TECHNICAL INSIGHTS

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1. BEST PRACTICES FOR WELDING OF TITANIUM ALLOYS

Titanium metal is widely used in the aerospace industries to save weight in aircraft, as well as in chemical process plants, for its exceptional corrosion resistance in oxidizing environments. Welding of titanium (Ti) metal components does require methods that differ from steel. This is related to the fact that Ti, unlike steel, is a highly reactive metal that has an exceptional affinity for oxygen. In fact, immediately upon exposure to air (containing around 20% oxygen), a thin, transparent and tenacious titanium oxide protective film will form on the Ti metal surface.

Given the reactivity of Ti in air, inert gas welding processes are mandatory. That includes tungsten inert gas (TIG) arc welding, also known as gas tungsten arc welding (GTAW), plus certain plasma welding methods. The preferred inert gas is argon (Ar), which must be very pure (99.995 %). The Ar continues to flow until the welding zone has cooled below 500 degrees F. A trailing shield can concentrate the Ar while the seam cools. The welding apparatus can be manual or automated in computer numerical control (CNC) apparatus for more consistent welds.

TIG uses a tungsten electrode to strike an arc with the Ti work piece. It may be necessary to Ar-shield both the front and back of the weld seam. If not shielded properly, the Ti weld zone will become useless and brittle. A Ti weld done nicely will have a shiny silvery surface (like frozen mercury in appearance) matching the color of the workpiece. A bad weld is immediately evident by discoloration (such as blueing) of the weld seam.

Exhibit 1 depicts TIG welding of Ti tubing. *Picture Credit: http://www.thefabricator.com/article/arcwelding/tig-for-titaniumtubing*

Experts in TIG welding of TI urge that the welder must start with a clean workpiece (free of grease, oxides, oil and other undesirable contaminates). In the critical heating zone of 900 to 1000 degrees F, Ti can unfortunately form a brittle oxygen-stabilized alpha phase (also known as alpha case) on the weld surface. That is why Ar shielding is recommended for the back side (as well as front side) of a hot weld. TIG welding of stainless steel, by contrast, has no such requirement, illustrating again how fussy Ti is during welding operations. Grinding wheels that inadvertently raise TI surfaces to 900-1000 degrees F in air can ruin the exterior with brittle alpha case.

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2. NOVEL METHOD TO DEVELOP THERMOELECTRIC MATERIALS

Every electronic device, ranging from cars, laptops, and other devices that are used on an everyday basis, consumes a significantly high amount of energy through heat loss. In order to counter the above-mentioned challenge, thermoelectric materials are used for converting heat to electrical power and vice versa. These materials have the potential to harness the heat that is wasted, thereby providing green technology energy efficiency that is required for a sustainable future. To create the technology needed to capture this heat,

researchers around the world have been trying to engineer more efficient thermoelectric materials. Among the promising materials is one that is filled with tiny holes that range in size from about a micron to about a nanometer. Heat travels through a material through phonons, which are quantized units of vibration that act as heat-carrying particles. When a phonon runs into a hole, it scatters and loses energy. Phonons thus cannot carry heat across a porous material as efficiently, giving the material low thermal conductivity, which in turn increases the efficiency of electricity that is obtained from heat.

A group of researchers from the American Institute of Physics has developed a novel method to manufacture thermoelectric materials that address the abovementioned challenges and develop thermo electric materials with significantly high efficiency. In this method, the pores of the thermo electric material have been made smaller and packed closely together, thereby lowering thermal conductivity. Based on various tests, it has been found out that the theoretical calculations made by the researchers have matched with the practical experiments. It has been also been found that the micro-and nano-porous materials can be significantly more efficient when compared to the conversion of heat energy into electricity by materials containing no pores.

The researchers had developed four different models for their experiments. In the first model, the researchers had used material filled with holes of random sizes, ranging from microns to nanometers in diameter. The second model had multiple layers in which each layer containing pores of different size scales, thereby giving it a different porosity. The third is a material that was composed of a threedimensional cubic lattice of identical holes. The fourth is another multilayered system. From the analysis of the above-mentioned models, it was seen that the first and fourth models have lower thermal conductivity than the second. The third model was found to be having lower thermal conductivity than the fourth model. It was also found that the method used in the first model would be more suited for the development of materials that are to be used in the devices.

The advantage of this method is that it significantly increases efficiency of products manufactured with the developed thermoelectric materials. All the above-mentioned capabilities and advantages increase its chances of adoption in variedf industrial sectors.

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3. TECHNIQUE TO DEVELOP LIGHTWEIGHT AUTOMOTIVE AND AEROSPACE COMPOSITES

The sandwich construction of materials is used on a large scale by a wide range of manufacturing industries in different industrial sectors. For instance, the automotive and aerospace sectors are known to have the above type of construction in their materials for manufacturing different products. The manufacturers of turbine blades are looking for newer methods to achieve the precise performance requirements of turbine blades and other sophisticated applications. In order to meet the above-mentioned requirements, turbine manufacturers are looking for novel sandwich construction and material options.

Researchers from the Harvard School of Engineering and Applied Sciences (SEAS) and the Wyss Institute for Biologically Inspired Engineering have developed cellular composite materials that have unprecedented stiffness and are light in weight. The material has been developed using a cocktail of fiber-reinforced epoxy-based thermosetting resins and 3D extrusion printing techniques. Due to the mechanical properties and fine scale fabrication of the novel material that has been developed, it has significantly high potential in the manufacturing of turbine blades. The researchers also believe that it has the potential to mimic and improve conventional materials, such as wood and even the commercial 3Dprinted polymers and polymer composites that are currently available. Until now, 3D printing has tended to be developed for thermo plastics and UV curable resin materials that are not typically considered as engineering solutions for structural applications. By moving into new classes of materials, such as epoxies, the researchers believe that they have opened up new applications sectors for 3D printing, enabling its use in the construction of lightweight products. The direction in which the fillers are used for depositing the ink controls the strength of the materials. Using the technique adopted by the researchers yields cellular composites that are as stiff as wood, 10 to 20 times stiffer than commercial 3Dprinted polymers, and twice as strong as the best printed polymer composites. The ability to control the alignment of the fillers has enabled the researchers to digitally integrate the composition, stiffness, and toughness of an object with its design. Some of the potential applications of the research are in varied industrial sectors, such as automotive, where lighter materials hold the key to achieving reduced fuel standards. It is also seen that the lightweighting of parts used in automotive products will allow significantly high savings in terms of money spent on fuel.

The advantage of this novel technique is that it can opes up potential market sectors for 3D printing technology and also help in manufacturing light weight components for various products.

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4. PATENT ANALYSIS OF SOLID STATE SINTERING PROCESS

Sintering pertains to heat treatment of powder at elevated temperature. The solid state (or laser) sintering process is a type of layer manufacturing process employed forfabricating a wide variety of three-dimensional (3D) parts which have a complex geometry. In this process, the parts are manufactured by merging consecutive layers of powder material on top of each other. Consolidation of the powdered particles on top of each other is carried out using thermal energy. A focused laser beam is used in this process for developing the thermal energy that is required. Each layer of the powdered particle is examined with galvano mirrors and is correlated with the corresponding cross sectional area that is calculated from the computer-aided design model.

From the patents exhibited below, the recent filings indicate that companies are carrying out research to improve the methods, processes, and materials to carry out this manufacturing process in order to increase the overall efficiency and increase the quality of the products manufactured using this process. For example, Patent WO2010045382 A1, assigned to The Boeing Company, refers to a geometry adaptive laser sintering system and process. Patent EP 1694875 B1, assigned to The ExOne Company, pertains to processes for sintering aluminum and aluminum alloy components.

and, thereafter, roll worked in a high reduction draft in a range of about 40 % to 95 % in thickness so that the filaments have a constraining dimension is substantially equivalent to a longest dimension of the oxide superconductor grains. The rolled article is sintered to obtain a BSCCO 2223 oxide superconductor.

Exhibit 2 depicts patents related to solid state sintering.

Picture Credit: Frost & Sullivan

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