High Temperature Multilayer Environmental Barrier Coatings Deposited Via Plasma Spray–Physical Vapor Deposition

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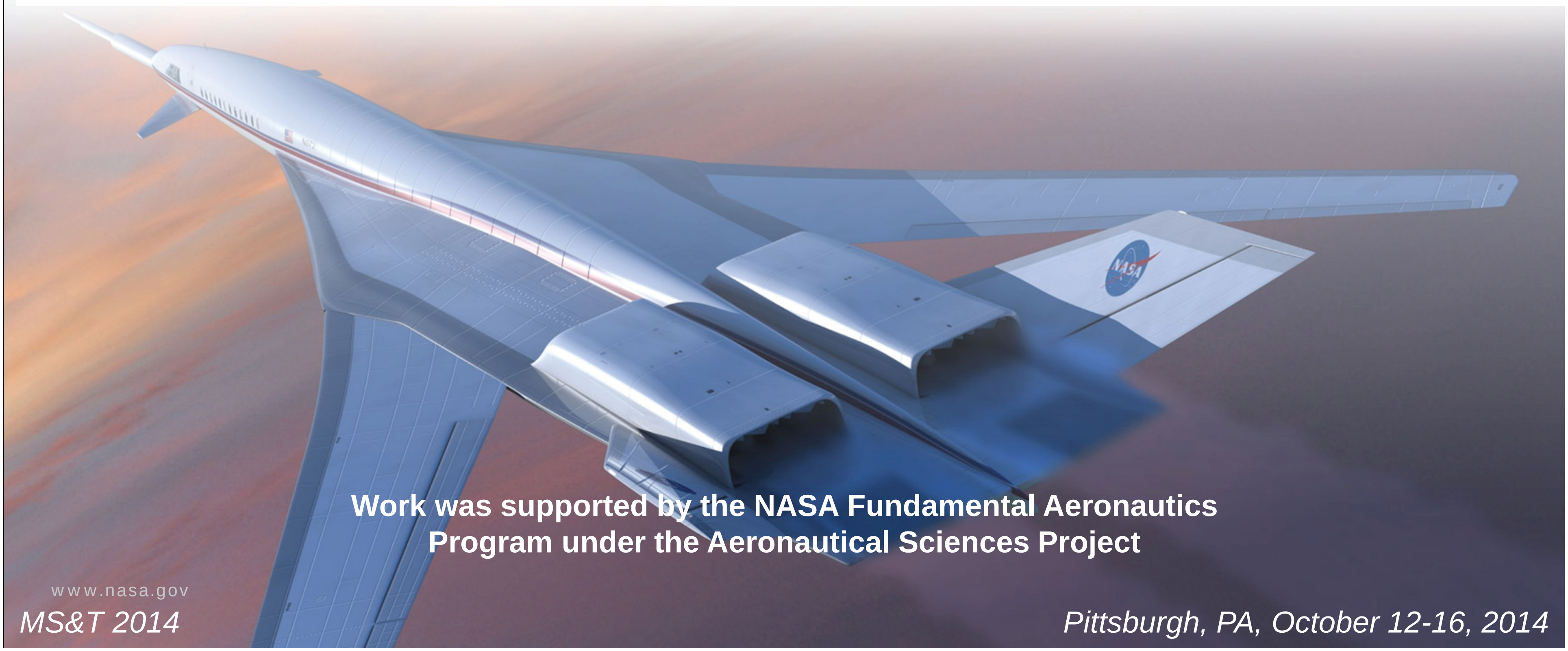
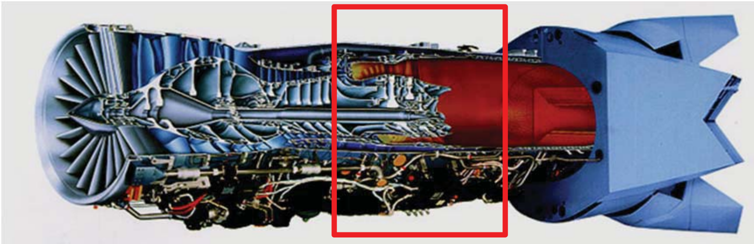
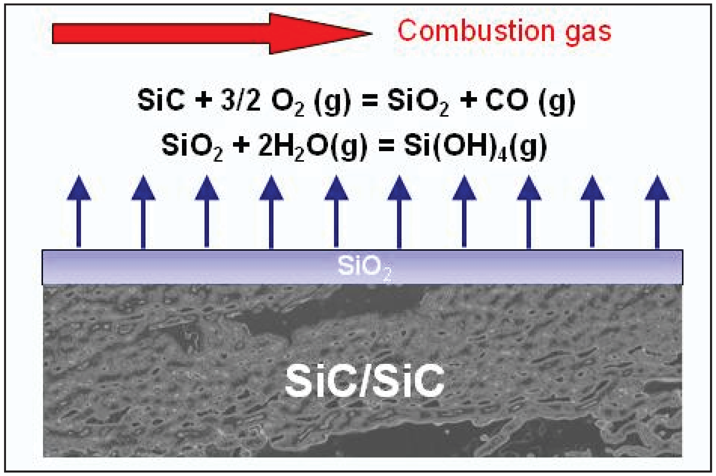


Work was supported by the NASA Fundamental Aeronautics Program under the Aeronautical Sciences Project

Motivation

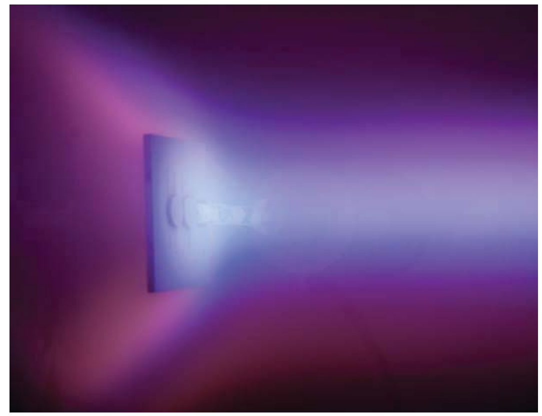
- Turbine engine materials require long lifetimes at elevated temperatures
- Ceramic matrix composites (CMCs) offer substantial benefits
  - Limited by water vapor attack
- Environmental barrier coatings (EBCs) are necessary to protect the underlying ceramic
- Candidate materials are limited
  - Need to be thin, stable and durable
- Traditional processing methods may not be able to meet the requirements
  - Plasma Spray-Physical Vapor Deposition (PS-PVD)

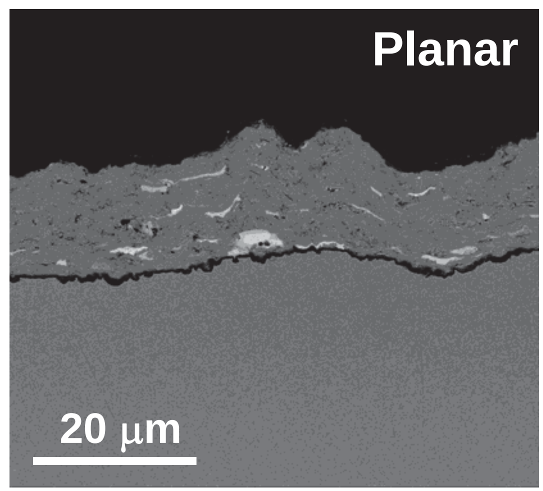


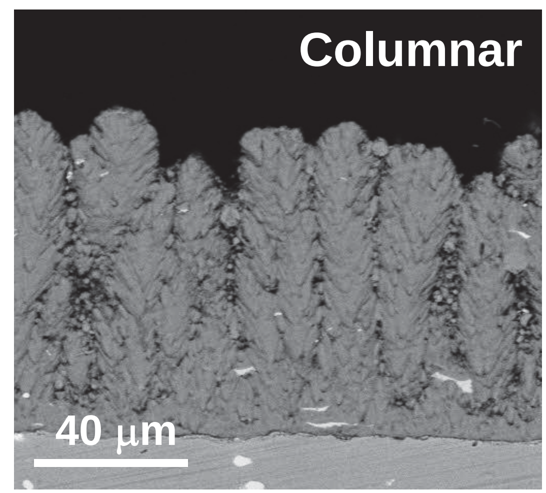


Plasma Spray - Physical Vapor Deposition (PS-PVD)

- Bridges the gap between plasma spray and vapor phase methods
  - Variable microstructure
  - Multilayer coatings with a single deposition
- Low pressure (70-1400 Pa)
  High power (>100 kW)
  - Temperatures 6,000-10,000K
- High throughput[1]
  - 0.5 m^2 area, 10 μm layer in < 60s
- Material incorporated into gas stream
  - Non line-of-sight deposition
- Attractive for a range of applications
  - Solid oxide fuel cells, gas sensors, etc.







[1]A. Refke, et al. *Proceedings of the International Thermal Spray Conference, May 14-18,* (Beijing, China), 705-10 (2007).

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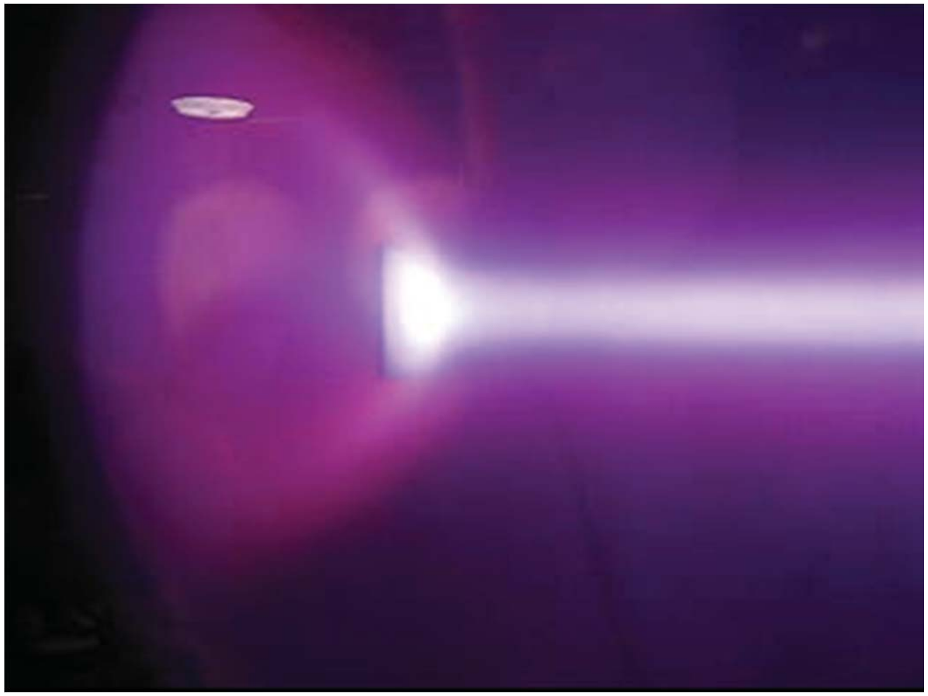

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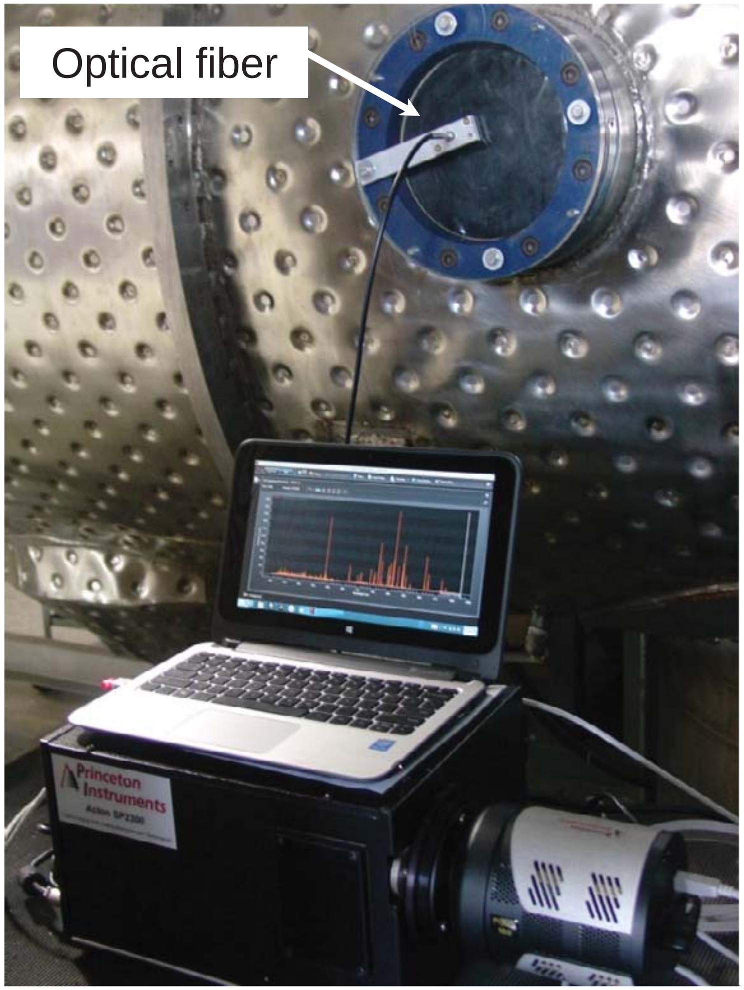
PS-PVD Diagnostics

Optical Spectrometer

- Data collected *in-situ*
- Emission lines measured and tracked
  - Plasma gases and feedstock
- Conditions can be optimized for maximum vaporization



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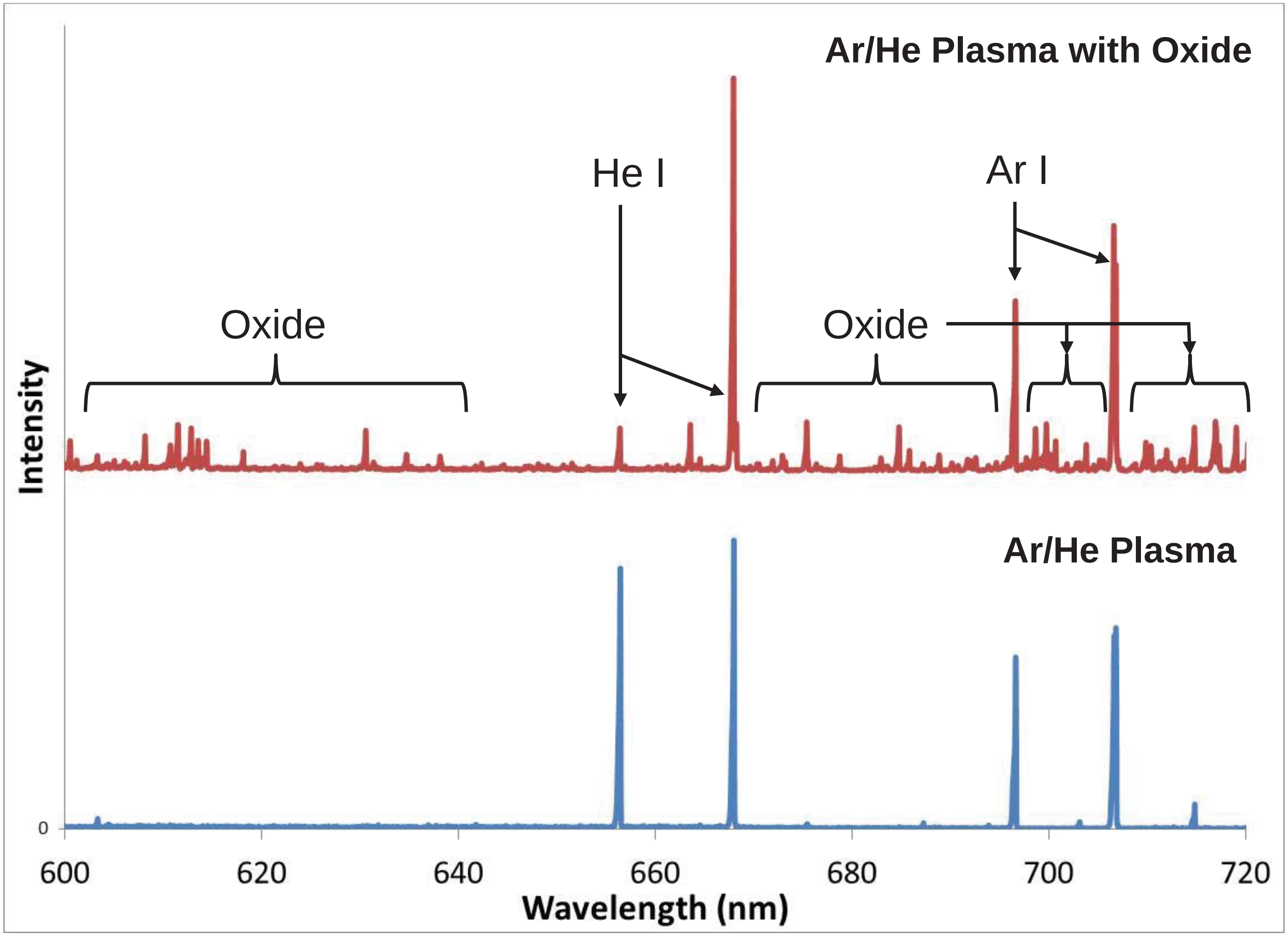


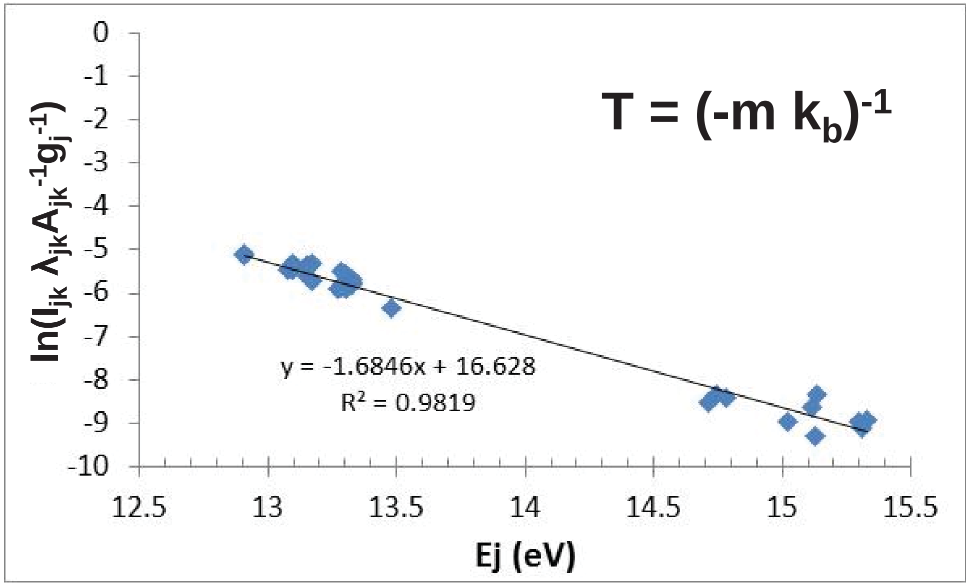
PS-PVD Diagnostics

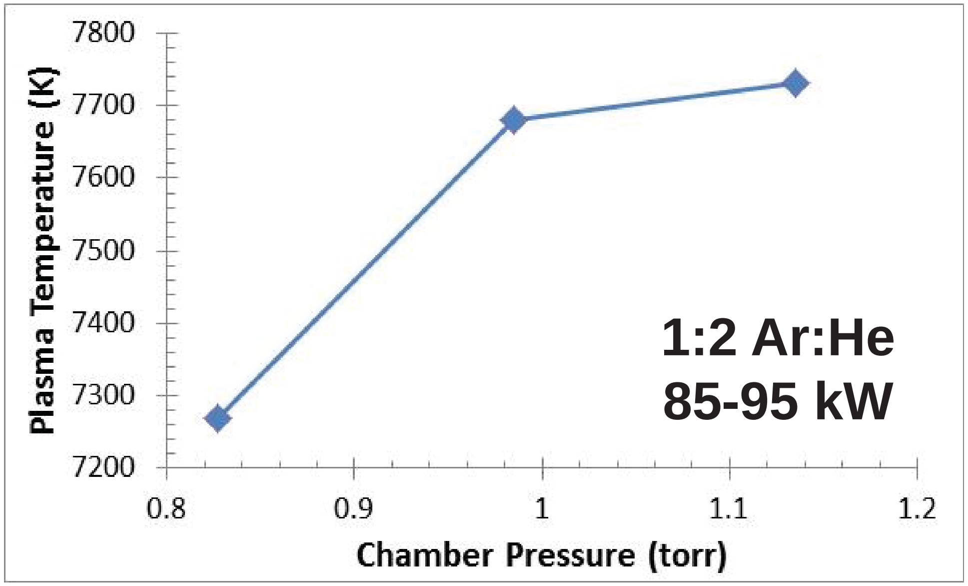
<u>Optical Spectrometer</u>

- Data collected *in-situ*
- Emission lines measured and tracked
  - Plasma gases and feedstock
- Conditions can be optimized for maximum vaporization

<u>Plasma temperature measurement</u>

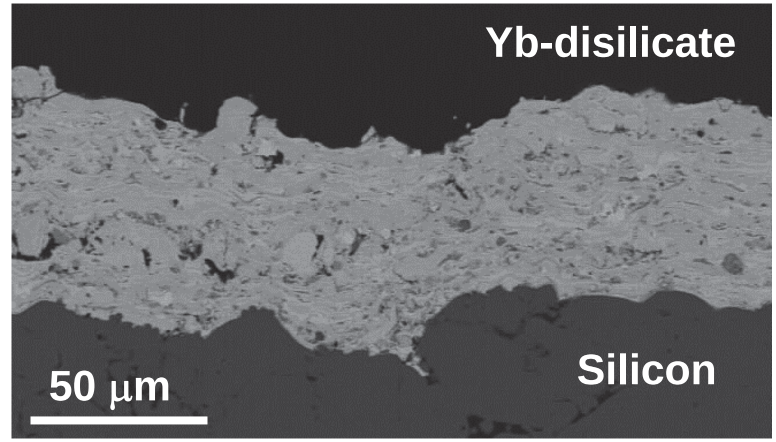
- Boltzmann distribution
- Assumes local thermal equilibrium
- Intensities of Ar I lines were used
  - 40 lines measured
  - 516 - 968 nm range

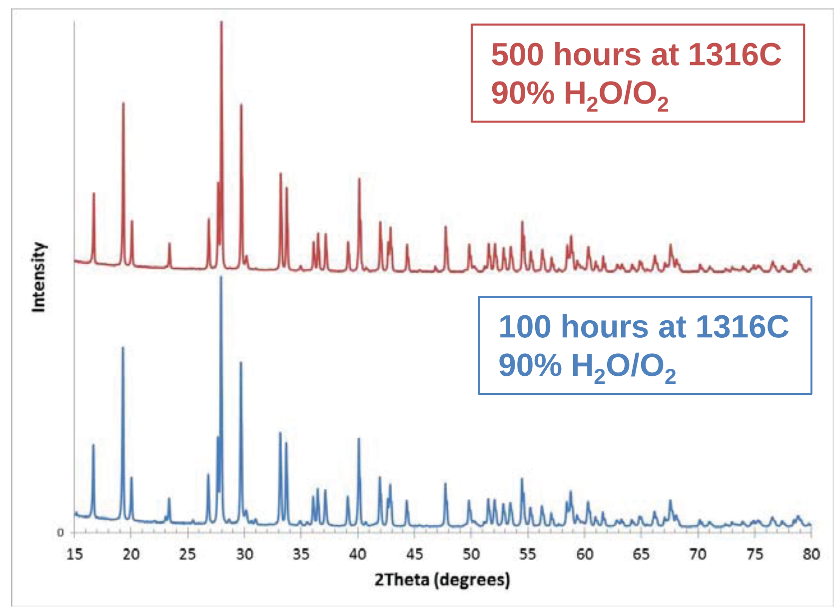




$Yb_2Si_2O_7$: As-Deposited

- $Yb_2Si_2O_7$ (Yb-disilicate) has been considered as a potential next-generation EBC
- Deposited using PS-PVD processing (~115 μm)
  - Air plasma sprayed silicon bond coat (~75 μm)
  - SiC/SiC substrate
- Splat-like deposition with large porosity distribution
- Backscatter shows some localized variation in Si content
  - Bright regions are Si-deficient
  - Dark regions are Si-rich
- XRD shows coatings are fully disilicate after heat treating
  - Isothermal exposure to water vapor at 1316C for 500 hours shows little crystallographic change



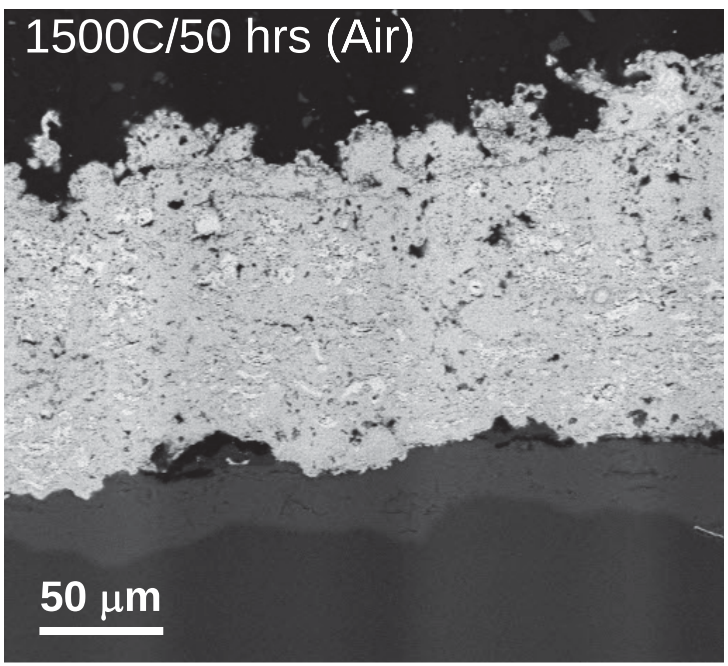


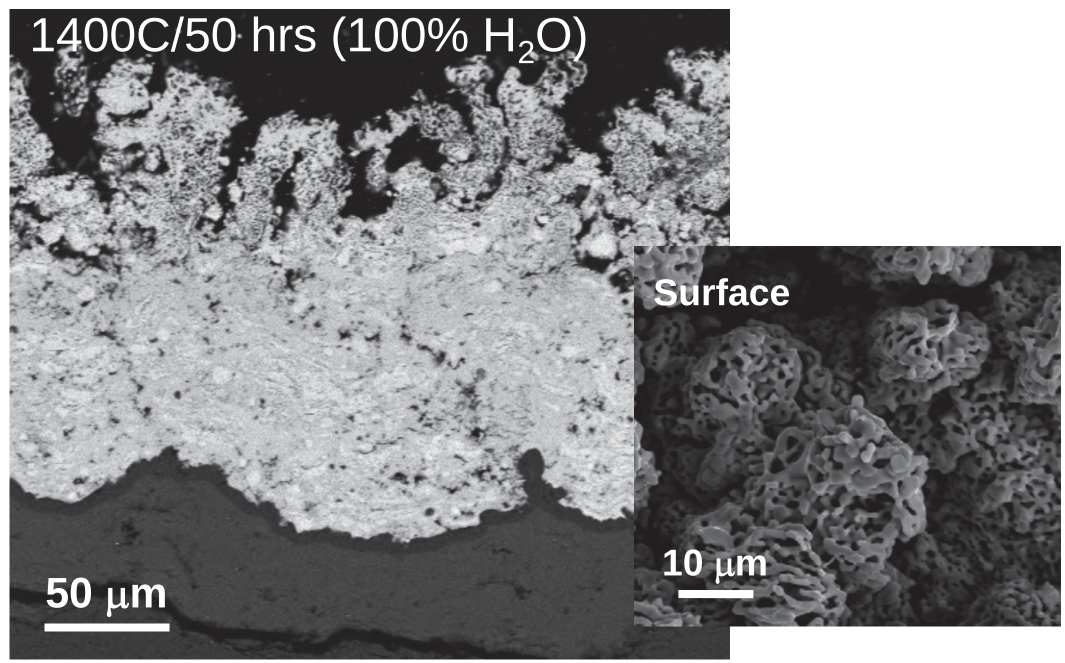
Single Layer Yb-disilicate EBCs

- High heat flux testing showed increased degradation of Yb-silicate coatings

- Coatings tested in air and in a steam environment from 1400-1500C
  - Yb-disilicate was stable in air with some sintering and delamination at the bond coat
  - Steam environment testing resulted in significant porosity at the surface due to the formation of Si-hydroxide

- Although Yb-disilicate has some desirable properties as an EBC, its silica activity may still be too high for temperatures required for advanced engine components.





Qualitative Ranking of Candidate EBC Materials

HfO_2
ZrO_2 [YSZ]
$2(Lu_2O_3) \cdot 3(ZrO_2)$
$2(Y_2O_3) \cdot 3(ZrO_2)$
$3(Yb_2O_3) \cdot 5(Al_2O_3)$
$3(Y_2O_3) \cdot 5(Al_2O_3)$ (yttrium-aluminum-garnet)
$Lu_2O_3 \cdot SiO_2$
$Yb_2O_3 \cdot SiO_2$
$Y_2O_3 \cdot SiO_2$
$Al_2O_3 \cdot TiO_2$
$2(Lu_2O_3) \cdot 3(HfO_2)$
$Lu_2O_3 \cdot 2(SiO_2)$
$Y_2O_3 \cdot 2(SiO_2)$
$Yb_2O_3 \cdot 2(SiO_2)$
$Ba(Sr)O \cdot Al_2O_3 \cdot 2(SiO_2)$ (barium-strontium-aluminosilicate)
$SrO \cdot Al_2O_3 \cdot 2(SiO_2)$ (strontium-aluminosilicate)
Al_2O_3
$3(Al_2O_3) \cdot 2(SiO_2)$ (mullite)
TiO_2
$CaO \cdot 2(Yb_2O_3) \cdot 3(SiO_2)$
$x(CeO_2) \cdot (ZrO_2)$
SiO_2
Cr_2O_3

Best Water Vapor Resistance

If silicon-free oxides can be adapted as EBCs, significantly higher stabilities are possible

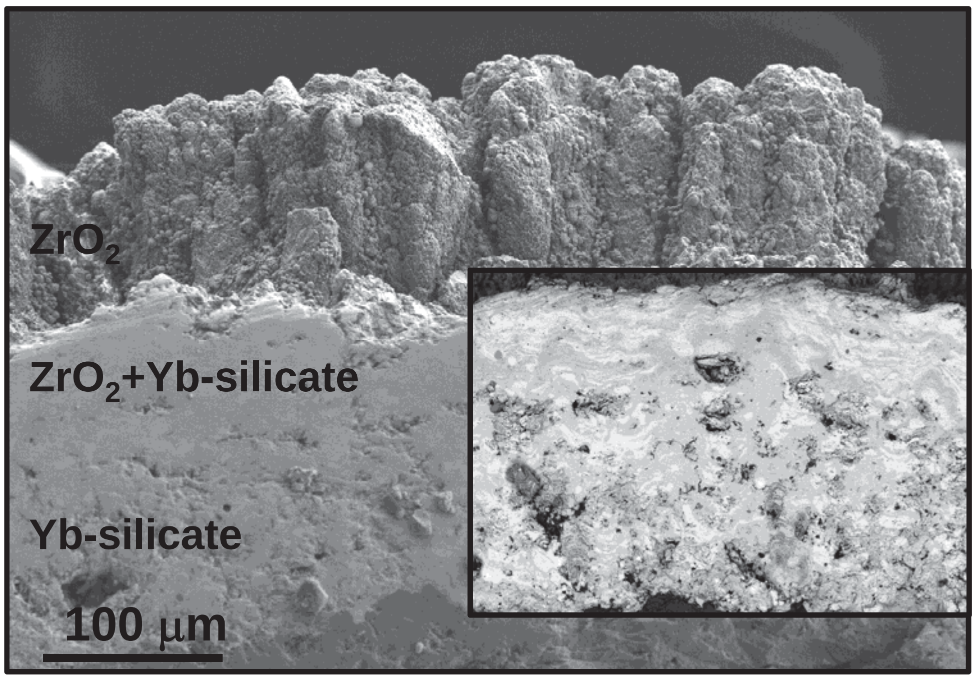
$$Flux = 0.664\left(\frac{v_\infty \rho_\infty L}{\eta}\right)^{0.5}\left(\frac{\eta}{D_{Si(OH)_4}\rho_\infty}\right)^{0.33}\frac{D_{Si(OH)_4}}{RTL} K\, a_{SiO_2}\left(P_{H_2O}\right)^2$$

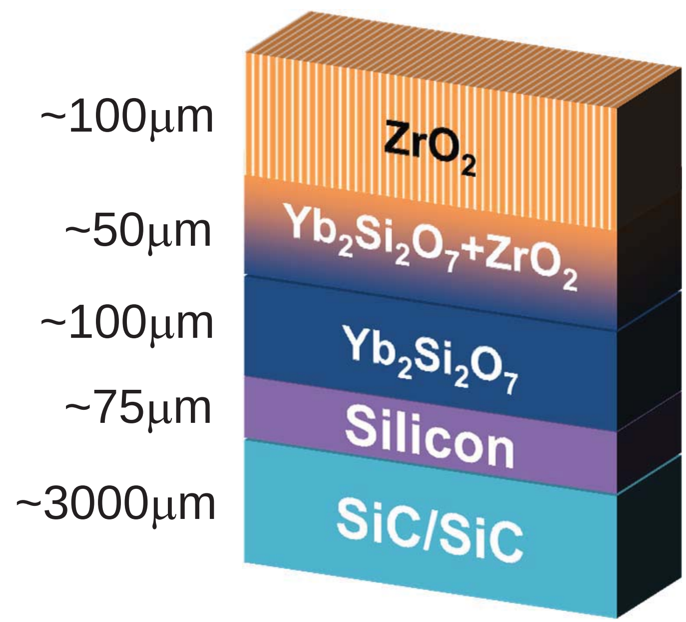
Under relevant turbine engine conditions:
Silicon Carbide: J = 0.48 mg/cm^2-hr
$Y_2SiO_5 + Y_2Si_2O_7$: J = 0.12 mg/cm^2-hr
$Y_2Si_2O_5 + Y_2O_3$ J = 2 x 10^{-4} mg/cm^2-hr (CTE issues)

Compiled by Jim Smialek in Review: N. Jacobson et al. ASM Handbook 13B, 565 (2005)

T/EBC Multilayer Coatings

- Rare earth silicates have some desirable properties for EBCs, but SiO_2 activity may still be too high for temperatures required for advanced engine components.
- The addition of an oxide layer on the surface shows promise for reducing the temperature of the EBC and improving durability.
- Topcoat of rare earth doped t' ZrO_2 provides erosion resistance equaling or surpassing other vapor processed coatings
- Columnar microstructure in the topcoat reduces the in-plane modulus to a value of 25-30GPa





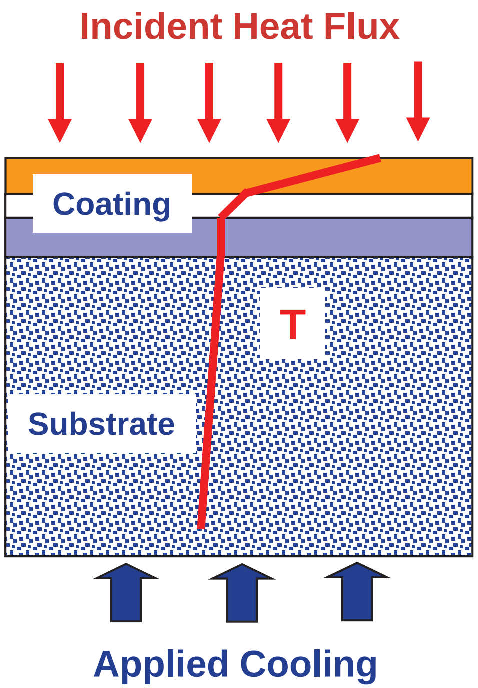
Thermal Conductivity Testing

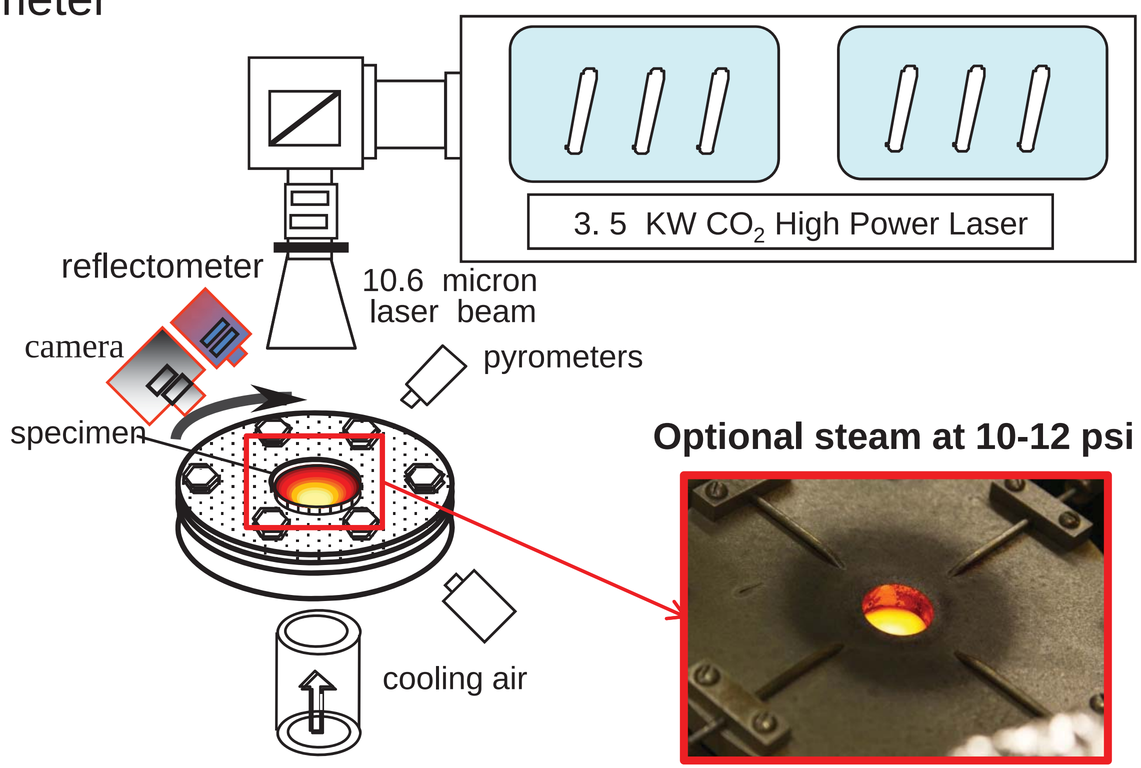
- In situ measurement
- 8 μm pyrometer on the surface and backside
- High power CO_2 laser high-heat-flux system
  - Capable up to 315 W/cm²
- Sample approximately 1" in diameter

$$k_{ceramic}(t) = q_{thru} \cdot l_{ceramic} / \Delta T_{ceramic}(t)$$

$$q_{thru} = q_{delivered} - q_{reflected} - q_{radiated}$$

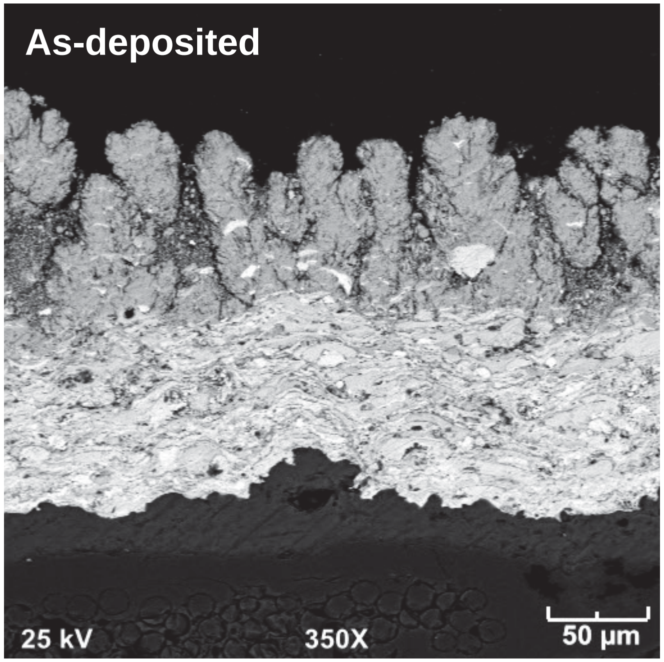
$$\Delta T_{ceramic}(t) = T_{ceramic-surafce} - T_{metal-back} - \int_0^{l_{bond}} \frac{q_{thru} \cdot dl}{k_{bond}(T)} - \int_0^{l_{substrate}} \frac{q_{thru} \cdot dl}{k_{substrate}(T)}$$

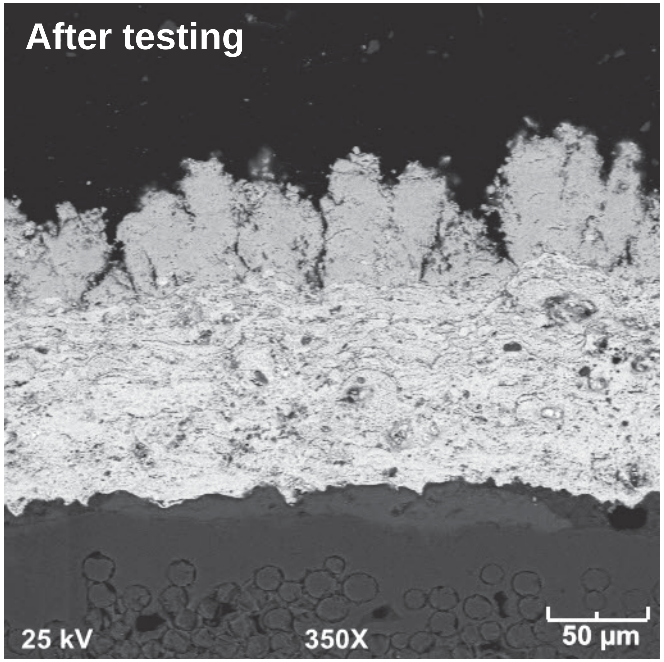




3-Layer T/EBC

- Sample surface heated with high heat flux laser
  - Provides thermal gradient
- Tested for 10 heating cycles (1 hour each)
  - 1470C surface temperature
  - 1350C interface temperature
  - 1150C backside temperature
- Microstructure showed some changes due to the gradient testing
  - Doped ZrO_2 topcoat sintered
  - $Yb_2Si_2O_7$ EBC layer did not change
  - Silicon bond coat showed signs of melting in various locations
- Sintering also observed in thermal conductivity measurement
  - k_0: 1.75 W/mK
  - k_{10}: 2.15 W/mK





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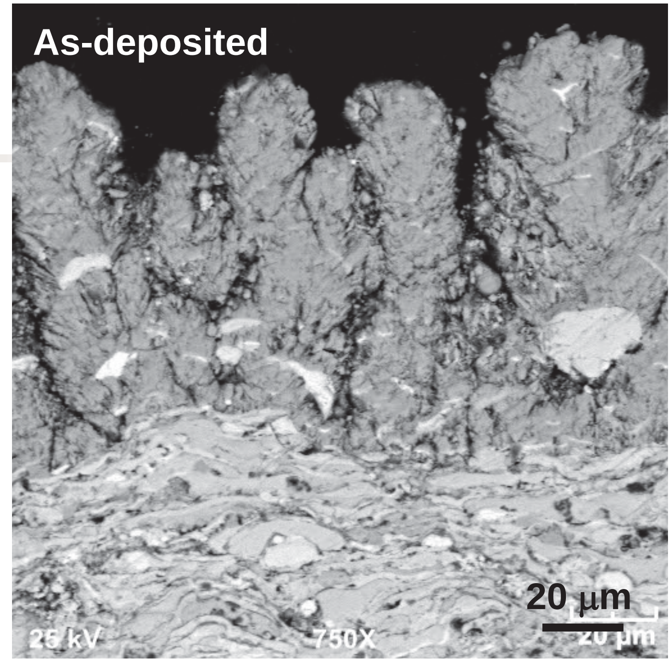
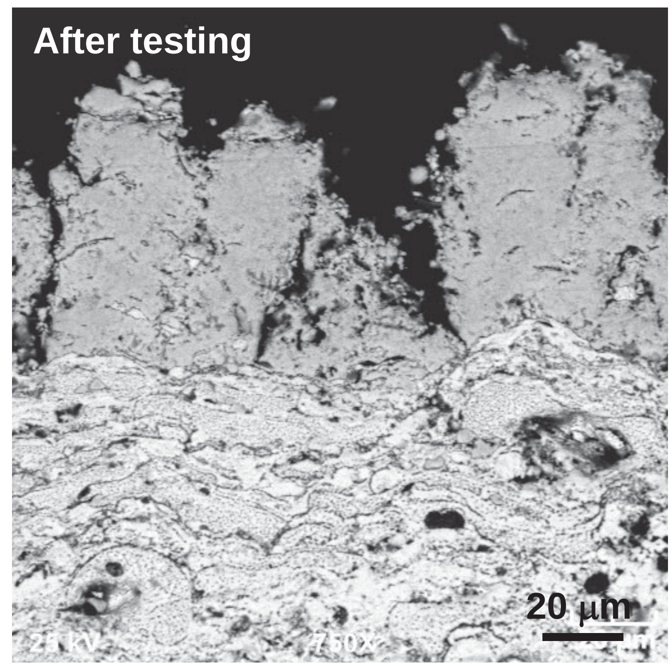
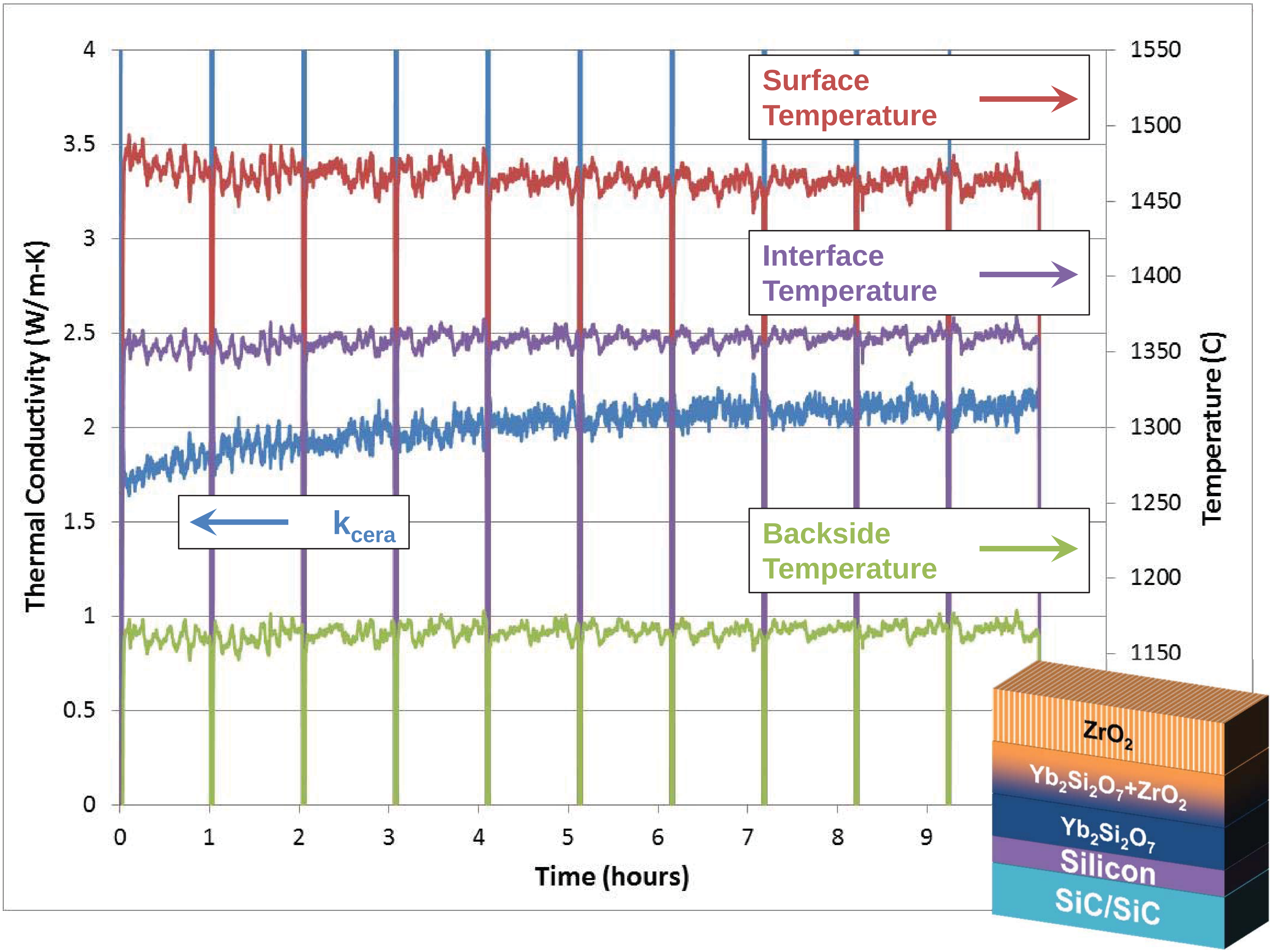


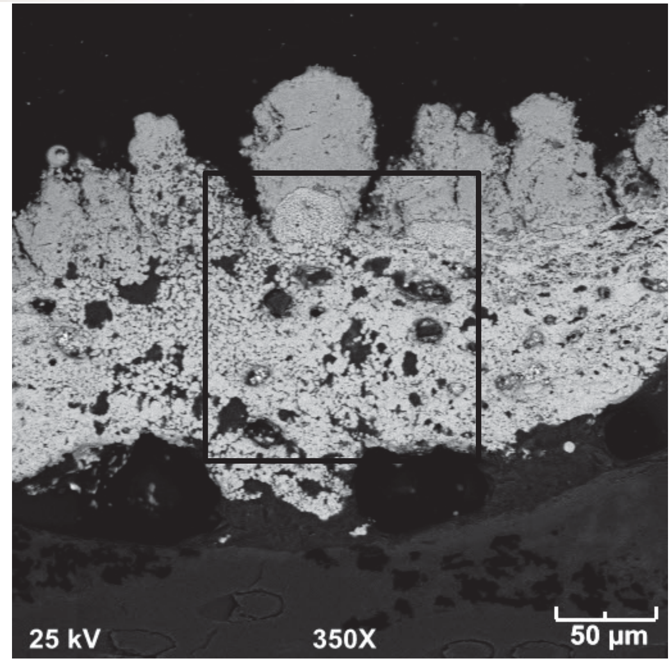


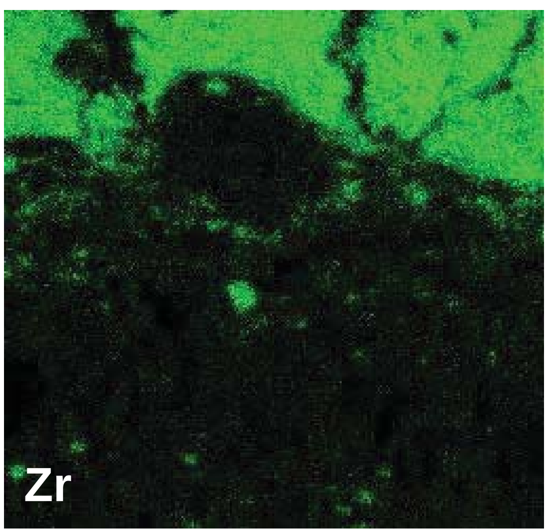


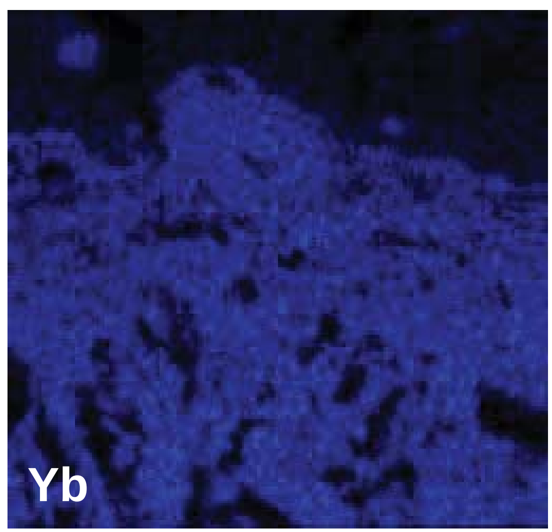
Surface Temperature
Interface Temperature
k_{cera}
Backside Temperature
Thermal Conductivity (W/m-K)
Temperature (C)
Time (hours)
0
0.5
1
1.5
2
2.5
3
3.5
4
1150
1200
1250
1300
1350
1400
1450
1500
1550
0 1 2 3 4 5 6 7 8 9
ZrO_2
$Yb_2Si_2O_7+ZrO_2$
$Yb_2Si_2O_7$
Silicon
SiC/SiC

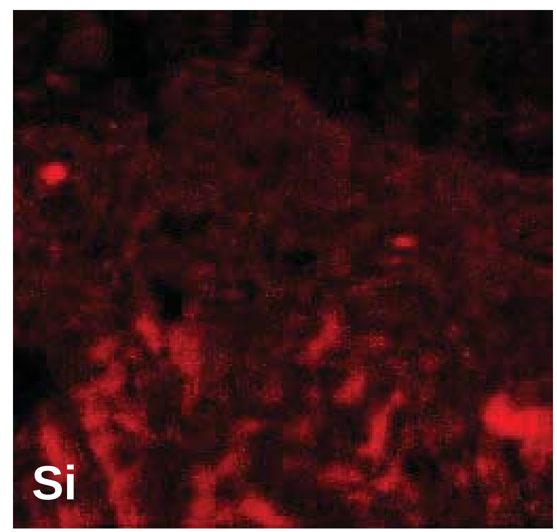
Silicon Infiltration

- Microstructure indicated melting of Si bond coat
  - Silicon infiltration of Yb-silicate layer
  - Rapid sintering and delamination
- 1370C maximum calculated interface temperature
  - Impurities would suppress the melting temperature from 1410C
- Delamination isolates the top layer oxide and increases sintering









Conclusions and Future Work

- PS-PVD processing is a promising technique for depositing next-generation thermal and environmental barrier coatings on advanced engine components.

- The addition of a more thermally capable oxide topcoat on RE-silicate materials could improve performance as a T/EBC.

- The low melting silicon bond coat is the limiting factor for these coatings with surface temperatures approaching 1500C.

- Future T/EBCs will use a more thermally capable bond coat, which should allow for thinner coatings and better performance, and will be tested under steam conditions and under mechanical loading with thermal gradient.