A low cost coating protects metallic base system substrates from high temperatures, high gas velocity oxidation, thermal fatigue and hot corrosion. The coating is particularly useful for protecting vanes and blades in aircraft and land based gas turbine engines. A lacquer slurry comprising cellulose nitrate containing high purity silicon powder is sprayed onto the superalloy substrates. The silicon layer is then aluminized to complete the coating. The Si-Al coating is less costly to produce than advanced aluminides and protects the substrate from oxidation and thermal fatigue for a much longer period of time than the conventional aluminide coatings. While more expensive Pt-Al coatings and physical vapor deposited MCrAlY coatings may last longer or provide equal protection on certain substrates, the Si-Al coating exceeded the performance of both types of coatings on certain superalloys in high gas velocity oxidation and thermal fatigue. Also, the Si-Al coating increased the resistance of certain superalloys to hot corrosion.

7 Claims, 3 Drawing Figures
FIG. 1

TIME IN MACH 1 BURNER AT 1093°C, hr

WEIGHT CHANGE, mg

FIG. 2

TIME IN MACH 1 BURNER AT 1093°C, hr

WEIGHT CHANGE, mg
METHOD OF PROTECTING A SURFACE WITH A SILICON-SLURRY/ALUMINIDE COATING

Origin of the Invention

The invention described herein was made by employees of the U.S. Government and may be manufactured and used by or for the Government for governmental purposes without the payment of any royalties thereon or therefor.

Technical Field

This invention is directed to the protection of superalloys, a metallic-base system substrate. The invention is particularly concerned with low cost coatings for protecting turbine blades from high temperatures, high gas velocity oxidation, thermal fatigue, and hot corrosion.

Nickel- and cobalt-base superalloys and dispersion-strengthened alloys are used in vanes and blades in aircraft and land-based gas turbine engines. The efficiency of gas turbine engines increases as the operating temperatures increase. However, these operating temperatures are now restricted by design limitations, by material strength deterioration, and by material capability to resist oxidation and hot corrosion attack. For temperaturas above 900° C., nickel- and cobalt-base superalloy components usually must be coated to resist such attack.

These superalloys may be protected by conventional aluminate coatings, or by alternate coatings such as claddings, physical vapor deposited MCrAlY's, aluminized NiCrAlSi, and Pt-Al systems. The primary advantage of such systems is that they form an adherent Al₂O₃ film which protects the substrate from further oxidation. However, many of these systems not only are expensive to produce, but also lose their protective ability with the passage of time.

Background Art


Gedwill et al U.S. Pat. Nos. 3,849,865 and 3,869,779 discloses coatings in which a ductile oxidation resistant metallic alloy is initially applied to a superalloy. An aluminate coating is then applied to the metallic alloy.

Stecura et al U.S. Pat. No. 4,055,705 is directed to a thermal barrier coating system comprising a NiCrAlY bond coating and a reflective oxide thermal barrier coating. The reflective oxide is preferably zirconia that is stabilized with another oxide.

Disclosure of Invention

In accordance with the present invention a low cost coating is formed by applying a slurry spray of high purity silicon to the superalloy substrate. The silicon layer is pack aluminized to complete the coating which is characterized by a sublayer of high purity silicon which combines with aluminum and other elements from particular substrates to create oxides which provide exceptional surface protection.

BRIEF DESCRIPTION OF THE DRAWING

The details of the invention will be described in conjunction with the accompanying drawings illustrating weight change curves wherein

FIG. 1 is a comparison of bare and coated VI-A alloy substrate response to high gas velocity cyclic oxidation,

FIG. 2 is a comparison of bare and coated B-1900 alloy substrate response to high gas velocity cyclic oxidation, and

FIG. 3 is a comparison of bare and coated B-1900 alloy substrates after hot corrosion testing.

BEST MODE FOR CARRYING OUT THE INVENTION

Various test specimens were prepared in accordance with the present invention to illustrate the beneficial technical effect of the improved coating. The superalloys used for the test specimen substrates are known as NASA VI-A and B-1900. It is contemplated that other nickel- and cobalt-base superalloys, as well as composites and directional eutectics, can be used as the metallic base system for the substrate.

The nominal composition of the VI-A superalloy, in weight percent, is 6% chromium, 7% cobalt, 5% aluminum, 2% molybdenum, 1% titanium, 6% tungsten, 9% tantalum, 0.5% hafnium, 0.5% niobium, 0.4% rhenium and the remainder nickel. The nominal composition of the B-1900 superalloy, in weight percent, is 8% chromium, 10% cobalt, 6% aluminum, 6% molybdenum, 1% titanium, 0.1% tungsten, 4% tantalum, 0.1% carbon, 0.1% zirconium, 0.015% boron and the remainder nickel.

The test specimens were initially cleaned in a wet slurry grit-blast facility. They were subsequently ultrasonically cleaned in alcohol and then acetone.

A lacquer slurry containing 4 grams of high purity silicon powder per 10 ml vehicle was sprayed by air brushing onto the superalloy specimens to a specific weight of 6 mg Si/cm². The silicon was 99.9% pure and was of a nominal powder size of -325 mesh. The lacquer was a cellulose nitrate solution that served as both the transport vehicle and binder.

The sprayed specimens were air dried for 24 hours. After the specimens were dry, they were placed in a pack comprising 98% Al₂O₃, 1% NaCl, and 1% Al powder.

The pack was heated to 1100° C. for 16 hours under argon. The weight pickup in the pack averaged 17 mg/cm. The pack was then removed from the furnace and allowed to cool four hours to room temperature before the specimen was removed from the pack.

The specimens were subjected to oxidation and thermal fatigue testing as well as hot corrosion testing. Oxidation and thermal fatigue specimens were run in a natural gas fuel burner rig operating with a gas velocity at the burner nozzle at Mach 1. In each test cycle the specimens were rotated in the air-rich natural gas combustion products for one hour at a metal temperature of 1093° C. and then cooled to near room temperature in three minutes.

Hot corrosion specimens were run in a facility operating on Jet A fuel with a gas velocity of Mach 0.3. Five ppm of synthetic sea salt was added to the combustion gases. The specimens were rotated in the gas flame for one hour at 900° C. and then cooled to near room temperature in three minutes.
Before testing, the specimens were degreased in trichloroethylene vapor and weighed to the nearest 0.1 milligram. At intervals of either 20 or 50 hours of testing, the specimens were removed from the apparatus, reweighed, photographed and inspected for cracks. Each test was run with two specimens coated in accordance with the invention.

After the burner tests were complete, as determined from the appearance of the specimen or weight loss as well as by observation of severe cracking or erosion, the specimens were cut into sections and mounted for metallographic inspection. Some samples of surface oxides were scraped from the edges of the oxidation and thermal fatigue specimens for X-ray diffraction analyses. Microprobe analysis was conducted on the coated VI-A specimens before and after exposure to determine the extent of diffusion of silicon into the alloy and to indicate elements present in the metallic and oxide forms. It appears that silicon in the coating contributed to the formation of silicon-oxide compounds in the protective $\text{Al}_2\text{O}_3$. The presence of Ta and Mo, also detected in the complex protective oxide scale, indicated that they had diffused from the substrate to the protective scale.

The results of the 1053° C. cyclic, Mach 1 burner-rig tests on coated VI-A specimens before and after exposure to determine the extent of diffusion of silicon into the alloy and to indicate elements present in the metallic and oxide forms. It appears that silicon in the coating contributed to the formation of silicon-oxide compounds in the protective $\text{Al}_2\text{O}_3$. The presence of Ta and Mo, also detected in the complex protective oxide scale, indicated that they had diffused from the substrate to the protective scale.

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quer which serves as both the transfer vehicle and the binder.

4. A method of protecting the surface of a substrate as claimed in claim 3 wherein the lacquer comprises a cellulose nitrate solution.

5. A method of protecting the surface of a substrate as claimed in claim 4 wherein the slurry contains about four grams of high purity silicon powder per ten ml of cellulose nitrate.

6. A method of protecting the surface of a substrate as claimed in claim 5 wherein about six mg of silicon per square centimeter of surface area is sprayed onto the substrate.

7. A method of protecting the surface of a substrate as claimed in claim 1 wherein the aluminizing step comprises covering the coated substrate with a pack comprising 98% \( \text{Al}_2\text{O}_3 \) 1% NaCl and 1% Al powder, and heating the covered substrate to 1100° C. for about 16 hours.