bridge applications for seismic isolation and energy dissipation [99]. The good durability and weather resistance of tire rubber have been proved to be appropriate where long service life is desired, such as in some infrastructure applications [100].

9. CURRENT CHALLENGES AND LIMITATIONS

9.1 Material Variability and Quality Control

An important issue in the installation of waste tire rubber-augmented systems is the intrinsic variability of source material characteristics [101]. Tires have widely varying properties, depending on the manufacturer, vehicle type and service histories [102]. Such variability indicates that it is essential to establish rigorous quality assurance protocols and material classification systems [103]. In order to uniform the product characteristics, it is needed to standardize both processing methods and quality specifications [104]. One of the hottest topic on the horizon is to develop a rapid testing method for the material property verification to implement in practice [105].

9.2 Long-term Performance Uncertainty

Although the laboratory studies are broad, there will always be doubts about the durability of tire rubber in structural performance [106]. The influence of aging, the impact of the environment, and frequent loading on the properties of materials need further analysis [107]. It is necessary to develop faster testing procedures and service life prediction algorithms in order to deal with these uncertainties [108].

9.3 Code Acceptance and Regulatory Barriers

A large impediment to actual widespread use occurs in the absence of special code provisions to cover rubber-augmented structural systems [109]. The development of the code has to undergo lot of validation studies and industry consensus [110]. The acceptance of regulatory application can differ considerably across jurisdictions and thus, there are further implementation issues [111].

10. FUTURE RESEARCH DIRECTIONS

10.1 Advanced Material Development

Researchers of the future need to concentrate on the invention of better tire rubber compounds with better properties that can be used in structural compositions [112]. This involves study of chemical treatment techniques in order to change the characteristics of the properties of rubber and produce high bonding characteristics [113]. There are further opportunities in hybrid systems, in which mixed rubber tire wastes are used as a part of other mixed recycled materials [114].

10.2 Smart and Adaptive Systems

There is also the combination of the application of smart materials and sensor technology and rubber-strength SPSW systems as another promising line of research directions [115]. These types of systems can provide in real time dynamic instructions of the structural performance and adaptive response attributes [116]. Self-healing rubber compositions can also be developed to realize the achievement of it in the long term performance and durability [117].

10.3 Life Cycle Optimization

Multi-cycle life cycle assessment studies are required to maximize all the environmental and economy advantages of rubber-enhanced systems [118]. This incorporates end-of life studies, and recyclability of rubber-enriched structural parts [119]. Creation of circular economy methodologies in the use of tire rubber in the process of construction is very crucial to sustainability [120].

11. CONCLUSIONS

The combination of waste tire rubber with steel plate shear wall (SPSW) systems could be considered as a revolutionizing way to realize green seismic engineering by tackling both issues of performance and sustainability aspects of structures. It has been shown through research that a waste tire rubber inclusion can raise energy dissipation capacity by 30-80 percent through increased equivalent viscous damping ratios, with the best rubber layer thicknesses of between 5-15 mm contributing considerable seismic response reductions of up to 40 percent whilst preserving structural integrity. Viscoelastic behavior of tire rubber tire application that has shown frequency dependent attributes of damping (particularly in the range of earthquake excitations) are borne out by experimental studies relying on rubber layer application, hollow rubber filled sections and composite panel system. In addition to the established structural advantages, the technology has relatively high environmental impact because of waste diction and low carbon footprint as well as economic benefit such as lower costs and sustainability. Existing implementation issues that deal with uncertainties in long-term performance and variability in materials and impediments of implementation regulations will be overcome with the current research focusing on standardization in materials, accelerated testing, and codes. The future directions concerned advanced materials development, smart adaptive systems with sensor technologies and self-healing, and comprehensive life cycle optimization; all of which have the aim to maximize benefits to sustainability through the principles of a circular economy.

Acknowledgement

The author would like to thanks to his research guide Dr. Nitin Y. Patil for research guidance during review phase of research.

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