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Centre for Intelligent Mechatronic Systems
Faculty of Engineering and Information Technology

**Investigation into Dynamics of a Rolling Body-
Bearing-Support System in a Cold Rolling Stand**

by

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A thesis submitted for fulfilment of requirements for the degree of

Doctor of Philosophy

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Certificate of Authorship/Originality

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Table of Contents

Certificate of Authorship/Originality	ii
Acknowledgments	iii
Table of Contents	v
List of Figures	x
List of Tables	xvi
Nomenclature	xvii
Abstract	xxv
CHAPTER 1. INTRODUCTION	1
1.1. PROJECT STATEMENT	1
1.2. PROJECT OBJECTIVES	3
1.3. PROJECT SCOPE	4
1.4. SIGNIFICANCE AND INNOVATION	4
1.4.1. Significance.....	4
1.4.2. Innovation	5
1.5. PRESENTATION OF THIS THESIS	6
CHAPTER 2. BACKGROUND INFORMATION AND LITERATURE REVIEW 9	
2.1. INTRODUCTION	9
2.2. COLD ROLLING MILL MODELLING METHODS	12
2.2.1. One DOF Mechanical Model	13
2.2.2. Multi-DOF Mechanical Model	14
2.3. RELATIONSHIPS BETWEEN INTERSTANDS	18
2.4. CHATTER SIMULATIONS, MODELLING AND CONTROL	20
2.4.1. Types of Rolling Chatter	20
2.4.1.1. <i>Torsional Chatter</i>	20
2.4.1.2. <i>Third-Octave-Mode Chatter</i>	21
2.4.1.3. <i>Fifth-Octave-Mode Chatter</i>	24
2.4.2. Single-Stand Chatter Model.....	25
2.4.3. Multi-Stand Chatter Model	26
2.4.4. Stability Analysis for Chatter Model	28

2.5. DISCUSSION	31
CHAPTER 3. EFFECTS OF ROLLING PARAMETERS.....	33
3.1. INTRODUCTION	33
3.2. ROLL BITE PROFILE (GEMETRY OF THE ROLL GAP).....	33
3.3. ELASTIC FLATTENING OF THE WORK ROLL.....	36
3.4. FRICTION MODEL	38
3.5. ROLLING SPEED	42
3.5.1. Variation of the Peripheral Rolling Speed of the Work Roll.....	43
3.5.2. Forward Slip.....	44
3.6. FLOW STRESS	46
3.6.1. Yield Criterion (Orowan, 1943).....	46
3.6.1.1. <i>The Plane Problem of Plasticity</i>	46
3.6.1.2. <i>The Stress Distribution in a Plastic Slab Compressed between Plates</i>	46
3.6.2. Plastic Deformation in the Roll Gap	48
3.6.2.1. <i>Strain-Hardening</i>	48
3.6.2.2. <i>Full Range of Stress-Strain Curve</i>	50
3.6.2.3. <i>Simplified Stress-Strain Curve</i>	52
3.6.2.4. <i>Effective Stress-Strain Curve</i>	54
3.7. STRAIN EXPONENT AND STRAIN-RATE SENSITIVITY.....	54
3.8. TENSION.....	57
3.8.1. Variation of Strip Tension by Arimura and Tlusty	58
3.8.2. Variation of Strip Tension by Yun and Hu.....	60
3.9. SUMMARY	62
CHAPTER 4. STEADY-STATE ROLLING FORCE AND DYNAMIC ROLLING FORCE IN THE MODIFIED ROLL GAP MODEL	63
4.1. INTRODUCTION	63
4.2. STEADY-STATE ROLLING FORCE.....	64
4.2.1. Normal Pressure at the Entry and Exit Sides	64
4.2.2. The Equation for the Neutral Angle (Point).....	67
4.2.3. Flow Stress.....	68
4.2.4. The Estimation of the Rolling Force.....	72
4.2.5. Re-consideration of the Neutral Point (Angle)	74

4.3. DYNAMIC ROLLING FORCE COMPONENTS	75
4.3.1. Dynamic Rolling Force Components Resulting from Negative Gradient Friction Coefficient with Rolling Speed	76
4.3.2. Dynamic Rolling Force Components Resulting from the Reduction, Reduction Rate and Rolling Speed Change	78
4.3.3. Dynamically Coupled Vibration Model (Explicit Formula).....	84
4.3.4. Discussion	86
4.4. FRICTION FORCE	88
CHAPTER 5. MILL VIBRATION MODEL WITH A 6DOF SYSTEM	91
5.1. INTRODUCTION	91
5.2. VIBRATION MODEL OF A ROLLING STAND IN COLD ROLLING MILL.....	95
5.2.1. Assumptions and Simplifications.....	95
5.2.2. Mill Vibration Model	96
5.3. LINEARISATION OF FORCE COMPONENTS	101
5.3.1. Linearisation Scheme	101
5.3.2. Bearing Housing Chock	101
5.3.3. Cross-Coupling Effect in the Journal Bearing	101
5.3.3.1. Oil Film Force Calculation in a BR.....	103
5.3.4. Mean Bearing Forces of the Tapered Roller Bearing in a WR.....	104
5.3.5. Load-Displacement Relations between a BR and WR	105
5.4. CALCULATIONS OF ROLLING FORCE IN STANDS.....	108
5.4.1. Rolling Force Calculation Schedule.....	108
CHAPTER 6. STABILITY ANALYSIS OF A ROLLING STAND IN COLD ROLLING MILL	111
6.1. INTRODUCTION	111
6.2. MODEL COMPARISON	111
6.2.1. Damping Coefficient in the Dynamic Roll Gap.....	111
6.2.2. Stiffness Coefficient in the Dynamic Roll Gap	114
6.3. SYSTEM MATRIX	115
6.3.1. Mode Shapes	116
6.3.2. Stability Threshold Curve (STC)	119
6.3.3. Other Aspects of Stability Threshold Curve (STC).....	124

6.3.3.1. Influence of Strip Width	124
6.3.3.2. Influence of Roll Diameter	125
6.3.3.3. Influence of Strip Thickness	126
6.3.3.4. Influence of Strain Exponent	127
6.3.3.5. Influence of Strain-Rate Exponent	128
6.3.3.6. Influence of Offset in Two Rolls (BR and WR).....	129
6.3.3.7. Influence of Journal Bearing Viscosity in a BR.....	130
6.3.3.8. Influence of Journal Bearing Length in a BR	136
6.3.3.9. Influence of Journal Bearing Clearance in a BR.....	140
6.4. SUMMARY	144
CHAPTER 7. TRANSIENT ANALYSIS BASED ON LINEARISATION OF FORCE COMPONENTS	145
7.1. INTRODUCTION	145
7.2. ANALYSIS METHOD.....	145
7.3. TRANSIENT CHARACTERISTICS IN THE DYNAMIC ROLL GAP	147
7.4. SUMMARY	153
CHAPTER 8. FULLY TRANSIENT STUDIES OF A ROLLING STAND IN COLD ROLLING MILL.....	154
8.1. INTRODUCTION	154
8.2. TENSION VARIATION MODEL IN THE DYNAMIC ROLL GAP.....	155
8.3. ANALYSIS METHOD OF FULLY TRANSIENT MODELS	160
8.4. TRANSIENT CHARACTERISTICS UNDER THE STEADY-STATE CONDITIONS	163
8.4.1. Variations of Stiffness and Damping Coefficients in the Journal Bearing	163
8.4.2. Variations of Stiffness Coefficients in the Tapered Roller Bearing	164
8.4.3. Variations of Stiffness Coefficients in the Surface Contact between the Backup Roll and Work Roll.....	165
8.4.4. Variations of Stiffness and Damping Coefficients in the Dynamic Roll Gap	167
8.4.5. Frequency Variations	169
8.4.6. Rolling Force Variations in the Dynamic Roll Gap.....	170

8.4.7. Phase Difference between Mass Elements.....	171
8.5. TRANSIENT RESPONSES IN TENSION VARIATION MODELS BY TLUSTY AND YUN	175
8.6. CHATTER OCCURRENCE	182
8.6.1. Simulation Results in Case of Rolling Speed of 28m/s	182
8.6.2. Simulation Results in Case of Friction Gradient of 0.026s/m.....	184
8.6.3. Simulation Results in Case of Inter-Stand Distance of 3.0m	187
8.6.4. Simulation Results in Case of Time-Delay	191
8.7. SUMMARY	193
CHAPTER 9. CONCLUSION, CONTRIBUTIONS AND FUTURE WORK	195
9.1. SUMMARY OF THESIS	195
9.2. SUMMARY OF FINDINGS AND CONTRIBUTIONS	196
9.3. LIMITATIONS TO RESEARCH.....	200
9.4. FURTHER RESEARCH.....	201
9.5. CONCLUSION	202
APPENDIX	204
APPENDIX A: ROLLING FORCE CALCULATIONS.....	204
APPENDIX B: JOURNAL BEARING IN THE BACKUP ROLL	212
APPENDIX C: TAPERED ROLLER BEARING IN THE WORK ROLL	216
REFERENCES	218

List of Figures

Figure 1-1: Overview for chapter descriptions in this thesis	6
Figure 2-1: One DOF mechanical model	14
Figure 2-2: Model of a four-high mill (Five Degrees of Freedom)	15
Figure 2-3: Asymmetrical mass-spring-damper system with six degrees of freedom..	17
Figure 2-4: Relationship between inter-stands in the tandem cold rolling mill	19
Figure 2-5: Single-stand chatter model	26
Figure 2-6: Multi-stand chatter model	27
Figure 3-1: Roll bite profile during steady-state rolling process	34
Figure 3-2: Roll flattening ratio $\left(\frac{R_d}{R_{WR}}\right)$ depending on materials used.....	37
Figure 3-3: Rolling speed change in the roll gap	43
Figure 3-4: Measurement of forward slip	45
Figure 3-5: Plastic slab between parallel plates	47
Figure 3-6: Non-parallel compression plates	47
Figure 3-7: Representation of the roll contact angles between cylindrical rolls.....	48
Figure 4-1: Many different types of stress-strain curves used in rolling process [Alexander et al. (1988), Johnson and Cook (1983), Gronostajski (2000)].....	70
Figure 4-2: Exaggerated curves for illustrating the rolling pressure distribution change in determining (a) friction hill and (b) deformation hill [Roberts (1978)].....	71
Figure 4-3: The pressure distribution curves based on Bland and Ford theory; (a) with and without tension applied to the strip, (b) reduction change, (c) friction coefficient change and (d) rolling speed change	72
Figure 4-4: Displacements of the neutral point calculated by Bland and Ford theory..	75
Figure 4-5: Variation of the friction coefficient with relative velocity	77
Figure 4-6: The roll bite geometry: (a) when rolls are in steady-state conditions and (b) when rolls are oscillating along the roll contact surface	79
Figure 4-7: The roll velocity triangle at the neutral point	82
Figure 4-8: Linearisation of dynamic spring and damper in the roll gap.....	85

Figure 4-9: Force variations in the roll gap depending on the change in the key rolling parameters (a) friction coefficient, (b) rolling speed, (c) reduction and (d) reduction rate	87
Figure 4-10: Roll stack model based on the force components in the surface contact (a upper backup and work roll)	89
Figure 4-11: Friction force components at the work roll surface.....	89
Figure 5-1: Assembly of a rolling stand in cold rolling mill: (a) backup roll bearing housing chock, (b) work roll bearing housing chock, (c) backup roll, (d) work roll, (e) mill Stand, (f) strip and (g) hydraulic cylinder	92
Figure 5-2: Assembly of the upper part of a rolling stand: (a) backup roll bearing housing chock, (b) work roll bearing housing chock, (c) backup roll, (d) work roll, (e) journal bearing, (f) tapered roller bearing, (g) gasket (cover).....	93
Figure 5-3: Perspective view of the upper rolling stand in cold rolling mill	93
Figure 5-4: Side view of the upper rolling stand in cold rolling mill.....	94
Figure 5-5: Front view of the upper rolling stand in cold rolling mill.....	94
Figure 5-6: Free-body-diagrams of lumped mass components; (a) bearing housing chock, (b) backup roll and (c) work roll	97
Figure 5-7: An extended schematic of dynamically coupled cold rolling mill (6DOF).....	98
Figure 5-8: Rotational Bias Caused by Cross-Coupled Stiffness Coefficients.....	102
Figure 5-9: Mode coupling between the contact surface of BR and WR	107
Figure 5-10: Iterative rolling force calculations: (a) resultant rolling force, (b) deformed contact length, (c) deformed roll radius.....	110
Figure 6-1: Variations of damping coefficient depending on the rolling speed (Zhao et al., 2008)	113
Figure 6-2: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s = 0.024$ to 0.027 , respectively	122
Figure 6-3: Resultant rolling force variations recalculated from the critical rolling conditions of stability threshold curve (STC).....	123
Figure 6-4: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s = 0.026s/m$ and $W = 1.000$ to $1.500 m$, respectively	125
Figure 6-5: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s = 0.026s/m$ and $R_{WR} = 0.28$ to $0.32 m$, respectively	126

Figure 6-6: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and $h_x=0.299mm$ to $0.301mm$, respectively	127
Figure 6-7: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and $\gamma_1=0.24$ to 0.28 , respectively	128
Figure 6-8: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and $\gamma_2=0.078$ to 0.082 , respectively	129
Figure 6-9: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and offset from 5 to $10mm$, respectively	130
Figure 6-10: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and $\eta=0.0392$ to $0.0408Pa.s$, respectively	132
Figure 6-11: Oil-film force and eccentricity variations due to the change in the bearing viscosity	133
Figure 6-12: Variations of bearing stiffness coefficients due to the change in the bearing viscosity	134
Figure 6-13: Variations of bearing damping coefficients due to the change in the bearing viscosity	135
Figure 6-14: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and $L_{bb}=790$ to $810mm$, respectively	136
Figure 6-15: Oil-film force and eccentricity variations due to the change in the bearing length.....	137
Figure 6-16: Variations of bearing stiffness coefficients due to the change in the bearing length.....	138
Figure 6-17: Variations of bearing damping coefficients due to the change in the bearing length.....	139
Figure 6-18: Stability threshold curves depending on the rolling speed and friction coefficient change at $\alpha_s=0.026s/m$ and $C_{bb}=395$ to $405\mu m$, respectively	140
Figure 6-19: Oil-film force and eccentricity variations due to the change in the bearing clearance.....	141
Figure 6-20: Variations of bearing stiffness coefficients due to the change in the bearing clearance.....	142
Figure 6-21: Variations of bearing damping coefficients due to the change in the bearing clearance.....	143

Figure 7-1: Flow chart for numerical simulations in a cold rolling mill.....	146
Figure 7-2: Transient oscillations at friction coefficient 0.02 and rolling speed 20.0m/s with a zero friction gradient $\alpha_s=0.0s/m$; (a), (c) and (e): x -coordinates, (b), (d) and (f): y -coordinates of the bearing housing chock, backup roll and work roll	148
Figure 7-3: Transient oscillations at friction coefficient of 0.020 and rolling speed of 20.0m/s with the friction gradient of 0.026s/m; (a) x_{BR} , (b) x_{WR} , (c) y_{BR} and (d) y_{WR}	149
Figure 7-4: Unstable vibrations of the work roll (x_{WR} and y_{WR}): (a) and (b) – $\alpha_s=0.030s/m$, $\mu_{s0}=0.02$ and $v_{CR}=22.73m/s$; (c) and (d) – $\alpha_s=0.026s/m$, $\mu_{s0}=0.01$ and $v_{CR}=22.73m/s$; (e) and (f) – $\alpha_s=0.026s/m$, $\mu_{s0}=0.02$ and $v_{CR}=28.00m/s$	150
Figure 7-5: (a) and (b): Phase difference of mass elements and dynamic forces in x - and y -directions, respectively. Enlarged scale of Figures 7-4(e) and (f)	151
Figure 7-6: (a) and (b): FFT frequency spectrum defined from vibration responses in transient analysis	153
Figure 8-1: Effect of tension variations by Tlustý, Yun and the current model on mill stability (Numerical flow of force variations depending on each tension model)	158
Figure 8-2: Comparison of tension variation results by (a) Yun and Tlustý, (b) current tension model	159
Figure 8-3: Variations of entry and exit velocity of the strip by (a) Tlustý, (b) current tension model	160
Figure 8-4: Flow chart for fully transient numerical simulations in a rolling stand in cold rolling mill system.....	162
Figure 8-5: Dynamic characteristics of the journal bearing in the backup roll: (a) variations of stiffness coefficients (b) variations of damping coefficients	164
Figure 8-6: Variations of stiffness coefficients in the work roll tapered roller bearing	165
Figure 8-7: Variations of stiffness coefficients in the surface contact between rolls .	166
Figure 8-8: Dynamic characteristics in the roll gap: (a) variations of stiffness coefficients, (b) variations of negative damping coefficients, (c) variations of positive damping coefficients and (d) variations of positive damping coefficients	168
Figure 8-9: Frequency variations at friction coefficient of 0.02 and rolling speed of 20.00m/s	170
Figure 8-10: Dynamic rolling force variations at friction coefficient of 0.02 and rolling speed of 20.00m/s	171

Figure 8-11: Phase difference between mass elements at friction coefficient of 0.02 and rolling speed of 20.00m/s by the current tension model	172
Figure 8-12: Phase-plane motions of mass elements by the current tension model ...	173
Figure 8-13: Displacements of the neutral point by the current tension model	174
Figure 8-14: Phase difference between the vertical work roll displacement and tension variation by the current tension model.....	175
Figure 8-15: Dynamic characteristics of the journal bearing in the backup roll: variations of stiffness coefficients by (a) Tlusty and (b) Yun, variations of damping coefficients by (c) Tlusty and (d) Yun	177
Figure 8-16: Variations of stiffness coefficients in the work roll tapered roller bearing, (a) Tlusty and (b) Yun.....	178
Figure 8-17: Transient oscillations of mass elements and force variations by Tlusty's tension model	179
Figure 8-18: Phase-plane motions of mass elements by Tlusty' tension model.....	180
Figure 8-19: Displacements of the neutral point by Tlusty's tension model.....	181
Figure 8-20: Dynamic rolling force variations by Tlusty's tension model.....	181
Figure 8-21: Transient oscillations by the current tension model at the friction coefficient of 0.02, rolling speed of 28.0m/s, the friction gradient of 0.020s/m and inter-stand distance of 4.0m	183
Figure 8-22: Transient oscillations by Tlusty's tension model at the friction coefficient of 0.02, rolling speed of 28.0m/s, the friction gradient of 0.020s/m and inter-stand distance of 4.0m	184
Figure 8-23: Transient oscillations by the current tension model at the friction coefficient of 0.02, rolling speed of 22.73m/s, the friction gradient of 0.026s/m and inter-stand distance of 4.0m	185
Figure 8-24: Transient oscillations by Tlusty's tension model at the friction coefficient of 0.02, rolling speed of 22.73m/s, the friction gradient of 0.026s/m and inter-stand distance of 4.0m	186
Figure 8-25: Transient oscillations by the current tension model at the friction coefficient of 0.02, rolling speed of 22.73m/s, the friction gradient of 0.020s/m and inter-stand distance of 3.0m	187
Figure 8-26: Transient oscillations by Tlusty's tension model at the friction coefficient of 0.02, rolling speed of 22.73m/s, the friction gradient of 0.020s/m and inter-stand distance of 3.0m	188

Figure 8-27: Effect of inter-stand distance on (a) the current tension variation and (b) Tlusty's tension variation 190

Figure 8-28: Transient oscillations by Tlusty's tension model with the time-delay of 90° 192

Figure 8-29: Tension variations with the resonant frequencies by Tlusty's tension model..... 192

Figure B-1: The ZN/P curve and the three lubrication regimes (Vance et al, 2010) ..212

Figure B-2: Three lubrication regimes in fluid film journal bearing (Vance et al, 2010)213

Figure B-3: A rigid rotor-bearing system for the upper backup roll.....214

Figure C-1: Tapered roller bearing in the work roll (Rolling element bearing).....216

Figure C-2: Comparison between Lim's approach and Gargiulo's formulas (Radial stiffness variation depending on radial deflection)..... 217

List of Tables

Table 4-1: Constitutive models for deformation resistance in metals and alloys.....	69
Table 4-2: Key rolling parameters for the calculation of the steady-state rolling force.	73
Table 5-1: Notations of symbols for a given free-body-diagram	96
Table 5-2: Journal bearing parameters used for calculations.....	104
Table 5-3: Tapered roller bearing parameters used for calculations	105
Table 5-4: Stiffness and damping coefficients calculated for a cold rolling mill analysis	107
Table 5-5: Rolling force calculation for each stand in a tandem cold rolling mill.....	109
Table 6-1: Unstable vibrational mode for the free vibration analysis at the friction coefficient of 0.02 and rolling speed of 28.0m/s with the friction gradient of 0.026s/m	117
Table 6-2: Summing-up of the dynamic model.....	119
Table 6-3: Results for various gradients of the friction ($v_{CR}=22.73m/s$, $\mu_{s0}=0.02$)	120
Table 8-1: Comparison of linear and transient results at friction gradient of 0.026s/m	186
Table A-1: Calculation of Rolling Force (Based on BSL Specifications).....	210
Table B-1: Bearing Oil-Film Force Calculation Results for the Short Bearing Solution (L/D =0.5) and Long Bearing Solution (L/D=1.0), respectively.....	215
Table C-1: Parameters of the roller bearing used for parametric study.....	217

Nomenclature

ABBREVIATIONS USED IN THIS THESIS

AGC	—	Automatic Gauge Control
Assay's	—	Assembly
CRM	—	Cold Rolling Mill
BF	—	Bland and Ford
MBF	—	Modified Bland and Ford
BH	—	Bearing Housing Chock
BR	—	Backup Roll
WR	—	Work Roll
ODE	—	Ordinary Differential Equation
DDE	—	Delay Differential Equation
DOF	—	Degree Of Freedom
STC	—	Stability Threshold Curve
COP	—	Critical Operating Point
SSC	—	Steady State Condition
LQ	—	Linear Quadrant
ESO	—	Extended State Observer

CHAPTER 2

NOTATION

m_{BH}	—	Lumped mass of the bearing housing chock
m_{BR}	—	Lumped mass of the backup roll
m_{WR}	—	Lumped mass of the work roll
C_{yy}^{WR}	—	Equivalent damping component in the vertical direction
K_{yy}^{WR}	—	Equivalent stiffness component in the vertical direction
$F_{dyn,y}^{WR}$	—	Dynamic rolling force component in the vertical direction
$y_{WR}, \dot{y}_{WR}, \ddot{y}_{WR}$	—	Displacement, velocity and acceleration of the work roll, respectively
h_c	—	Roll gap spacing at the center plane of the roll gap
K_2, K_3	—	Elastic constant depending on the elastic contact between the backup roll and work roll, respectively
K_1, K_4	—	Elastic constant depending on the elastic deformation of the bearing housing chock and backup roll, respectively

K_0, K_5	—	Elastic constant depending on the elastic contact between the mill housing and mill foundation, respectively
K_6	—	Spring constant depending on the contact between the work roll and strip
K_{var}	—	Elastic deformation resistance in the roll gap
$C_0 - C_5$	—	Viscous damping coefficients
z_1, z_2	—	Displacements of the top and bottom surfaces of the strip, respectively
$t_{e,\text{var},i}, t_{x,\text{var},i}$	—	Variation of tension at entry and exit side, respectively
$v_{e,\text{var},i}, v_{x,\text{var},i}$	—	Variation of rolling speed at entry and exit side, respectively
E	—	Young's modulus
D_i	—	Inter-stand distance at (i)th stand
s	—	Laplacian operator
Δ_i	—	Time delay at (i)th stand
f_y	—	Rolling force per unit width
I	—	Identity matrix
A	—	System matrix
x_{BH}, x_{BR}, x_{WR} y_{BH}, y_{BR}, y_{WR}	—	Coordinates of a rolling stand in cold rolling

Subscripts

BH	—	Bearing Housing Chock
BR	—	Backup Roll
WR	—	Work Roll
dyn	—	Dynamic component
var	—	Variable component
i	—	(i)th stand
e	—	Entry side
x	—	Exit side

CHAPTER 3 NOTATION

§ Any previously used terminology is not listed here.

v	—	Strip velocity at any arbitrary point in the roll gap
v_e, v_x	—	Strip velocity at entry and exit sides, respectively
v_R or v_n	—	Work roll velocity (Peripheral rolling speed)
\bar{v}_R	—	Average rolling speed
h	—	Strip thickness at any arbitrary point in the roll gap
h_e, h_x	—	Strip thickness at entry and exit sides, respectively
h_n	—	Strip thickness at the neutral point

h_c	— Roll gap spacing
Δh	— Reduction of the strip thickness
W	— Strip width
R_{WR}	— Undeformed roll radius
R_d	— Deformed roll radius
L	— Roll bite length
ϕ	— Roll contact angle at any arbitrary point in the roll gap
ν	— Poisson's ratio
F_{sp}	— Specific rolling force per unit width
c	— Hitchcock constant
τ_s	— Friction stress
μ	— Coefficient of friction
p	— Normal pressure
m	— Friction factor
k	— Material shear strength
α	— Ratio of the real contact area to the apparent contact area
x	— Location of the arbitrary point in the horizontal plane
x_n	— Location of the neutral point in the horizontal plane
ω	— Operating frequency in unit of <i>rad/s</i>
Q	— Torque characteristics of the driving motor
G	— Variation of the roll torque
$v_{R,var}$ or Δv_R	— Variation of the rolling speed
S_f	— Forward slip
S_b	— Backward slip
l_0	— Parallel line distance in the roll surface
l_1	— Distance between two imprints by slip
σ_0	— Base yield strength
σ_y	— Yield strength or flow stress of the work-piece
ϵ	— Strain in the roll gap
$\dot{\epsilon}$	— Strain-rate
$\dot{\epsilon}_{ref}$	— Strain-rate reference
$\dot{\epsilon}_{gap}$	— Strain-rate in the roll gap
B	— Material-dependent coefficients
T	— Temperature
N	— Peripheral rolling speed of the work roll in unit of <i>rev/s</i>
θ	— Angle subtended by the actual work roll axis
$\dot{\theta}$	— Angular velocity
X	— Amplitude of the work roll
t	— Time

ΔD_i	—	Variable amount of elongation at (<i>i</i>)th stand
t_e, t_x	—	Tension stress at entry and exit sides, respectively
t_{avg}	—	Average tension stress
A	—	Cross-sectional area of the roll gap

Superscripts

γ_1	—	Strain exponent (dimensionless)
γ_2	—	Strain-rate sensitivity exponent (dimensionless)

Subscripts

<i>ref</i>	—	Reference
<i>gap</i>	—	Roll Gap
<i>avg</i>	—	Average
<i>Y</i>	—	Yield
<i>b</i>	—	Backward
<i>f</i>	—	Forward

CHAPTER 4 NOTATION

§ Any previously used terminology is not listed here.

f	—	Horizontal rolling force
s	—	Normal pressure
s^-, s^+	—	Normal pressure at entry and exit sides, respectively
c	—	Constant determined by Bland and Ford model
H, H_e, H_n	—	Constant at any arbitrary, entry and neutral planes, respectively
p, q	—	Horizontal and vertical pressures, respectively
σ	—	Yield stress in uniaxial compression
σ_e, σ_x	—	Yield (Flow) stress at entry and exit sides, respectively
ϕ_n	—	Neutral point/angle
$\dot{\epsilon}^*$	—	Dimensionless strain-rate
F_R	—	Resultant rolling force
F_H, F_V	—	Horizontal and vertical rolling forces, respectively
R_{BR}	—	Backup roll radius
r	—	Reduction rate
μ_{s0}	—	Friction coefficient at the steady-state rolling condition
μ_{sl}	—	Sliding friction coefficient
\dot{h}_c	—	Reduction rate with respect to time or rate of change in strip thickness

$F_{dyn,R}^{WR}$	—	Resultant component of dynamic rolling force
$F_{dyn,x}^{WR}$	—	Horizontal component of the dynamic rolling force
$F_{dyn,y}^{WR}$	—	Vertical component of the dynamic rolling force
K_{ij}^{var}	—	Stiffness coefficient components in the dynamic roll gap
C_{ij}^{var}	—	Damping coefficient components in the dynamic roll gap
α_s	—	Friction gradient (s/m)
v_{WR}	—	Work roll velocity
v_S	—	Strip velocity at the exit side
C_{var0}	—	Variation of rolling force to the change in friction coefficient
Q	—	Rolling force variation due to the change in exit strip thickness based on the strip plastic deformation
ΔS_0	—	Variation of the dynamic roll displacement
ΔM_m	—	Elastic mill modulus
Δv_H	—	Variation of the horizontal rolling speed
Δh_c	—	Variation of reduction rate (roll gap spacing)
$\Delta \dot{h}_c$	—	Variation of reduction rate with respect to time
\dot{R}	—	Time derivative of roll radius
\dot{x}_n	—	Time derivative of neutral position
$\dot{\phi}_n$	—	Time derivative of neutral point
K_{var1}	—	Stiffness component of the dynamic rolling force due to the variation of the vertical displacements
C_{var1}	—	Damping component of the dynamic rolling force due to the variation of the horizontal velocity
C_{var2}	—	Damping component of the dynamic rolling force due to the variation of the dynamic roll gap
K_{ij}^{var1}	—	Stiffness components in the dynamic roll gap due to the variation of the vertical displacements
C_{ij}^{var1}	—	Damping components in the dynamic roll gap due to the relative motion between the work roll and strip
C_{ij}^{var2}	—	Damping components in the dynamic roll gap due to the variation of the horizontal velocity
C_{ij}^{var3}	—	Damping components in the dynamic roll gap due to the variation of the reduction rate (with respect to time)
β	—	Tilted angle caused by offset
μ_c	—	Friction coefficient in metal-to-metal (between BR and WR)
F_{fc}	—	Friction force between the backup roll and work roll
F_{fw}	—	Friction force between the work roll and strip

Subscripts

ij	—	x - or y -directional components, respectively
$R1, R2, R3, R4$	—	First to fourth variable components in the dynamic roll gap

CHAPTER 5 NOTATION

§ Any previously used terminology is not listed here.

F_{HCH}, F_{HCV}	— Reaction forces from the mill frame and Screw-down forces on top, respectively
$F'_{JBH}, F'_{JBV}, F'_{RBH}, F'_{RBV}$	— Bearing force components resulted from support bearings
F_H, F_V	— Horizontal and vertical rolling forces in the roll gap, respectively
F'_H, F'_V	— Surface contact force components between BR and WR
F_R, F'_R	— Resultant rolling force, respectively
F_{HCF}	— Frictional force in the sliding surface of the housing chock
k_{ij}^n	— Stiffness coefficients of the system resulted from the bearing housing, backup roll and work roll
c_{ij}^n	— Damping coefficient of the system resulted from the bearing housing, backup roll and work roll
$[K_{BR}]$	— Stiffness matrix for the backup roll
$[C_{BR}]$	— Damping matrix for the backup roll
$[K_{WR}]$	— Stiffness matrix for the work roll
F_{tot}	— Frictional and dynamic rolling force components
R_{bb}	— Journal bearing radius
L_{bb}	— Journal bearing length
η	— Dynamic viscosity in the journal bearing
C_{bb}	— Journal bearing clearance
ε_{bb}	— Eccentricity
ω_{bb}	— Rotation speed (<i>RPM</i>)
R_{wb}	— Tapered roller bearing radius
L_{wb}	— Tapered roller bearing length
Z	— Number of rolling element
C_{wb}	— Tapered roller bearing clearance
n	— Roller bearing exponent
K_n	— Load deflection constant
α_0	— Rolling element angle
ω_{wb}	— Rotational speed (<i>RPM</i>)
δ_{im}	— Mean displacement
δ_{Rm}	— Resultant elastic deformation
ψ_j	— Angular position of (<i>j</i>)th rolling element
Δ_{ij}	— Relative displacement along the axis of loading of two points
f_{ij}	— Compressive load per unit length
D_{BR}	— Backup roll diameter
D_{WR}	— Work roll diameter

F_{ij}	— Rolling force component
k_{ij}^c	— Stiffness component between two rolls
φ	— Rotational angle
U_1, U_2, U_3	— Transformation matrix

Superscripts

n	— Refer to BH, BR and WR
ij	— x - or y -directional components, respectively

Subscripts

HCH, HCV	— Refer to the bearing housing chock in the horizontal and vertical directions, respectively
JBH, JBV	— Refer to the journal bearing in the horizontal and vertical directions, respectively
RBH, RBV	— Refer to the tapered roller bearing in the horizontal and vertical directions, respectively
H, V	— Refer to the horizontal and vertical directions, respectively
R	— Refer to the resultant component
HCf	— Frictional component of the bearing housing chock
tot	— Total
bb	— Backup roll bearing (Journal bearing)
wb	— Work roll bearing (Tapered roller bearing)

CHAPTER 6 NOTATION

§ Any previously used terminology is not listed here.

C_{Tlusty}^1	— Damping component of a variable force component depending on the rolling speed by Tlusty
C_{Kimura}^1	— Damping component of a variable force component depending on the rolling speed by Kimura
k_f	— Deformation resistance of the material
C_{Tlusty}^2	— Damping component of a variable force component due to negative damping effect by Tlusty
C_{Gap}	— Positive damping component in the bearing support (resulted from the mill structure) and the roll gap
C_{var}	— Negative damping component in the dynamic roll gap
K_{Tlusty}	— Stiffness component of a variable force component presented by Tlusty
K_{Kimura}	— Stiffness component of a variable force component presented by Kimura
K_{Gap}	— Positive stiffness component in the bearing support (resulted from the mill structure) and the roll gap

K_{var}	— Stiffness coefficient in the deformed strip
$[M]$	— Mass matrix
$[K]$	— Stiffness matrix
$[C]$	— Damping matrix
0_6	— 6×6 zero matrix
I_{D6}	— 6×6 identity matrix
ζ	— Damping ratio
f_i	— Damped natural frequency (Hz)
X	— Displacement vector of a rolling stand
\dot{X}	— Velocity vector of a rolling stand
cSt	— Kinematic viscosity ($1cSt = 1mm^2/s$)
η	— Dynamic viscosity
η_0	— Viscosity at ambient pressure and temperature
ρ	— Fluid density
ν	— Kinematic viscosity
P_{max}	— Oil-film pressure at a maximum
α	— Pressure coefficient of viscosity

Subscripts

i	— Refer to the first to sixth mode
JBH, JBV	— Refer to the journal bearing in the horizontal and vertical direction

CHAPTER 8 NOTATION

§ Any previously used terminology is not listed here.

ΔL	— Variation of length of arc contact in the roll gap)
y_i	— Dynamic oscillation of the work roll
$t_{e,\text{var}} _{Tlusty}$	— Tension variation at the entry side by Tlusty
$t_{e,\text{var}} _{Yun}$	— Tension variation at the entry side by Yun
$t_{e,\text{var}} _{Dyn}$	— Tension variation at the entry side by the current model
$\phi_{n,\text{var}}$	— Variation of the neutral point

Subscripts

i	— Refer to the work roll
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Abstract

The objective of this thesis is to gain a good understanding of the chatter phenomenon incorporating the dynamic rolling model and mechanical system model of a rolling stand in cold rolling. Although such systems have received great attention in the academic literature, research to-date has not covered dynamic characteristics of the multiple rolling body-bearing-support system due to its complexity and nonlinearities.

In this thesis, a steady-state rolling process model that includes the work hardening and work roll flattening effect was developed based on the homogeneous deformation theory with the relaxation of conventional assumptions. A dynamic model of the rolling process was then formulated by taking into account multiple nonlinearities such as the change in friction coefficient, rolling speed, roll gap (strip thickness) reduction and reduction rate with respect to time. In linearisation of rolling force variations as stiffness and damping coefficients, negative gradient of friction coefficient was introduced to identify the negative damping effect in the dynamic roll gap. Also, dynamic rolling force components were included in the analysis by the linearisation of variations of the strip thickness and rolling speed at exit side and of variations of reduction rate with respect to time.

In addition, a mechanical system model was derived through the inclusion of the support bearings and surface contact between rolls. For the backup roll, a journal bearing model was introduced to examine oil-film thickness change and a tapered roller bearing model was adopted to model the work roll motion. In order to explain dynamics in the surface contact between the backup roll and work roll, Hertzian contact theory is incorporated into the mode-coupling theory. Finally, by coupling the dynamic rolling process model with a mechanical system model including support bearings and surface contact, a 6DOF mill vibration model for the analysis of vibrations symmetric to the roll gap was developed.

In determination of stability in the derived cold rolling stand chatter model, stability analyses were performed through the change in the friction coefficient and rolling speed at a given friction gradient. Many different aspects of stability threshold curves (STC)

have been obtained from the eigenvalues analysis of the system characteristic equation. Influences of 10 rolling parameters such as the friction gradient, strip width, roll radius, exit thickness, strain and strain-rate exponent, roll offset, bearing viscosity, length and clearance on mill stability were thoroughly investigated. With the linearised stiffness and damping coefficients at the given operating conditions, transient studies were executed to prove the validity of the presented model.

Finally, in order to understand the effects of tension variations from the adjacent mill stand, three different tension models were applied into the dynamic roll gap. By so doing, the mill stability has been determined through the inclusion of transient characteristics in the dynamic roll gap. In light of observation from the practical mill configuration, simulation results suggest that chatter arises as the rolling speed increases and friction coefficient decreases under the steady-state rolling conditions. When tension variation applied, instability occurs as the inter-stand distance decreases and a strip feed-in speed variation frequency matches to one of the system natural frequencies.