

CODE

22.9.4.6 Area of reinforcement required to resist a net factored tension across an assumed shear plane shall be added to the area of reinforcement required for shear friction crossing the assumed shear plane.

22.9.5 *Detailing for shear-friction reinforcement*

22.9.5.1 Reinforcement crossing the shear plane to satisfy 22.9.4 shall be anchored to develop f_y on both sides of the shear plane.

COMMENTARY

R22.9.4.6 Tension across the shear plane may be caused by restraint of deformations due to temperature change, creep, and shrinkage.

Where moment acts on a shear plane, the flexural compression and tension forces are in equilibrium and do not change the resultant compression $A_{vf}f_y$ acting across the shear plane or the shear-friction resistance. It is therefore not necessary to provide additional reinforcement to resist the flexural tension stresses, unless the required flexural tension reinforcement exceeds the amount of shear-transfer reinforcement provided in the flexural tension zone (Mattock et al. 1975).

R22.9.5 *Detailing for shear-friction reinforcement*

R22.9.5.1 If no moment acts across the shear plane, reinforcement should be uniformly distributed along the shear plane to minimize crack widths. If a moment acts across the shear plane, the shear-transfer reinforcement should be placed primarily in the flexural tension zone.

Anchorage may be developed by bond, by a mechanical device, or by threaded dowels and screw inserts. Space limitations often require the use of mechanical anchorage devices. For anchorage of headed studs in concrete, refer to *PCI Design Handbook* for precast and prestressed concrete (PCI MNL 120).

The shear-friction reinforcement anchorage should engage the primary reinforcement; otherwise, a potential crack may pass between the shear-friction reinforcement and the body of the concrete. This requirement applies particularly to welded headed studs used with steel inserts.