Project No. 18518, Agreement No. 24034

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High-Temperature Aluminum Alloys

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Project ID# PM044

Outline

- Project Overview
- Relevance
- Milestones
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- Results and Accomplishments
- Summary
- Publications/Presentations

Project Overview

Project Timeline

- Start: May 2011 (CRADA)
- Finish: May 2014

Budget

- Total project funding
  - DOE – $1,115K

    FY11 Funding - $300K

    FY12 Funding - $395K

    FY13 Funding - $300K

    FY14 Funding - $120K
- Cummins and commercial participants providing $1115K cost share as in-kind materials and effort

Barriers

- Lack of suitable aluminum alloys meeting elevated temperature strength and durability requirements for heavy duty diesel propulsion applications
- High temperature and high strength aluminum alloys that exist have been produced by expensive processing methods (high energy ball milling)
- Material processing requires scale-up and development of supplier base

Partners

- Cummins, Inc.
- Transmet Corporation
- Aluminum Producer/Processing Company

Relevance

<u>Objectives:</u> Develop and demonstrate aluminum alloys having high temperature tensile and fatigue strengths that can facilitate applications in heavy duty diesel engine and air-handling components

- Aluminum alloys capable of higher elevated temperature strength and fatigue properties can increase performance and efficiency of heavy duty diesel engine components through lower weight and higher operating temperatures
- Cost-effective processing methods for producing rapidly solidified (RS) high temperature aluminum alloys will allow the materials to compete with more expensive titanium and nickel-based alloys in selected applications
- Previously developed high temperature aluminum alloys were processed by Mechanical Alloying which is too expensive for large-scale commercial applications

Approach/Strategy

- Evaluate candidate high temperature and high strength aluminum-based alloys processed using rapid solidification methods
- Establish cost-effective processing methods that can preserve the desired microstructure and properties through the consolidation and forming steps
- Evaluate the elevated temperature properties and performance of the selected alloys and optimize for engine and powertrain applications
- Compare the cost and performance of the high strength/high temperature aluminum alloys with competing materials (high temperature steels, nickel alloys, titanium)

Milestones – FY2013

Consolidate and extrude large-scale rapidly solidified aluminum flake to produce extruded bar of minimum 25 mm diameter for component manufacturing (Due May 2013)

Note: This milestone is on track.

Transmet Corporation has been contracted to produce 500 lb. of RS aluminum flake and provide consolidation and extrusion services to produce a nominal 75 mm diameter extrusion

Milestones – FY2013

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Initiate technical cost model development for rapidly solidified high temperature aluminum alloy extruded feedstock (Due June 2013)

This milestone is on schedule. Transmet Corporation will provide cost information for large scale production of high temperature aluminum alloy flake after completing processing of the 500 lb. RS flake batch. PNNL and Cummins will be developing the cost information for large scale consolidation, extrusion, and forging of a Cummins engine component

Task Plan

- Evaluate candidate high temperature RS aluminum alloys and select alloy systems for evaluation that meet Cummins strength and fatigue property goals
- Produce RS flake materials for selected alloy systems and consolidate/extrude to test rod configuration
- Evaluate elevated temperature tensile strength properties and microstructure to determine which can meet property requirements
- Down-select candidate high temperature aluminum alloys and scale-up flake processing and consolidation methods
- Demonstrate hot forging process step to produce suitable forged alloy preform
- Select component(s) for demonstration of RS flake and consolidation/extrusion forming process
- Perform full-scale engine component demonstration using optimized high temperature aluminum alloy

Nominal Compositions for Phase 2 High Strength Aluminum Alloys Prepared by Melt Spinning

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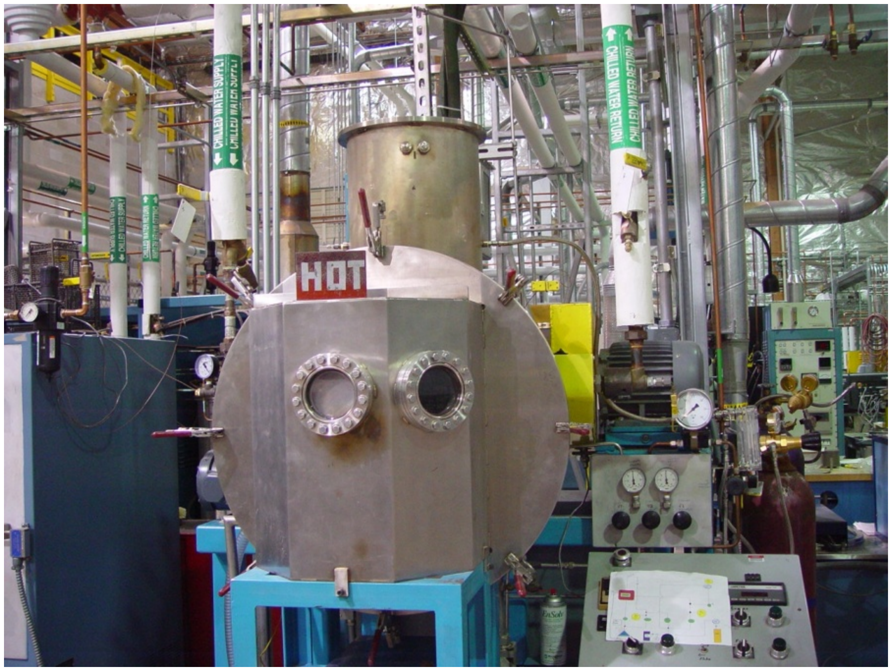
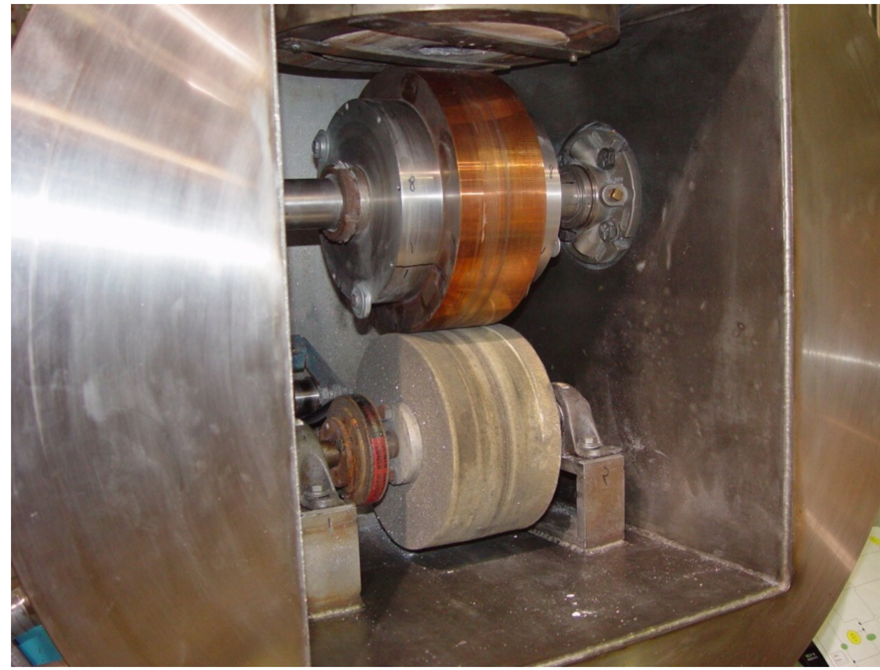
Alloy Designation	Fe (w/%)	Si	V	Ti/Cr	Mn
AL8.5Fe	8.5	1.7	1.3		
AL12Fe	12.4	2.3	1.2		
AFCT	5.8			3.3/3.6	
AFM - 11	11.4	1.8	1.6		0.9
AFM - 13	13.2	2.7	1.6		0.9

AFCT = Al-Fe-Cr/Ti

AFM = Al-Fe-Mn

PNNL Rapid Solidification Flake Melt Spinning Machine





Melt spinning flake machine with controlled atmosphere chamber closed (left) and open (right)

Rapidly Solidified Flake & Cold Compaction

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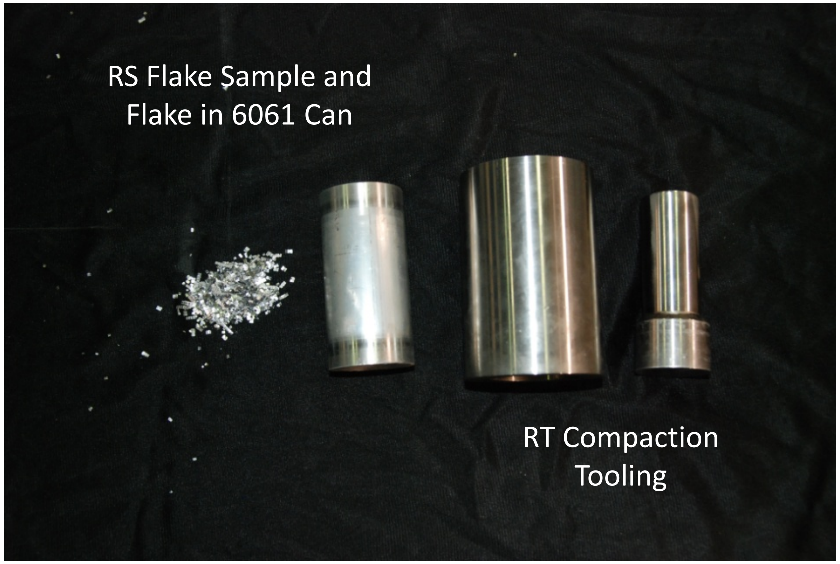

Melt spun rapidly solidified Al-8.5Fe alloy flake

Room temperature compaction tooling with sample of RS flake and flake compacted in a 6061 aluminum can for extrusion or vacuum hot pressing

Metallography of Al-8.5Fe flakes exposed to elevated temperatures for 3 hours

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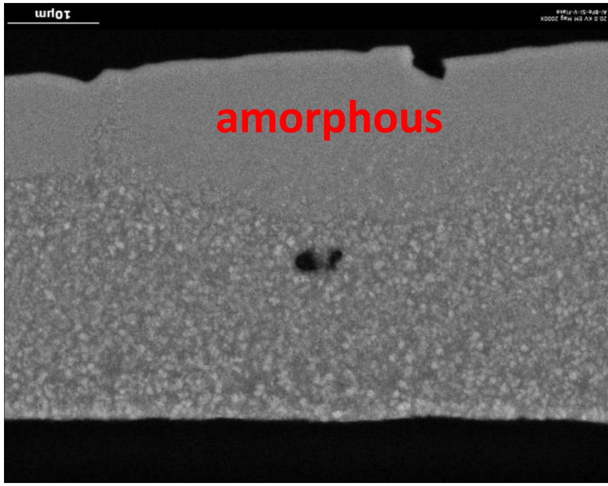
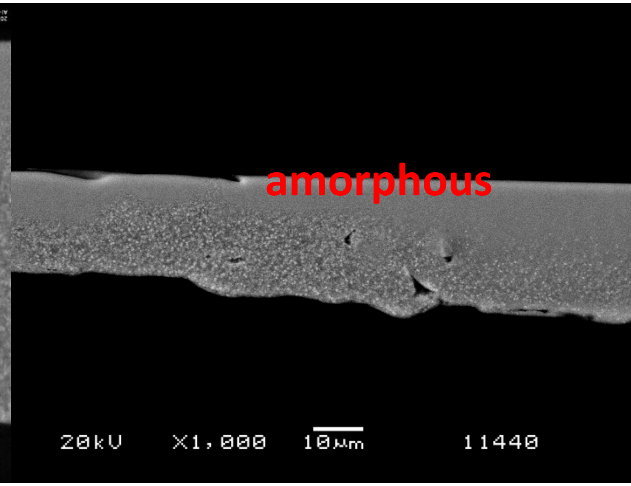
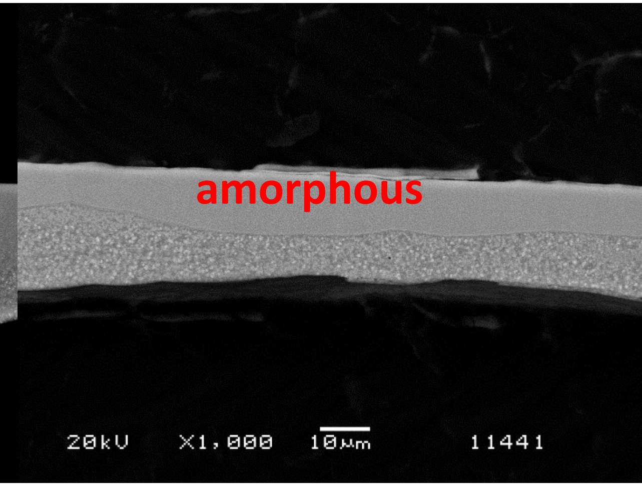


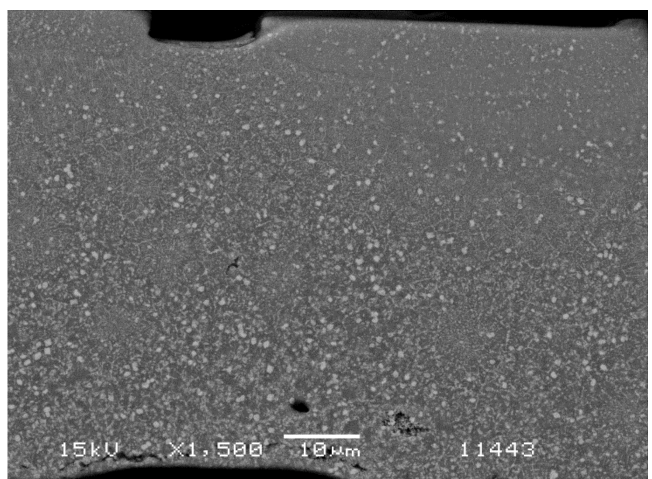
As Melt Spun



350°C



400°C



500°C

Note: Magnification is the same for all samples – thickness of flake varies

Technical Accomplishments and Progress – Alloy Processing

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- Completed melt spinning flake runs for the Al-8.5Fe, Al-12Fe, AFCT Alloy, AFM – 11 and AFM-13 alloys during Phase 2
- Melt spinning sufficient flake for extrusion of 3 billets each of the Al-8.5Fe, Al-12Fe alloys, and 2 each of AFCT and AFM alloys
- Due to high temperature strength of the alloys, Al-12Fe and AFM-13 billets exceeded the load capacity of the extrusion equipment and did not extrude
- Commercial source for commercial-scale melt spinning of materials has been identified (Transmet Corporation)

PNNL Extrusion and Consolidation Tooling

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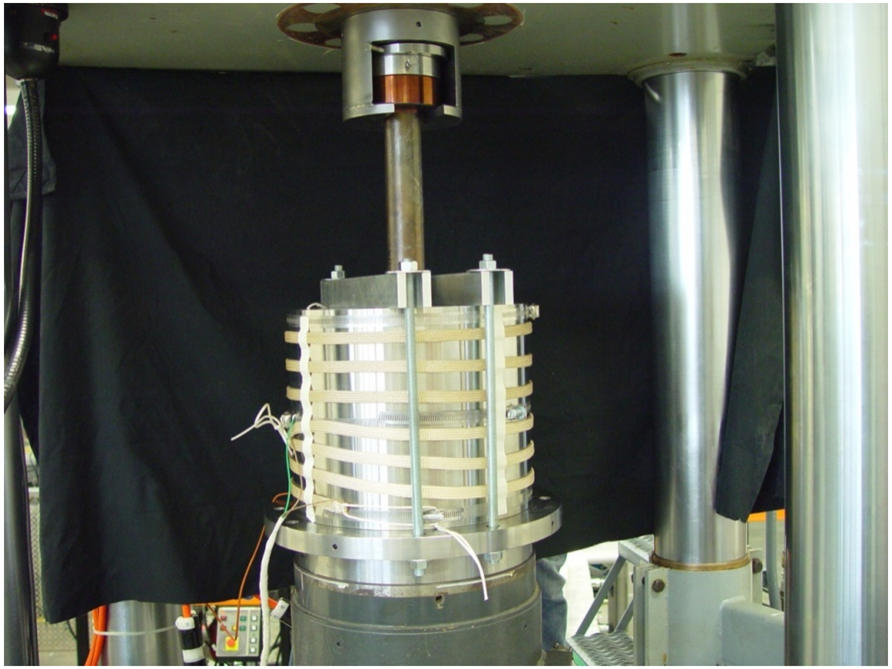
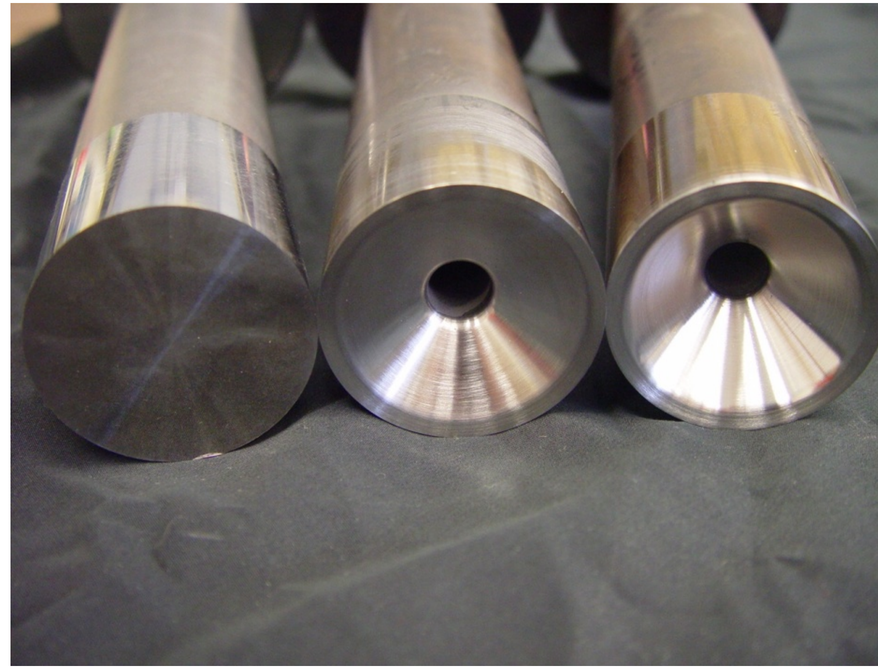
Four-post MTS 500,000-lb.load frame shown with extrusion tooling



Extrusion die/container with external heating in 4-post 500,000-lb.load frame. Shown with indirect extrusion stem



Extrusion stems for indirect extrusion, showing (left to right) spare blank, 30° and 45° dies

Extrusion Billets

Extrusion billets showing partially extruded 6061 (left), canned billet of 6061 flake (center) and canned billet of Al-8.5Fe alloy flake (right)

Extrusion Billet and Extruded Rod Samples

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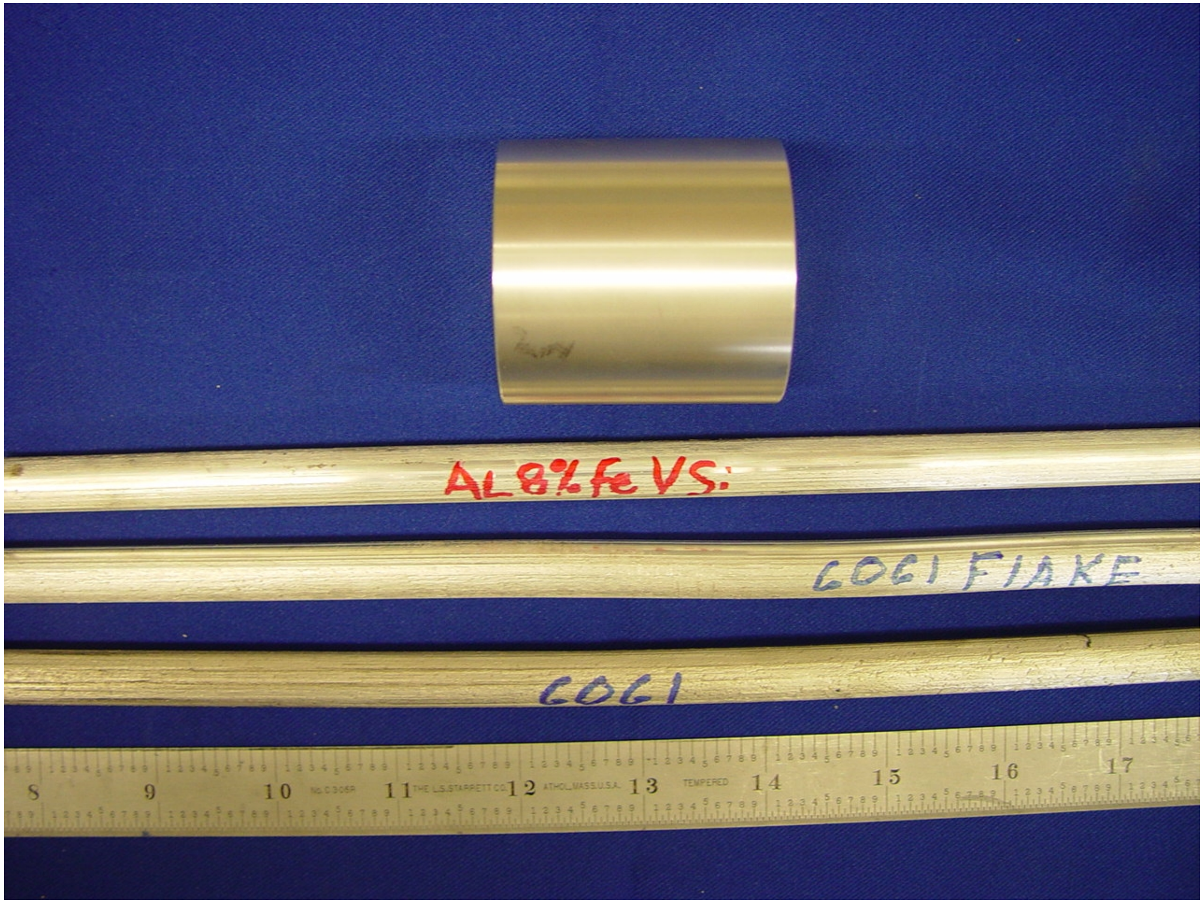

Extrusion billet (top, 50 mm diameter) shown with extruded rods of 6061 and Al-8.5Fe aluminum (11 mm diameter). Extrusion ratio of approximately 20:1

Phase 2 Metallography of Extruded Alloys

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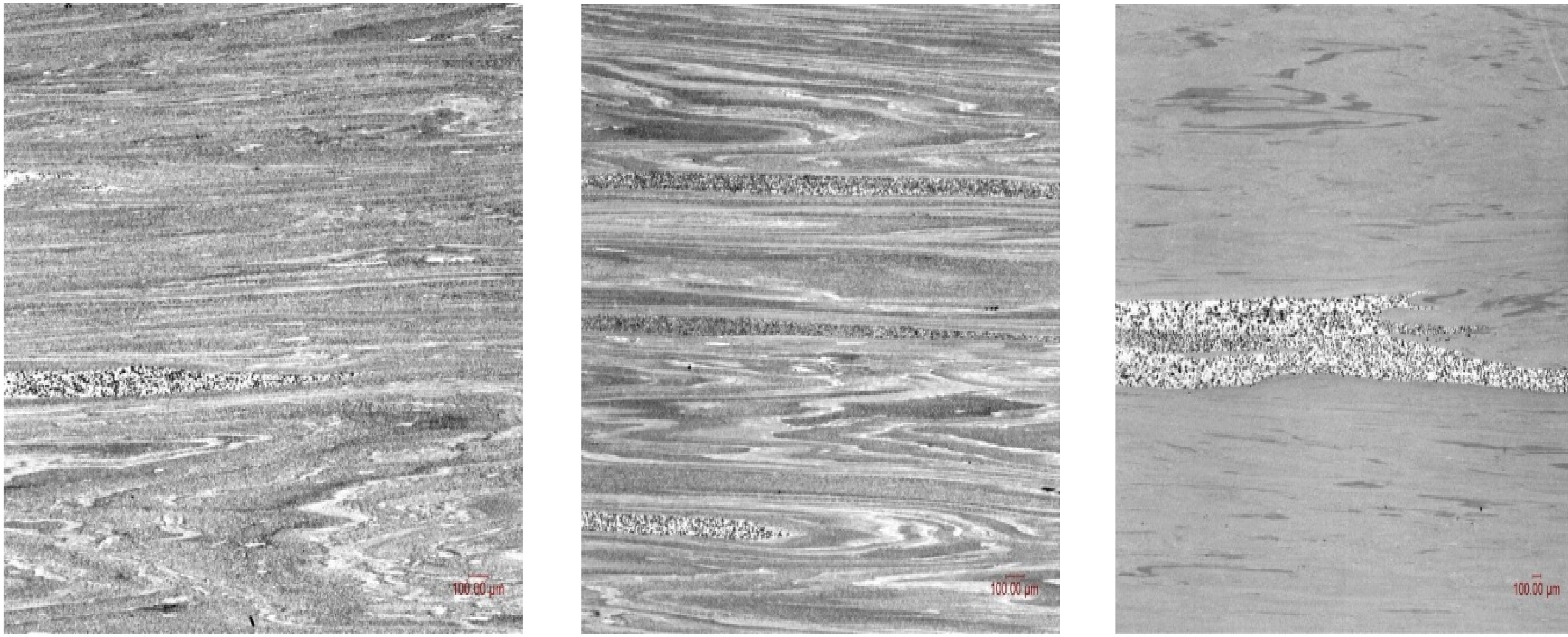

a b c

Longitudinal metallography of extruded a) Al-8.5Fe, b) AFN-11 and c) AFCT aluminum alloys showing lamellar structure with regions of larger intermetallics

Tensile Test Set-up for Flake Extrusion

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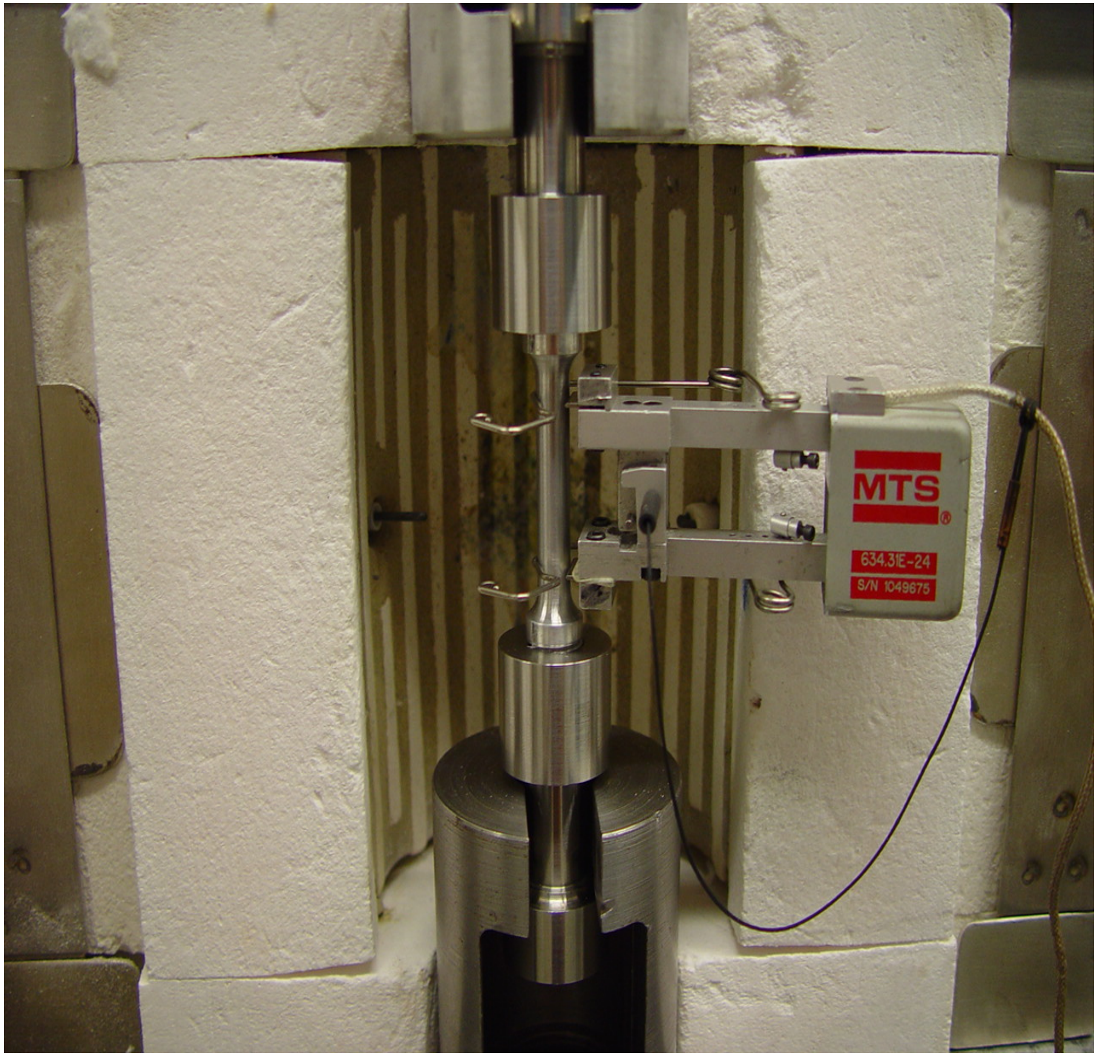

Room Temperature Tensile Test with Extensometer
(Note: Extensometer not used for elevated temp. tests)

Tensile Test Results for Phase 2 Flake Extrusion – Room Temperature

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Specimen Group ID	Extrusion Temperature (C)	Elastic Modulus (GPa)	Tensile YS Strength MPa	Tensile Strength (UTS) MPa	Failure Strain (extension) %
Al-8.5Fe	450	83.5	345	390.4	19.1
Al-8.5Fe	500	84.2	331.2	389.4	18.0
AFCT-1	500	95.9	400.2	448.6	12.2
AFM-11	500	95.9	427.8	493.6	7.2

Tensile Test Results for Phase 2 Flake Extrusion – 300 C

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Specimen Group ID	Extrusion Temperature (C)	Tensile YS Strength MPa	Tensile Strength (UTS) MPa	Failure Strain (extension) %
Al-8.5Fe	450	(1)	210.9	25.1
Al-8.5Fe	500	(1)	208.2	21.7
AFCT-1	500	(1)	226.7	18.8
AFM-11	500	(1)	256.8	17.0

Note(1): Yield stress and tensile stress consider equal at 300 C test temperature

Technical Accomplishments and Progress- Phase 2 Flake Extrusion

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- Tensile tests completed for RT and 300℃ for three Phase 2 alloys that were extruded (Al-12Fe and AFM-13 could not be extruded), with results showing improved RT and 300°C strength
- Completed metallography on the Phase 2 extruded materials
- Metallography shows evidence of a coarser phase along with very fine sub-micron intermetallics. The coarser phase is believed to be from melt splats or flake that did not see as high a cooling rate
- Vacuum hot pressing was used to pre-consolidate the extrusion billets. In commercial practice an extrusion upset step followed by direct extrusion could replace the hot press step
- Although the Phase 2 300℃ tensile strengths did not reach 300 MPa, strength levels are attractive for potential Cummins applications
- The AFM-11 alloy has been selected for the next phase of scale-up which will be the processing of 500 lb. of RS flake using Transmet commercial flake melt spinner

HS/HT Aluminum Task Plan

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Task Plan

- Completed visit to Transmet to discuss approaches for larger-scale flake melt spinning runs (Completed)
- Can, consolidate and extrude 2-3 billets of each alloy and characterize properties and microstructure (Completed)
- Contract with Transmet to process 500 lb. (net) of AFM-11 RS flake and consolidate and extrude to nominal 75 mm diameter rod (contract placed February 2013)
- Cummins to identify heavy duty engine component for prototype development and engine testing (Completed 1Q, CY2013)
- Initiate cost analysis of RS flake- extrusion and forging process for commercial scale material production (To be completed 3Q, CY2013)
- Complete processing and machining of engine components manufactured from AFM-11 extruded material and initiate engine/component testing process (To be completed 4Q, CY2012)
- Develop elevated temperature high-cycle fatigue data for commercial-scale RS flake materials (To be completed 4Q, CY2012)

Summary and Conclusions

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- CRADA Project with Cummins, Inc., initiated May, 2011
- Second phase of the project has focused on evaluation of candidate aluminum alloys with potential to meet 300 MPa strength at 300°C
- Rapidly solidified Al-Fe alloys have been successfully melt spun and flake materials characterized – properties of RS flake materials approaching properties of previous MA materials
- Phase 2 laboratory-scale consolidation and extrusion of 3 Al-Fe alloys has been completed and the AFM-11 alloy down selected for scale-up processing
- A commercial RS flake producer (Transmet Corp.) has been engaged in the scale-up phase to produce 500 lb. of RS flake and convert to 75 mm diameter extruded product
- Cost analysis of a commercial-scale RS flake/extrusion process has been initiated by Cummins and PNNL, and will use input from Transmet and aluminum producers
- A heavy duty diesel engine component has been selected, and material processed by Transmet will be used to manufacture prototype components and to develop a high temperature fatigue data base for the AFM-11 Al-Fe-Mn alloy

Collaboration

- Cummins, Inc. - principal industry partner, CRADA partner
- Transmet Corporation - commercial melt spinning and processing of rapidly solidified flake and particulate
- Kaiser Aluminum – Potential consolidation and extrusion services and input to commercial-scale cost analysis