

Evaluation of Multimodal WC-Co Coatings Against Erosive and Abrasive Wear

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MULTIMODAL WC-Co



FEEDSTOCK POWDER

M1: (70 % coarse - 30 % nano) of WC-12Co in structure 1 M5: (50 % coarse - 50 % nano) of WC-12Co in structure 1



STANDARD DJ 2700 STANDARD JP-5000 M5 M5



500

0

DJ -

- coatings were relatively dense (< 1% and < 3% porosity for JP-5000 and DJ 2700 coatings, respectively)
- multimodal WC-Co coatings were as hard as or harder than their commercial **counterparts**

DJ -

standard optimized standard

HVOF system - spray parameters

JP -

- optimizing spray parameters led to greater increase in microhardness for multimodal coatings
- higher hardness on coatings from standard JP-5000 over standard DJ 2700



ABRASION WEAR TEST RESULTS

PROCEDURE E:

• 300 g/min sand flow rate

- > 150 µm rounded quartz sand
- 130 N or 30 lb force
- 200 rpm wheel (9" dia.) speed 1000 wheel revolutions volume loss (mm³) WC-17Co 3 -WC-12Co---□ M1 2.5 2 ■ M5 1.5 ■ com "Wear resistance is high 1 0.5 enough to warrant the use 0 of Procedure A (6000 DJ -JP -DJ wheel revolutions) for optimized standard standard better accuracy" **HVOF** system - spray parameters
- optimized spray parameters led to superior wear result for DJ 2700 M1 coating
- no significant difference in abrasion resistance between multimodal and commercial coatings
- greater abrasion resistance of M1 multimodal coating when sprayed with JP-5000 over DJ 2700 using standard parameters Tel: (514) 240-7932; Fax: (514) 762-9022; email: <u>info@perpetualtech.ca</u>; www.perpetualtech.ca



CORIOLIS SLURRY EROSION TEST

Ref: Y. Xie et al. Wear 225-229 (1999)



- 150 mm diameter rotor
- 1 mm x 6.3 mm channels
- 14 mm slurry inlet port diameter
- specimen leading edge is 39.5 mm from rotation center
- constant erodent (200 µm Al₂O₃) feed
- constant slurry flow (30 ml/s)
- constant slurry concentration (10 wt%)
- 5000 rpm
- optical profilometry used for wear scar cross-section measurement





- multimodal coatings had at least twice the erosion rate of the commercial coatings for the same composition
- multimodal coatings from standard JP-5000 had a notably higher erosion rate over those from standard DJ 2700
- commercial WC-12Co coatings applied via the two systems had similar erosion rates



ANALYSIS OF CORIOLIS EROSION RESULTS

Ref: De Villiers et al.



- multimodal coatings have relatively lower resistance to low angle erosion (typical of ductile material)
- commercial WC-Co coatings have resistance to both low and high angle erosion



EROSION RESISTANCE OF SINTERED ULTRAFINE WC-Co COMPOSITES

Ref: V.A. Pugsley and C. Allen (Department of Materials Engineering, University of Cape Town, S. Africa)

MATERIALS

- Varying WC sizes
 - ~4 µm (coarse) ~1.2 µm (standard)
 - ~ 0.8 µm (fine) ~ 0.3 µm (ultrafine)
- matrix of 6-15 wt%Co

SLURRY EROSION PARAMETERS

- 18 mm disc samples polished to 3 µm finish
- 500 µm silica sand
- 75° and 90° impact angle
- 16 wt% slurry concentration
- 16.4 m/s impact velocity



EROSION RESISTANCE OF SINTERED ULTRAFINE WC-Co COMPOSITES (cont'd)

RESULTS

Erosion resistance (at 75° impact angle) increased with

- decreasing WC grain size (~ 3x for ultrafine over coarse)
- decreasing binder content
- decreasing binder mean free path especially below 0.3 μm
- increasing hardness (~ 25% increase with ultrafine)

Erosion crater diameter (at 90° impact angle) increased with

decreasing WC grain size – especially below 1 μm

SEM of single impact sites reveals

- very little penetration of the surface and a smear-like scar in fine and ultrafine materials (typical of ductile failure - preferential failure at low angles)
- cracking, deformation, and displacement of WC grains in addition to preferential removal of the cobalt binder in coarse materials (typical of mainly brittle failure – preferential failure at high angles)



FEEDBACK FROM F.W. GARTNER



- Impressed with multimodal coating toughness without compromising abrasion wear resistance
- Deposition efficiency was as good as or better than their commercial powder
- Evaluating the potential reduction in surface finishing time and effort
- Currently qualifying multimodal coatings for existing applications
- Will introduce the coating for new applications that can benefit from the superior toughness



POTENTIAL NAVY APPLICATIONS



Ref: NAVAIR Lakehurst website

Aircraft hookpoints used for arrested landings

- subjected to heavy wear, impact, and thermal stress
- hookpoints made of 3340V alloy steel are limited to three to ten landings

Slat and flap track areas of the airplane wing

- subjected to high load and rolling fatigue wear
- requires coatings with high Young's modulus and fracture toughness