

## **DIFFUSION BONDING OF SILICON CARBIDE FOR A MICRO-ELECTRO-MECHANICAL SYSTEMS LEAN DIRECT INJECTOR**

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Robust approaches for joining silicon carbide (SiC) to silicon carbide sub-elements have been developed for a micro-electro-mechanical systems lean direct injector (MEMS LDI) application. The objective is to join SiC sub-elements to form a leak-free injector that has complex internal passages for the flow and mixing of fuel and air.

Previous bonding technology relied upon silicate glass interlayers that were not uniform or leak free. In a newly developed joining approach, titanium foils and physically vapor deposited titanium coatings were used to form diffusion bonds between SiC materials during hot pressing. Microscopy results show the formation of well adhered diffusion bonds. Initial tests show that the bond strength is much higher than required for the component system. Benefits of the joining technology are fabrication of leak free joints with high temperature and mechanical capability.

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# DIFFUSION BONDING OF SILICON CARBIDE FOR A MICRO - ELECTRO - MECHANICAL SYSTEMS LEAN DIRECT INJECTOR (MEMS LDI)

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and J. Douglas D. Kiser<sup>3</sup>

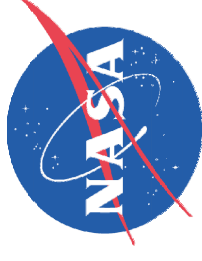
1 - U.S. Army Research Laboratory, Vehicle Technology Directorate, Cleveland, Ohio

2 - QSS Group, Inc., Cleveland, Ohio

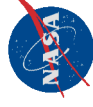
3 - NASA Glenn Research Center, Cleveland, Ohio



VEHICLE TECHNOLOGY DIRECTORATE



30th Annual Conference on Composites, Materials, and Structures, Cape Canaveral/Cocoa  
Beach, Florida, January 23-26, 2006.

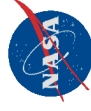




## Acknowledgements



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- The authors would like to thank the following:
  - Dr. Dan L. Bulzan and Robert R. Tacina at NASA GRC for their support and for providing the injector design and requirements.
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  - Dr. Robert Okojie of NASA GRC for providing PVD Ti Coated CVD SiC.
  - Laura Cosgriff of Cleveland State University at NASA GRC for conducting NDE.

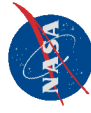




## Outline



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- 1. Application** – Micro-Electro-Mechanical Systems Lean Direct Injector (MEMS LDI) for Advanced Aircraft Gas Turbines
  - 2. Previous Joining Approach** – Joining Of Silicon Carbide Ceramics With Silicate Glass Layers
  - 3. Current Joining Approach** – Diffusion Bonding With a Titanium Layer
    - A. Titanium Foils
    - B. PVD Titanium Coatings
  - 4. Joint and Sub-Element Tests and Demonstrations**
  - 5. Summary and Conclusions**





# Injector Program Objective and Approach



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## Objective

**Develop technology for a SiC Smart Integrated Multi-Point Lean**

**Direct Injector (SiC SIMPL-DI)**

- Operability at all engine operating conditions
- Reduce NOx emissions by 90% over 1996 ICAO standard
- Allow for integration of high frequency fuel actuators and sensors

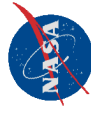
## Two Possible Injector Approaches

**1. Lean Pre-Mixed Pre-Evaporated (LPP)**

- Advantages* - Produces the most uniform temperature distribution and lowest possible NOx emissions
- Disadvantages* - Cannot be used in high pressure ratio aircraft due to auto-ignition and flashback

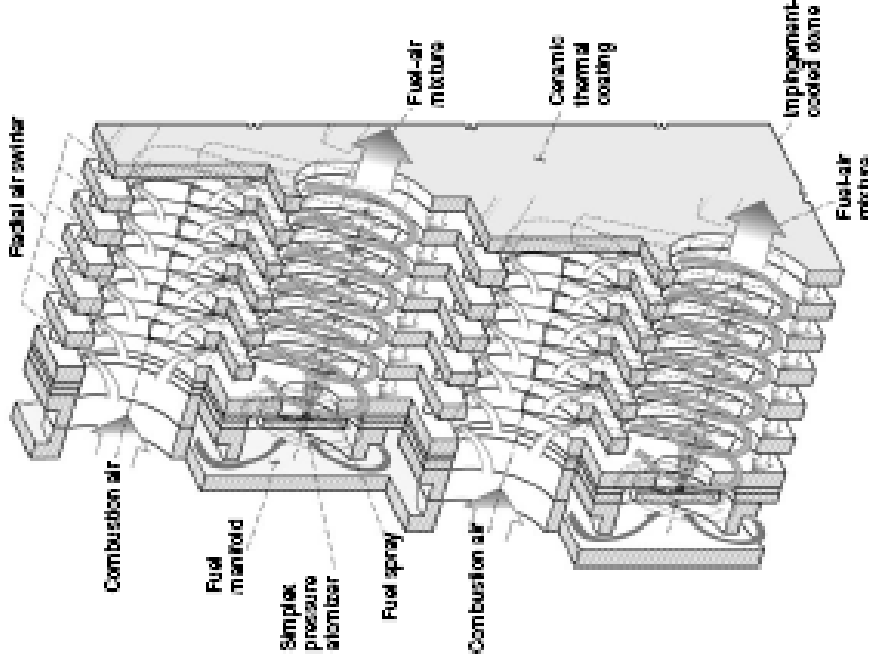
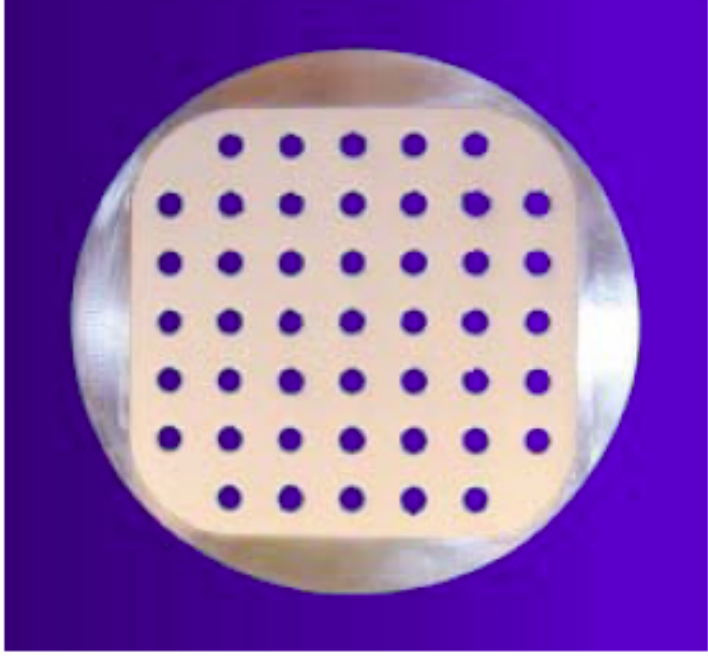
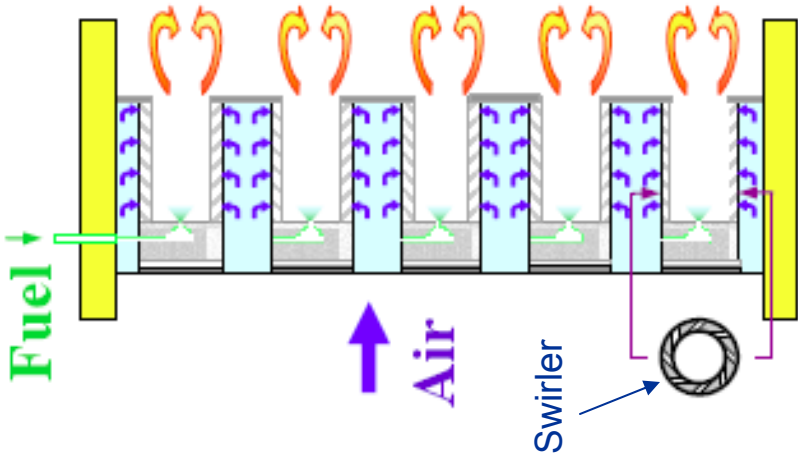
**2. Lean Direct Injector (LDI)**

- Advantages* - Does not have the problems of LPP (auto-ignition and flashback)
- Provides extremely rapid mixing of the fuel and air before combustion occurs





# Multi-Point Lean Direct Injector

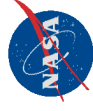


(Left) Multi-Point Lean Direct Injector accelerates fuel-air mixing and has small recirculation zones with short residence time that reduces NOx emission.

(Center) 3-inch square metal MP-LDI with 45 injectors.

(Right) Detail of fuel and airflow.

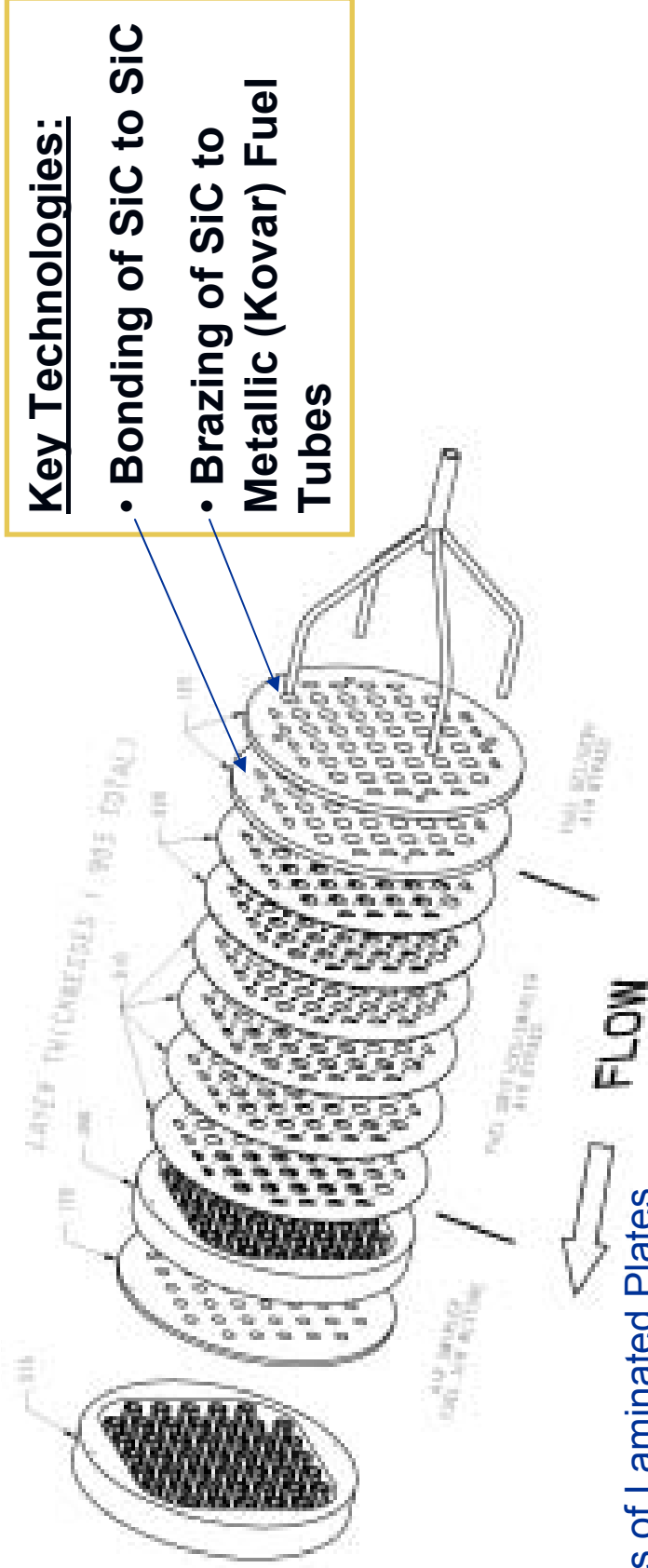
From Robert Tacina, et al., "A Low Lean Direct Injection, Multi-Point Integrated Module Combustor Concept for Advanced Aircraft Gas Turbines," NASA/TM-2002-211347, April 2002.



# Lean Direct Injector Fabricated by Laminates



SiC laminates can be used to create intricate and interlaced passages to speed up fuel-air mixing to allow lean-burning, ultra-low emissions.



## Benefits of Laminated Plates

- Passages of any shape can be created to allow for multiple fuel circuits
- Provides thermal protection of the fuel to prevent choking
- Low cost fabrication of modules with complicated internal geometries through chemical etching



# Previous Approach of Joining SiC With a Silicate Glass Layer



## Leak Test Movie

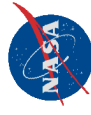


Movie Courtesy of  
Chip Redding at  
NASA GRC

### **Disadvantages of Joining Silicon Carbide with a Silicate Glass Layer**

- Difficult to achieve a uniform layer
- Relatively low strength
- Glass flows and fills in holes and edges where it is not desired
- Glass joints were not leak-free

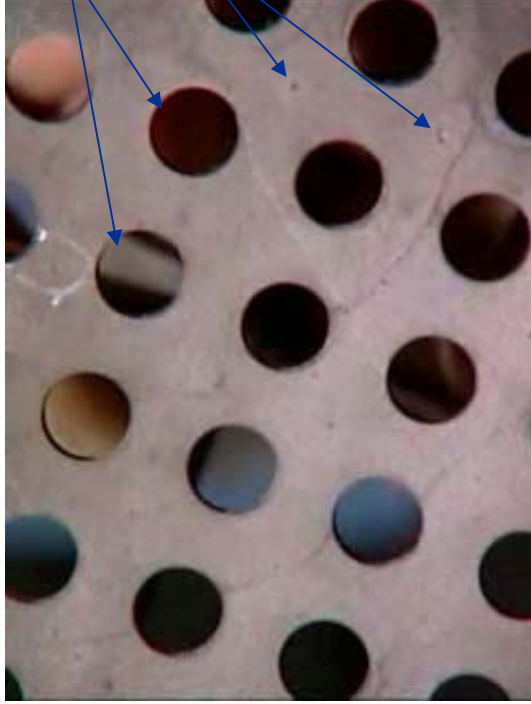
Glenn Research Center at Lewis Field







# Leak Test of SiC Laminates Joined with Silicate Glass



Combustion air channels

Fuel holes



Leaks at the edge between joined laminates

Air should only flow through the fuel holes



Plugged fuel hole



Undesired leaks in the combustion air channels





## Current Approach of Joining SiC With a Ti Layer



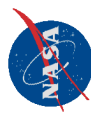
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### Advantages of Diffusion Bonding Using a Ti Layer

- Uniform Ti layers can be applied
- Ti can be applied by different methods (foil, PVD, and other coating approaches)
- High strength and leak-free bonds
- Good high temperature stability

### The objective is to develop joining technology that has the following capabilities:

- Joining of relatively large geometries (i.e. 4" diameter disks)
- Leak-free at an internal pressure of 200 psi (1.38 MPa)
- Stability and strength retention at 800°F (427°C)





# SiC-Ti-SiC Diffusion Bond Processing Matrix

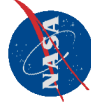


## SiC and Ti Material Combinations:

1. 1.75" diameter  $\alpha$ -SiC (CRYSTAR from Saint-Gobain) disks joined with a 1.5 mil (38 micron) foil
2. 1.75" diameter CVD SiC (TREX Enterprises) disks joined with a 1.5 mil (38 micron) foil
3. 1" x 2" CVD SiC (Rohm & Hass) coupons joined with ~10 micron PVD Ti coating on one of the surfaces
4. 1" x 2" CVD SiC (Rohm & Hass) coupons joined with a 1.5 mil (38 micron) foil
5. 1" x 2" CVD SiC (Rohm & Hass) coupons joined with ~10 micron PVD Ti coating on both of the surfaces

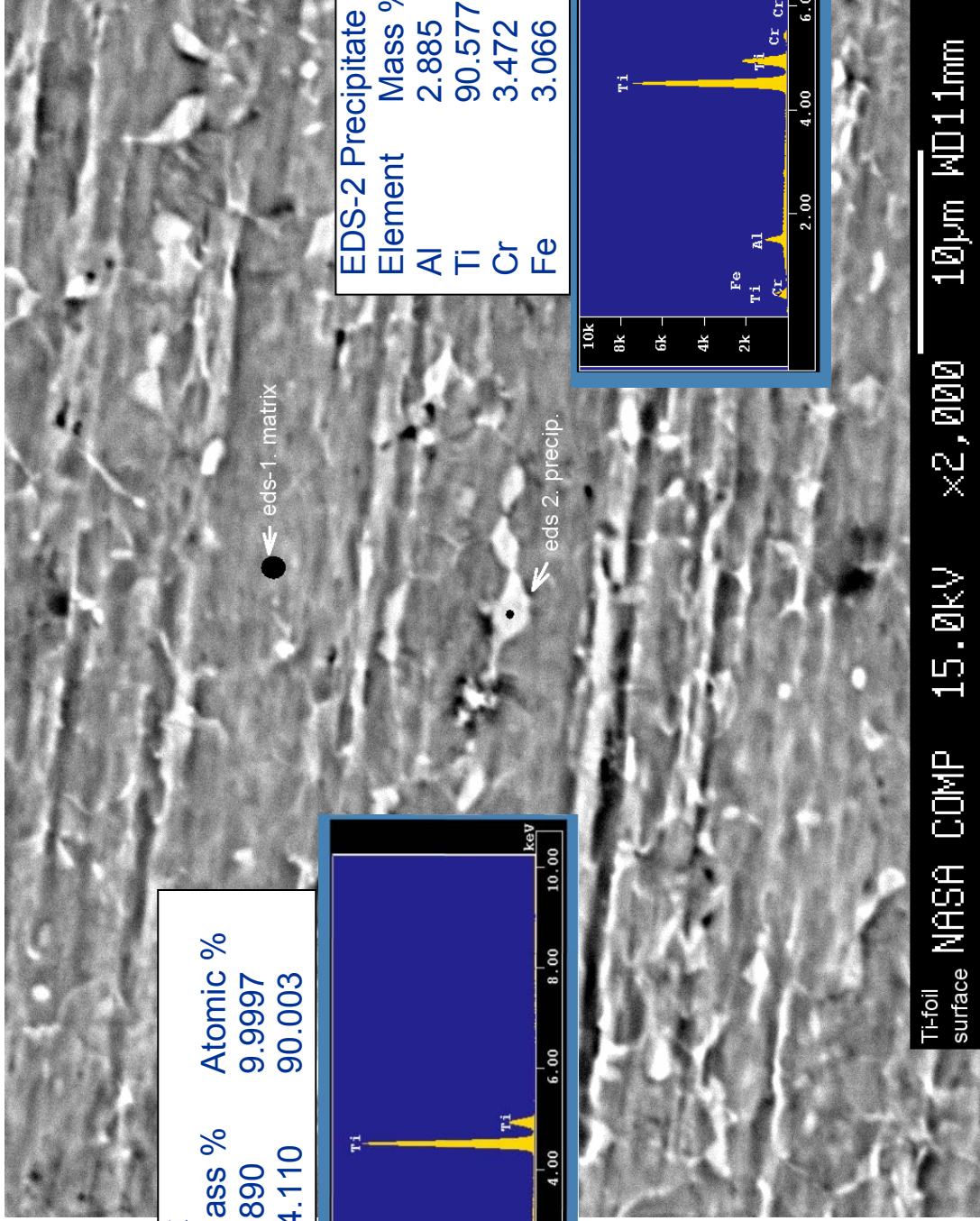
Condition	Temp. (°C)	Pressure* (MPa)	Time (hr)	Atmosphere	Cooling Rate (°C/min)	Status
<b>A (materials 1, 2, and 3)</b>	1250	24, 24, 31	2	vacuum	5	Microscopy & Microprobe
<b>B (materials 1 and 3)</b>	1300	24, 31	2	vacuum	2	Microscopy
<b>C (materials 1 and 3)</b>	1250	50	2	vacuum	2	Microscopy
<b>D (materials 1, 4 and 5)</b>	1250	24, 31	2	vacuum	2	Microscopy

\*at the minimum clamping pressure for the hot press (except for processing at 50 MPa)

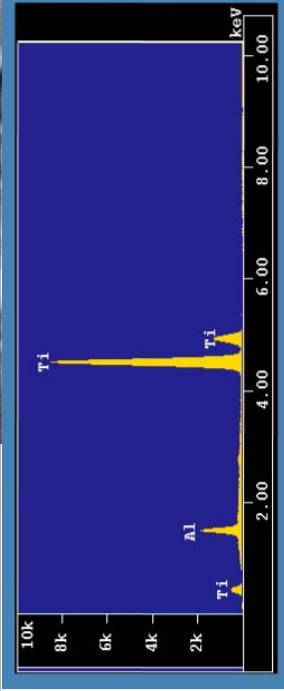




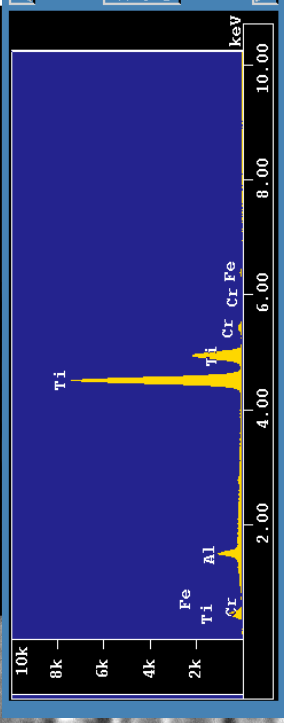
# Electron Micro Probe Analysis of the “Titanium” Foil



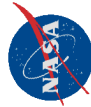
EDS-1 Matrix			
Element	Mass %	Atomic %	Atomic %
Al	5.890	9.9997	
Ti	94.110	90.003	



EDS-2 Precipitate			
Element	Mass %	Atomic %	Atomic %
Al	2.885	5.0450	
Ti	90.577	89.2144	
Cr	3.472	3.1504	
Fe	3.066	2.5901	



Ti-foil surface NASA COMP 15.0kV x2,000 10µm WD11mm





# Microprobe of $\alpha$ -SiC Reaction Bonded Using Ti Foil

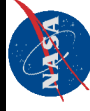
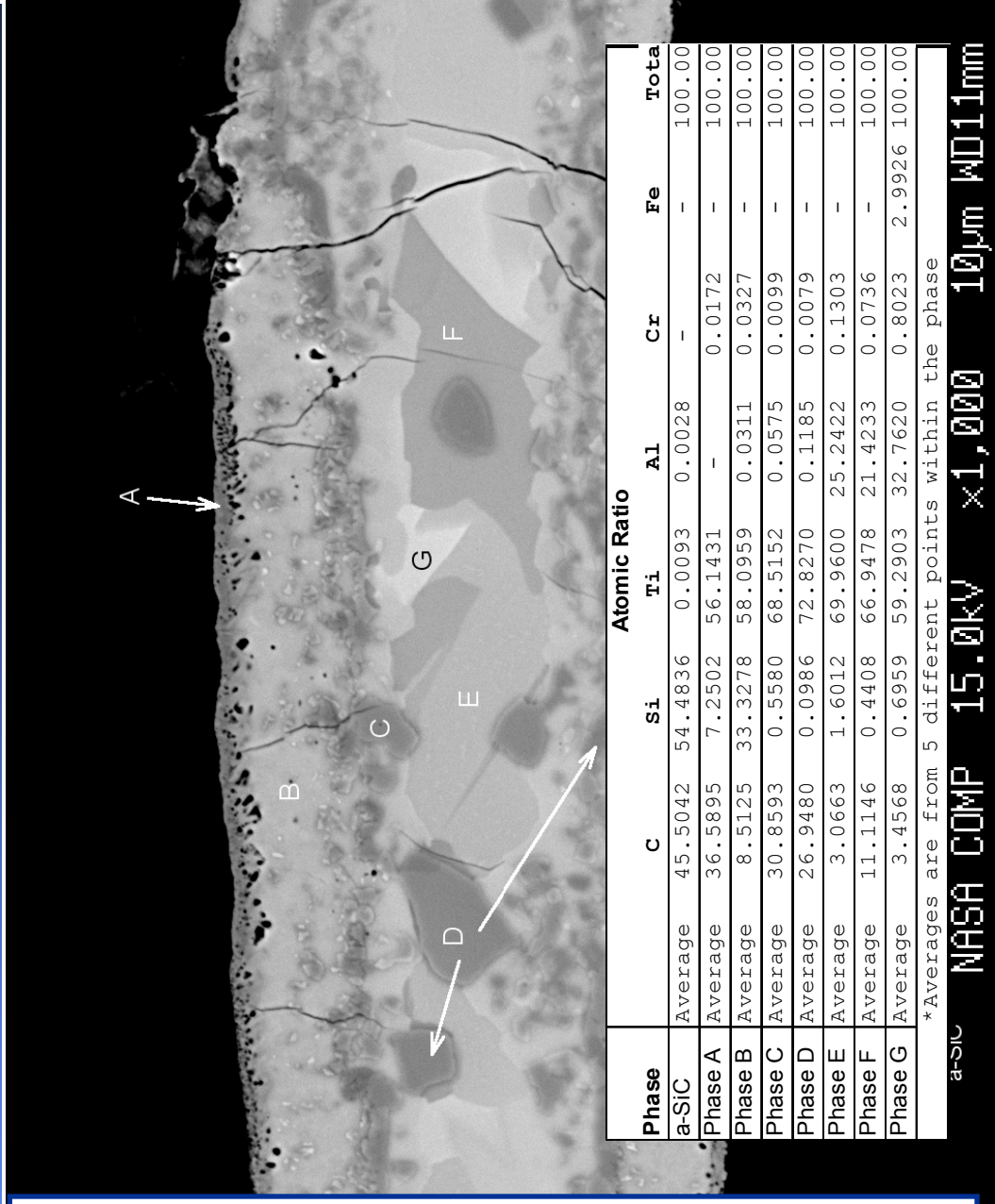
Conditions: 1250 °C, 24 MPa, 2 hr, vacuum, 5 °C/min



Microcracking may be due to the formation of two detrimental phases:

- Phase B  $Ti_5Si_3C_x - Ti_5Si_3$  if highly anisotropic in its thermal expansion where  $CTE(c)/CTE(a) = 2.72$  (Schneibel et al).
- Phase E –  $Ti_3Al$  has low ductility at low temperatures. Al can be in the range of 23-35 atm % (Djanarthany et al).

**Both phases can contribute to thermal stresses and microcracking during cool down.**





# Microprobe of TREX CVD SiC Reaction Bonded Using Ti Foil

Conditions: 1250 °C, 24 MPa, 2 hr, vacuum, 5 °C/min

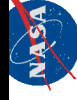
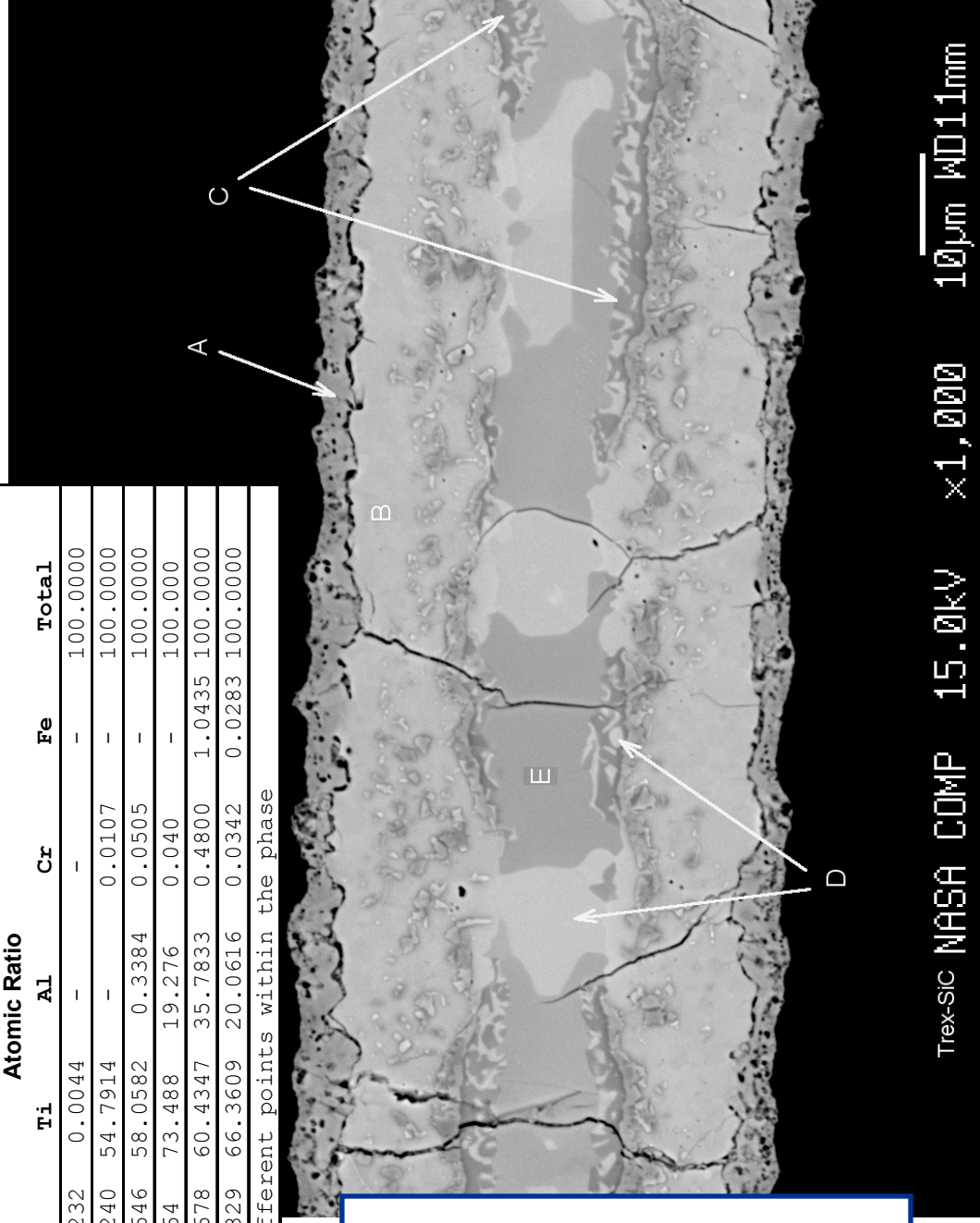


Phase	Atomic Ratio						Total
	C	Si	Ti	Al	Cr	Fe	
CVD SiC	Average 45.0724	54.9232	0.0044	-	-	-	100.0000
Phase A	Average 27.6739	17.5240	54.7914	-	0.0107	-	100.0000
Phase B	Average 7.3882	34.1646	58.0582	0.3384	0.0505	-	100.0000
Phase C	Average 6.432	0.764	73.488	19.276	0.040	-	100.0000
Phase D	Average 1.1908	1.0678	60.4347	35.7833	0.4800	1.0435	100.0000
Phase E	Average 12.9321	0.5829	66.3609	20.0616	0.0342	0.0283	100.0000

\*Averages are from 5 different points within the phase

The same detrimental phases of  $Ti_5Si_3$  (B) and  $Ti_3Al$  (D) are formed which can contribute to microcracking during cool down.

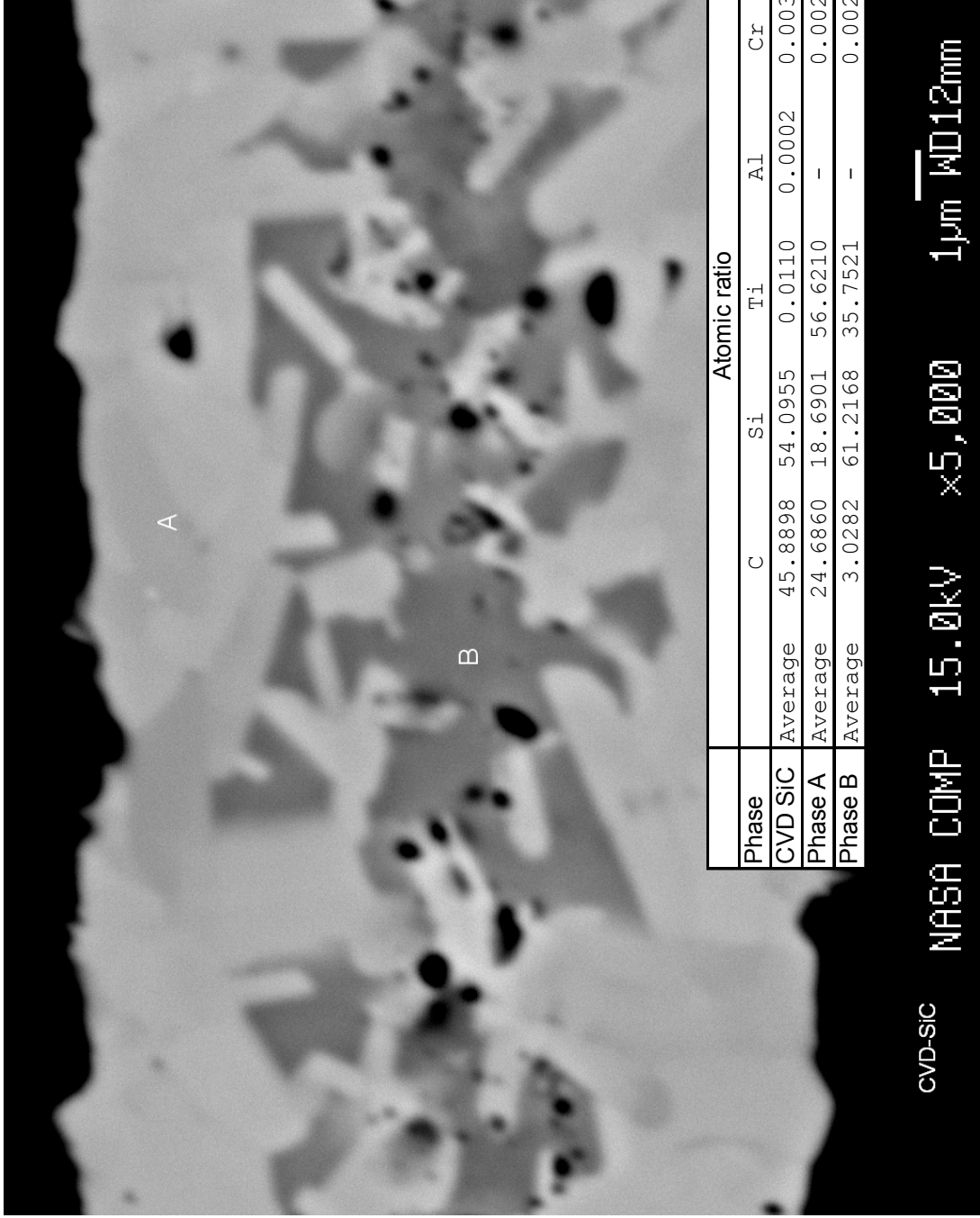
Note how cracks appear to originate in Phase B or in the core, however they are absent from outer phase (Phase A)





# Microprobe of CVD SiC Reaction Bonded Using PVD Ti

Conditions: 1250 °C, 31 MPa, 2 hr, vacuum, 5 °C/min

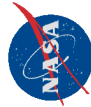


The undesirable phases of  $Ti_5Si_3$  and  $Ti_3Al$  were not formed.

Identity/source of the black phase or voids still needs to be determined.

Phase	Atomic ratio					Total
	C	Si	Ti	Al	Cr	
CVD SiC	Average 45.8898	54.0955	0.0110	0.0002	0.0035	100.0000
Phase A	Average 24.6860	18.6901	56.6210	-	0.0029	100.0000
Phase B	Average 3.0282	61.2168	35.7521	-	0.0029	100.0000

CVD-sic NASA COMP 15.0kV x5,000 1 μm WD12mm



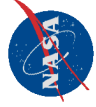
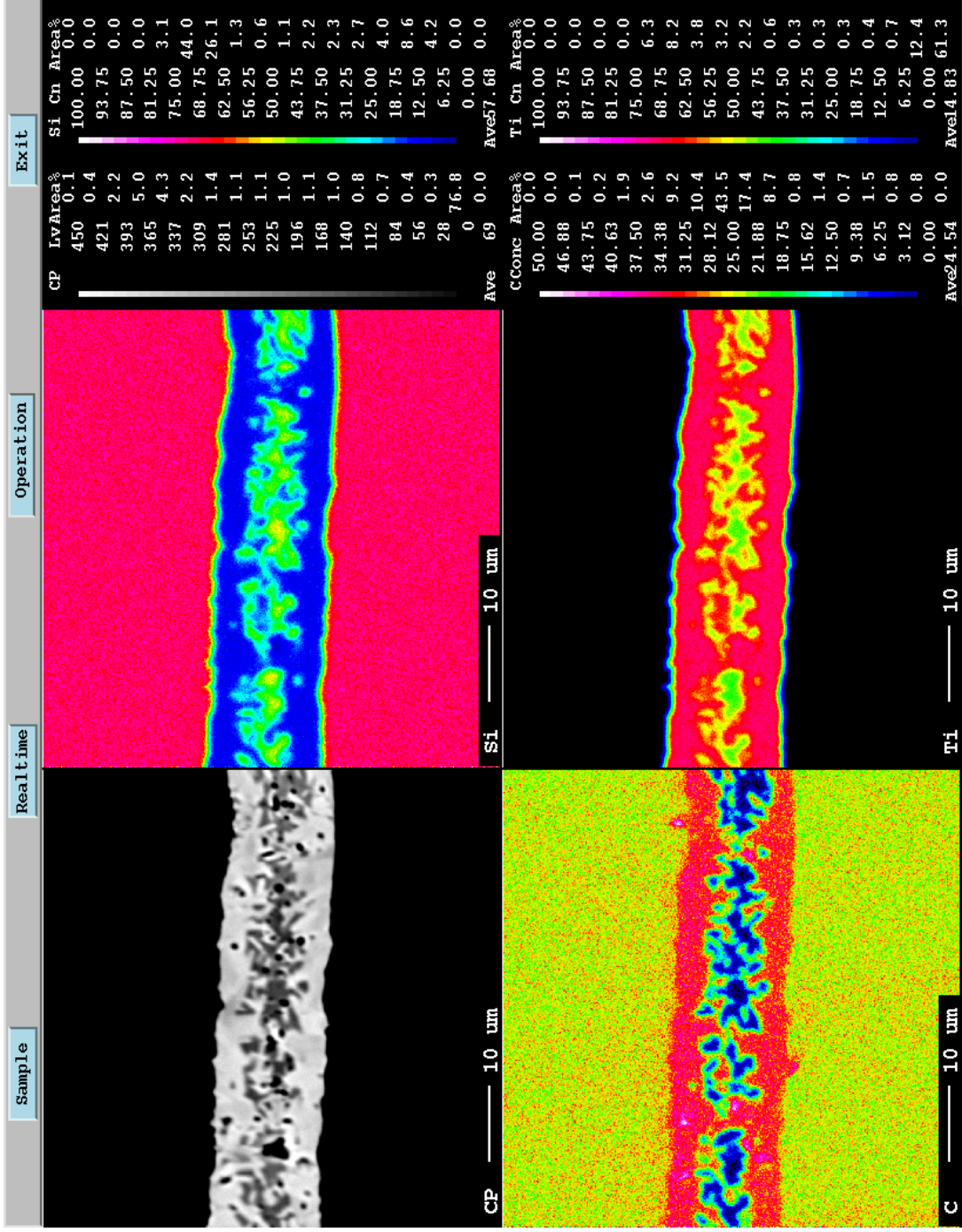


# Microprobe of CVD SiC Reaction Bonded Using PVD Ti

Conditions: 1250 °C, 31 MPa, 2 hr, vacuum, 5 °C/min



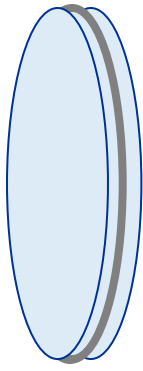
The use of a high purity Ti interlayer contributed to a less complex diffusion bond.







# Sub-Element Diffusion Bonding/Demonstrations: Joining 4" Disks, 200 psi (1.38 MPa), and 800°F (427°C)

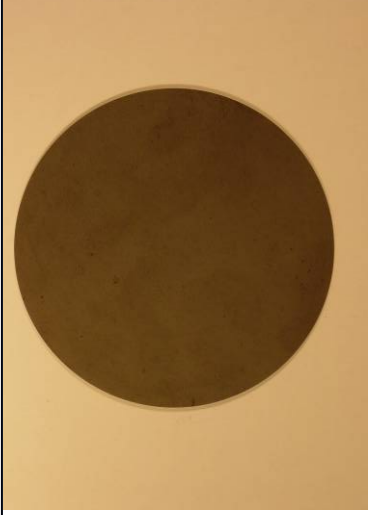


Both substrates before joining.

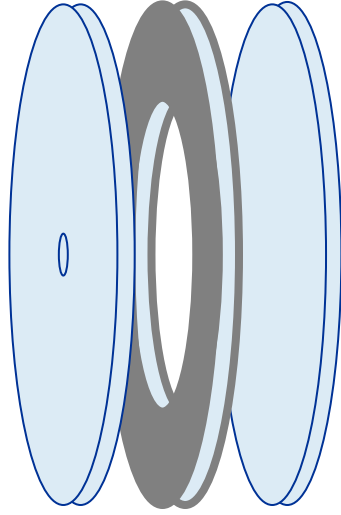
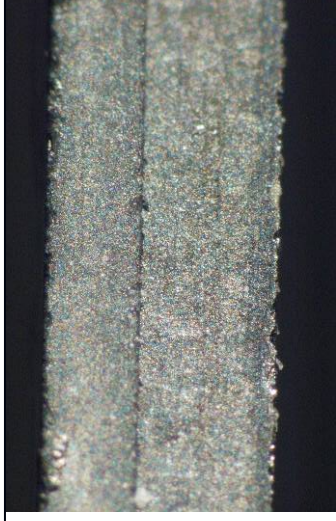


Demonstrate the Joining of  
4" diameter disks

Surface after joining.



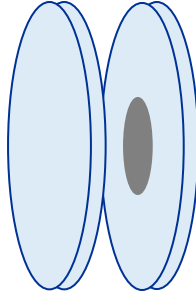
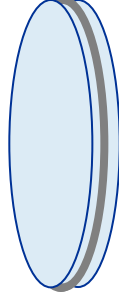
As-Fabricated edge of joined disks.  
Overall thickness is 0.049"



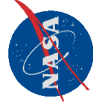
Leak/Pressure tests of  
joined disks (1.75" OD  
and 1.25" ID).

Demonstrate pressure of  
200 psi.

Full Surface Coating or Partial



Demonstrate the strength of  
joined 1" diameter disks at  
R.T. and 800°F.

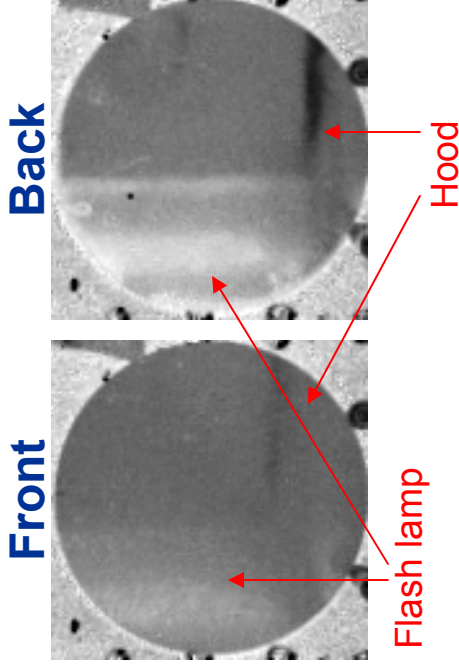




# NDE of 4" Bonded CVD SiC-Titanium Disk Using Flash Thermography



## Thermal Derivative Images



Lens to sample distance: ~30"

- Both sides of disk were reflective, making interrogation difficult
- Reflections of system parts are shown in the thermal images (left)
- Results are inconclusive



# NDE of 1” Diameter Polished and Unpolished Disks



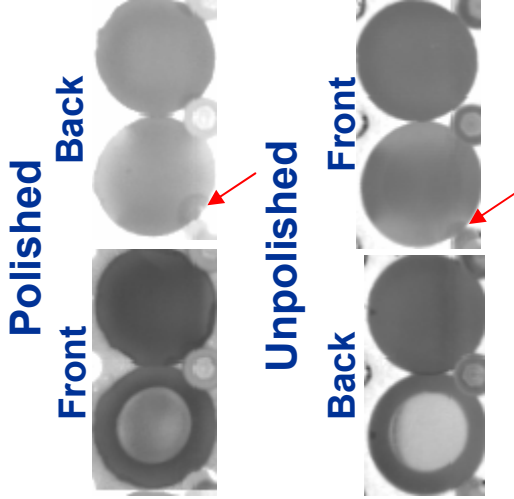
Coated center  
3/4” diameter



The front and back of 4 disks were evaluated using thermography

2 polished: 1 with, 1 without coating

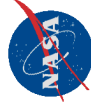
2 unpolished: 1 with, 1 without coating



Lens to sample distance: ~17.5”

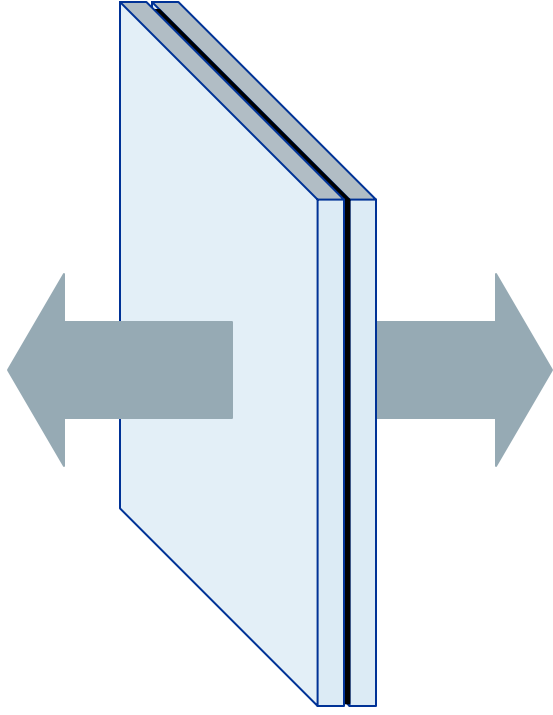
- Both sides of disks were reflective, making interrogation difficult
- Reflections of system parts (pins) are shown in the thermal images (left)
- Results are inconclusive

Once the disks are bonded, NDE may more clearly show distinct regions that are bonded and not bonded (i.e. central area with the coating and the outer ring without the coating)





# Initial Strength Tests on Diffusion Bonded CVD SiC with a PVD Ti Interlayer



Initial pull test tensile strengths:

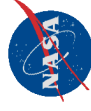
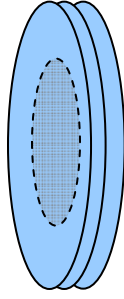
> 23.62 MPa (3.43 ksi)\*

> 28.38 MPa (4.12 ksi)\*

\* failure in the adhesive

The injector application requires a strength of about 3.45-6.89 MPa (0.5 - 1.0 ksi).

The new 1" sample design (partially coated disks) will allow for stresses of 62 MPa (9 ksi) to be applied (due to a large adhesive/pull area compared to the diffusion bond area).





## Summary and Conclusions



- A robust method of bonding SiC to SiC has been developed and optimized.
- Diffusion bonds fabricated with the alloyed Ti foil as the interlayer formed microcracks due to the formation of thermally anisotropic and low ductility phases.
- Diffusion bonds fabricated with the PVD Ti coating gave better diffusion bonds than the alloyed Ti foils
  - Bonds were uniform with no delaminations.
  - Preferred phases were formed which resulted in bonds without microcracks.
- The currently planned sub-element tests will further evaluate this bonding method to determine if it is fully capable of meeting the needs of the proposed injector application – uniform, leak-free bonds with stability and strength retention at temperatures up to 800° F.

