Resilient and Corrosion-Proof Rolling Element Bearings Made from Ni-Ti Alloys for Aerospace mechanism Applications

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Bearings 101: The what, where, whys and hows

• Definition: A bearing is a device that allows free movement between two connected machine parts.
  – Allows one part to turn while the other remains stationary (e.g. wheel vs. car frame, propeller vs. airplane wing).
  – Must operate with low friction and no wear.
  – Be able to withstand severe loads.
  – Ubiquitous (cars, planes, washing machines, spacecraft, pumps, fans, computer disk drives, roller skates and bicycles).

• Commonly rely on balls rolling between tracks (races).
• Typically made from hard, stiff steel.
Bearing Material: State-of-Art (SOA)
(Current suite of candidates is severely limited)

- Four general types of bearing materials:
  - Steels (Corrosion resistant steels, martensitic, austenitic)
  - Ceramics ($\text{Si}_3\text{N}_4$ balls + steel races, a.k.a., hybrid bearings)
  - Superalloys (e.g., jet turbine blade alloys)
  - Non-ferrous alloys (bronze, nylon etc.)

- Each of these has inherent shortcomings:
  - Hard steels are prone to rusting (even “stainless steels” like 440C)
  - Superalloys and austenitic stainless steels (304ss) are soft.
  - Ceramics have thermal expansion mismatch and dent steel races
  - Non-Ferrous materials are weak and lack temperature capabilities

- No known bearing material blends all the desired attributes:
  - High hardness, corrosion immunity, toughness, surface finish, electrical conductivity, non-magnetic, manufacturability, etc.
New approach: 60NiTi-Superelastic
(Hard but resilient material based upon shape memory alloys)

- **60NiTi Basics: market name NiTiNOL 60**
  - Invented by W.J. Buehler (late 1950’s) at the Naval Ordinance Laboratory (NiTiNOL stands for Nickel-Titanium Naval Ordinance Lab).
  - Contains 60 wt% Nickel and 40 wt% Titanium
  - 60NiTi is not a metal or a ceramic: a weakly ordered inter-metallic compound.
  - A close cousin to the shape memory alloy, NiTiNOL 55, but 60NiTi is dimensionally stable.
  - 60NiTi is bearing hard (Rockwell C60) but only half as stiff as steel.
  - Buehler found 60NiTi too difficult to manufacture but modern (ceramic) processing methods enable 60NiTi bearings with remarkable properties.
Contact Engineering:
(60NiTi’s properties affect contact stresses)

• When hard surfaces contact
  – Forces are transmitted at small, concentrated contact points (Hertz).
  – Resulting stresses cause deformations that help “spread the load”.
  – Contact area is a function of the geometry, material stiffness and load.
  – High stiffness (modulus) inhibits deformations leading to small contact area and high stresses (contrast with a tire contacting the ground).

• Hertz stresses are a function of load, radii of surfaces and elastic moduli.
• High stresses lead to dents especially on race surfaces.
• Understanding how materials properties affect race denting requires brief tutorial on stress and strain.
• Deformation is proportional to the elastic modulus (stiffness), not hardness.
• Length is regained when load is removed (elastic) just like a spring.
• If load exceeds yield (plastic) permanent length reduction (dent) occurs.
Conventional Metals: Elastic Behavior

Permanent deformation (dent) begins

$\sigma$, stress, GPA

$\varepsilon$, strain, %

$Slope = E_{\text{REX20}} = 234 \text{ GPa}$

$Slope = E_{\text{440C/52100}} = 205 \text{ GPa}$

$Slope = E_{\text{Ti-6V-4Al}} = 113 \text{ GPa}$

Ti-6V-4Al

440C/52100

REX 20

Permanent deformation (dent) begins
60NiTi: Stress-Strain Behavior

\[ \sigma, \text{stress, GPa} \]
\[ \varepsilon, \text{strain, \%} \]

Slope = \( E_{60\text{NiTi}} \) is 95 GPa

Stress capability yet unknown

Stress limit of test fixture

440c or 52100 Bearing Steel
Ti-6V-4Al
REX20 Steel
60NiTi (E=95GPa)
60NiTi (Experimental Data)
Low Modulus + Hard: A Technical Opportunity

• Surprising and relevant behavior:
  – It is contrary to a century of experience with hard bearing materials!
  – Hard bearing materials are stiff and unforgiving and yield after small deformations.
  – Small contact points result in high stress and damage even under modest loads.
  – Brinell denting test can quantify resilience effect.

Balls touch races at small points causing race surface dents
Dents on race surface cause rough running and premature failure
Resilience: Can 60NiTi withstand high dent loads?  
(Static denting behavior)

- 60NiTi dent resistance
  - Threshold load to damage
  - Critical to launch vehicles and aircraft

Deep Brinell dent.

Threshold load visible dent.
Dent Depth vs. Hertz Contact Stress
(12.7 mm diameter Si₃N₄ ball against 60NiTi plate)
Dent Depth vs. Load (Si$_3$N$_4$ ceramic ball pressed against 60NiTi plate)

60NiTi combines high hardness, reduced stiffness and superelasticity to increase load capacity over other steels dramatically. Immunity to rust is an added bonus!
### Damage Threshold Load Capacity: Comparison

(1/2” Diameter ball pressed into plate)

<table>
<thead>
<tr>
<th>Ball Material</th>
<th>Can’t Rust</th>
<th>Rust Resistance</th>
<th>Contact Load Capacity, lbs.</th>
</tr>
</thead>
<tbody>
<tr>
<td>60NiTi</td>
<td>Can’t Rust</td>
<td>Does Rust</td>
<td>~800</td>
</tr>
<tr>
<td>Si₃N₄</td>
<td>Can’t Rust</td>
<td>Rust</td>
<td>331</td>
</tr>
<tr>
<td>STELLITE 6B</td>
<td>Can’t Rust</td>
<td>Si₃N₄ Balls</td>
<td>330</td>
</tr>
<tr>
<td>440C</td>
<td>Can Rust</td>
<td>60NiTi</td>
<td>22</td>
</tr>
<tr>
<td>M50</td>
<td>Does Rust</td>
<td>440C</td>
<td>331</td>
</tr>
<tr>
<td>60NiTi</td>
<td>Can’t Rust</td>
<td>M50</td>
<td>1102</td>
</tr>
<tr>
<td>440C</td>
<td></td>
<td>60NiTi</td>
<td>????</td>
</tr>
</tbody>
</table>

**Low modulus + high hardness + superelasticity = extreme load capacity**
Now the material is ready for shaping into bearing races.
Next Step: Heat treating the races to increase hardness.
Bearing Manufacturing: Heat treatment

Unrestrained Races Distorted

Inconel race fixtures (vented to allow quenching)

Process yields flat, round, hardened races

Final steps include finish grind, polish and assembly.
Pathfinder Bearing Manufacturing

Finished 60NiTi-Hybrid Bearing

Manufacturing Process is now proven. Does the bearing actually work?
ISS DA Centrifuge Bearings: 60NiTi Application

Hub side
Centrifuge
Motor side
Compressor

Driver rotor: gear - motor side
Driven rotor: gear - motor side

Drive Motor
Pulleys
Tensioner and Compound
Bearing Testing:  
(Warm, wet, slow conditions) 

DA Cross Section  
DA Urine Processor Simulator 

Speed, load, configuration, temperature and moisture match ISS application.
Bearing Testing: (Warm, wet, slow conditions)

Lab Configuration of DA Urine Processor

Short term (20 hour) tests run to prove operations.
DA Bearing: 60NiTi-Hybrid (50mm)

Post-Test Steel vs. 60NiTi-Hybrid

Test Results: 60NiTi bearings turn but don’t rust!
Take Away: 60NiTi is a bearing material!

- Using modern materials and processing methods, 60NiTi can be manufactured into precision bearings.
- Good tribology and corrosion behavior.
- High hardness with low modulus and extremely high “super” elasticity are an unusual and valuable combination of characteristics with major implications to bearing technology.
- Leads to much more robust bearings and mechanical systems. Ideal for industrial, marine, spacecraft and aero bearings and components.
Fe-C system has yielded literally thousands of alloys and variants following centuries of development.

NiTi explorations to date have been limited to very narrow region.

Though much more R&D remains to commercialize 60NiTi and other superelastic intermetallic materials for use in bearings, gears and other mechanical systems, early indications are very promising.
Thank You!