Advanced Thermal Barrier and Environmental Barrier Coating Development at NASA GRC

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Durable Thermal and Environmental Barrier Coating Systems for Ceramic Matrix Composites (CMCs):
Enabling Technology for Next Generation Low Emission, High Efficiency and Light-Weight Propulsion

— NASA Environmental barrier coatings (EBCs) development objectives
  • Help achieve future engine temperature and performance goals
  • Ensure system durability – towards prime reliant coatings
  • Establish database, design tools and coating lifing methodologies
  • Improve technology readiness

Fixed Wing Subsonic Aircraft
Supersonics Aircraft
Hybrid Electric Propulsion Aircraft
NASA Advanced Turbine Thermal and Environmental Barrier Coating Development Goals

- Develop innovative coating technologies and life prediction approaches
- 2500°F Turbine TBCs with high toughness, and improved impact erosion resistance
- 2700°F (1482°C) EBC bond coat technology for supporting next generation turbine engines
- 2700-3000°F (1482-1650°C) turbine and CMC combustor coatings
  - Meet 1000 h for subsonic aircraft and 9,000 h for supersonics/high speed aircraft hot-time life requirements
  - Improve impact/erosion and CMAS resistance

**Step increase in the material's temperature capability**

- **2850°F combuster TBC**
- **2500°F Turbine TBC**
- **2700°F (1482°C) EBC**
- **2700°F (1482°C) Gen III SiC/SiC CMCs**
- **2400°F (1316°C) Gen I and Gen II SiC/SiC CMCs**
- **2000°F (1093°C)**

- **Increase in ΔT across T/EBC**
- **3000°F+ (1650°C+)** 3000°F SiC/SiC CMC airfoil and combustor technologies
- **2700°F SiC/SiC thin turbine EBC systems for CMC airfoils**

**Temperature Capability**

- **2500°F Turbine TBC**
- **2850°F Combustor TBC**

* Recession: <5 mg/cm² per 1000 hr (40-60 atm., Mach 1~2)
** Component strength and toughness requirements
**NASA Turbine Thermal and Environmental Barrier Coatings for CMC-EBC Systems**

- Emphasize temperature capability, performance and durability for next generation turbine engine systems
- Increase Technology Readiness Levels (TRLs) for component system demonstrations

<table>
<thead>
<tr>
<th>Gas</th>
<th>TBC</th>
<th>Bond coat</th>
<th>Metal blade</th>
<th>Gas</th>
<th>TBC</th>
<th>Bond coat</th>
<th>Metal blade</th>
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<tbody>
<tr>
<td>2900°F (T41)</td>
<td>2500°F TBCs</td>
<td>3200°F (T41)</td>
<td>Metal blade</td>
<td>2700-3000°F EBCs</td>
<td>2700°F CMCs</td>
<td>2400°F CMCs</td>
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</table>

**Current metal turbine airfoil system**

**State of the art metal turbine airfoil system 2500°F TBCs**

**2700-3000°F CMC turbine airfoil systems**

**Baseline metal temperature**

**Tsurface increase**

**Thin turbine coating development**

**Gas TBC**

**Bond coat**

**Metal blade**

**Gas TBC Bond coat Metal blade**

**Gas EBC Bond coat CMC airfoil**
NASA Environmental Barrier Coating (EBC) - Ceramic Matrix Composite (CMC) Development Needs

- **Advanced Component Development Programs** *(particularly under the Environmentally Responsible Aviation Program)*: Advanced environmental barrier coatings for SiC/SiC CMC combustor and turbine vane components, technology demonstrations in engine tests
  - N+2 (2020-2025) generation with 2400°F CMCs/2700°F EBCs (cooled)

- **NASA Aeronautics Program** *(FAP-SUP*, SRW/Aero Sciences/TTT** Projects)*: Next generation high pressure turbine airfoil environmental barrier coatings with advanced CMCs
  - N+3 (2020-2025) generation with advanced 2700°F CMCs/2700-3000°F EBCs (uncooled/cooled)

- **Turbine TBC development under NASA Partner Collaborative Programs**

*SUP*: NASA Supersonics Project; *SRW*: NASA Subsonic Rotary Wing Project; *TTT***: NASA Transformational Tools and Technologies Project.
Outline

— Environmental barrier coating system development: NASA’s perspectives, challenges and limitations
  • Thermomechanical, environment and thermochemical stability issues
  • Prime-reliant EBCs for CMCs, a turbine engine design requirement

— Advanced thermal and environmental barrier coating systems (EBCs) for CMC airfoils and combustors
  • NASA turbine and combustor EBC coating systems
  • Performance and modeling
  • Advanced EBC development: processing, testing and durability

— Advanced CMC-EBC performance demonstrations
  • Fatigue – Combustion and CMAS environment durability
  • Component demonstrations

— Summary
<table>
<thead>
<tr>
<th>Year</th>
<th>Advanced EBCs</th>
<th>CMC Development Supporting Advanced EBC-CMC Development</th>
<th>EBC/CMC Component Development Program – NASA ERA Program</th>
<th>Turbine TBC Erosion/CMAS (in collaboration with DOE and Air Force, Army, Navy)</th>
</tr>
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<tbody>
<tr>
<td>FY 11</td>
<td>Durable CMC w/EBC developed - 2700°F turbine coating for 2400°F CMC (15 ksi 1000 h durability)</td>
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<tr>
<td>FY 12</td>
<td>Demo EBC for CMC subelement</td>
<td>2.5D CVI CMC rig demo</td>
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<td>FY 13</td>
<td>Develop creep resistant turbine EBC with advanced 2700°F bond coats</td>
<td>3D CVI/MI Architecture Airfoil</td>
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<td>FY 14</td>
<td>Turbine EBC on CMC blade subcomponents</td>
<td>Impingement &amp; Film cooled recession</td>
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<tr>
<td>FY 15</td>
<td>Develop Life Models for EBC on CMC blade</td>
<td>Develop advanced architecture hollow CMC blade subelements</td>
<td>CMAS EBC 300h durability Demo</td>
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<tr>
<td>FY 16-17</td>
<td>Rig Demo Optimized 2700°F EBC-3D CMC blades</td>
<td>2700°F EBC - Advanced architecture hollow CMC blade subelements</td>
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NASA Turbine Environmental Barrier Coating Development: Major Emphases and Milestones
Thermal and Environmental Barrier Coating Development: Challenges and Limitations

- Thermal barrier coatings and, in particular, environmental barrier coatings are limited in their temperature capability, water vapor stability and long-term durability
  - Prime-reliant coatings are critical for future engines

- Advanced EBCs also require higher strength and toughness
  - In particular, resistance to combined high-heat-flux, engine high pressure, combustion environment, creep-fatigue, loading interactions

- Turbine airfoil coating low thermal conductivity critical (half k thermal and environmental barrier)

- Thermal and environmental barrier coating need improved impact, erosion and calcium-magnesium-alumino-silicate (CMAS) resistance
Development of Advanced Defect Cluster Low Conductivity Thermal Barrier Coatings

— Multi-component oxide defect clustering approach (Zhu et al, US Patents No. 6,812,176, No.7,001,859, and No. 7,186,466)
  e.g.: ZrO$_2$-Y$_2$O$_3$-Nd$_2$O$_3$(Gd$_2$O$_3$,Sm$_2$O$_3$)-Yb$_2$O$_3$(Sc$_2$O$_3$) systems
  ![Primary stabilizer](image1)
  Oxide cluster dopants with distinctive ionic sizes

— Defect clusters associated with dopant segregation
— The nanometer sized clusters for reduced thermal conductivity, improved stability, toughness, CMAS resistance and mechanical properties

Plasma-sprayed ZrO$_2$-(Y, Nd,Yb)$_2$O$_3$
EB-PVD ZrO$_2$-(Y, Nd,Yb)$_2$O$_3$
EELS elemental maps of EB-PVD ZrO$_2$-(Y, Gd,Yb)$_2$O$_3$
Advanced Multi-Component Erosion Resistant Turbine Blade Thermal Barrier Coating Development

— Rare earth (RE) and transition metal oxide defect clustering approach (US Patents No. 6,812,176, No.7,001,859, and 7,186,466; US Patent 7,700,508 NASA-Army) specifically by additions of RE₂O₃, TiO₂ and Ta₂O₅
— Significantly improved toughness, cyclic durability and erosion resistance while maintaining low thermal conductivity
— Improved thermal stability due to reduced diffusion at high temperature

ZrO₂-Y₂O₃- RE1 {e.g., Gd₂O₃, Sm₂O₃}-RE2 {e.g., Yb₂O₃, Sc₂O₃} – TT{TiO₂ + Ta₂O₅} systems

Primary stabilizer

Toughening dopants

Oxide cluster dopants with distinctive ionic sizes
Thermal Conductivity of Multi-Component Thermal Barrier Coatings – Recent Developments with The Air Force Programs

- Rare earth (RE) and transition metal oxide defect clustering approach (US Patents No. 6,812,176, No.7,001,859, and 7,186,466; US Patents 7,700,508 - TBC and 7,740,960 - EBC; NASA-Army) specifically by additions of RE$_2$O$_3$, TiO$_2$ and Ta$_2$O$_5$
Thermal Conductivity of NASA EB-PVD Low Thermal Conductivity Thermal Barrier Coatings

- Turbine TBC development focusing on toughness and CMAS resistance
- The systems are applicable to advanced environmental barrier coatings for ceramic matrix composites

![Graph showing thermal conductivity comparison of various EB-PVD coatings.](image-url)
Thermal Conductivity Optimization of A Series of NASA EB-PVD Processed Low Conductivity Thermal Barrier Coatings

- A ZrO$_2$-$m1$ Y$_2$O$_3$-$m2$ Gd$_2$O$_3$-$m3$ Yb$_2$O$_3$ System Composition Optimization
- Low thermal conductivity and low rare earth design criteria, including the commercial coating alloy 206A
Thermal Conductivity of ZrO$_2$-(Y,Gd,Yb)$_2$O$_3$ and ZrO$_2$-(Y,Gd,Yb)$_2$O$_3$ + TT( TiO$_2$-Ta$_2$O$_5$) Systems – Compared with Low k + Gd$_2$Zr$_2$O$_7$ Composite Systems

- The six-component low conductivity coating systems, for toughness and CMAS resistance, have lower TRLs

**Thermal conductivity of EB-PVD erosion TBCs**
Thermal Conductivity of ZrO$_2$-(Y,Gd,Yb)$_2$O$_3$ and ZrO$_2$-(Y,Gd,Yb)$_2$O$_3$ + TT(TiO$_2$-Ta$_2$O$_5$) Systems – Compared with Low k + Gd$_2$Zr$_2$O$_7$ Composite Systems - Continued

- The EB-PVD processing of low k t’, low k cubic phased and Gadolinium Zirconate coatings
Initial Furnace Cyclic Behavior of Advanced Multi-Component Rare Earth Oxide Cluster Coatings

— The dopant concentration and coating architecture have been optimized and developed to significantly improve the cyclic durability
— Some composition showed exceptional durability even at higher dopant concentrations
— Lower rare earth concentration was found to be preferred for better durability

Tested at 1165°C, 45 min hot time cycles

(a) Plasma-sprayed coatings

(b) EB-PVD coatings
Furnace Cyclic Behavior of Advanced Multicomponent Thermal Barrier Coatings with an Interface t’ Coating layer

- t’ low k TBCs had good cyclic durability
- The cubic-phase low conductivity TBC durability generally improved by an 7YSZ or low k t’-phase interlayer
Furnace Cyclic Behavior of $\text{ZrO}_2-(\text{Y},\text{Gd},\text{Yb})_2\text{O}_3$ and with Co-doped with $\text{TiO}_2$ and $\text{Ta}_2\text{O}_5$

— Low to moderate concertation $\text{TiO}_2$ and $\text{Ta}_2\text{O}_3$ dopants significantly improve cyclic life and thus the coating toughness
Furnace Cyclic Behavior of ZrO$_2$-(Y,Gd,Yb)$_2$O$_3$ and with Co-dopant TiO$_2$-TaO$_5$ Thermal Barrier Coatings

1150$^\circ$C Cyclic Oxidation of Low k$_T$ RE-doped PVD TBC, Pt-Al Bond Coat on Rene'N5

With J. Smialek
Advanced Ballistic Impact Resistant NASA Four-Component Low Thermal Conductivity Turbine Coatings

- 10X improvements in Impact Resistance; experience learnt for also being used for developing advanced EBC systems

![Graph showing energy vs. spalled area with various coatings and projectile velocities tested at 2100°F.](image)

- 7YSZ and t' lowk baseline TBCs
- Zr-RE-Ti-Ta t' oxide systems
- Impact resistant series (four-component systems)

Tested at 2100°F
Advanced Ballistic Impact Resistant NASA Four-Component Low Thermal Conductivity Turbine Coatings - Continued

— 10X improvement in Impact Resistance; experience learnt for also being used for developing advanced EBC systems

Four-component and six-component coating systems showed excellent impact (10X improvement) and erosion resistance (up to 2X) compared to 7YSZ baseline.
Erosion and Impact Aspects: Early Mach 0.3 Ballistic Impact Tests of HfO$_2$-Si Bond Coat EBC Systems

- Advanced EBCs on par with best TBCs
- More advanced EBC compositions in developments

![Graph showing spalled area vs. projectile velocity and energy for different EBC systems.]

- 7YSZ and low k TBCs
- ZrRETT
- ATEs series
- ND2
- ND3
- ND6
- ND7
- SUP-ERA7.4 EBC
- t’-ZrO2/NASA EBC
- Cubic low k ZrO2 k-NASA EBC

NASA SUP-ERA 7.4 EBC
SUP7.1A
SUP-ERA 7.4
High Heat Flux CO₂ Laser Rig and Testing for Thermal and Environmental Barrier Coatings Development with CMAS

- Direct Laser heat flux infiltrated thermal barrier coatings (Conventional CMAS)
- Low conductivity thermal barrier coatings may have improved “non-wetting” performance compared to baseline 7YSZ

ZrO₂-1.0Y₂O₃-1.5Gd₂O₃-1.5Yb₂O₃
ZrO₂-1.6Y₂O₃-1.2Gd₂O₃-1.2Yb₂O₃
7YSZ

- Direct Laser heat flux infiltrated thermal barrier coatings (Air Force/PTI CMAS)

EB-PVD Low k ZrO₂-4mol%Y₂O₃-3mol%Gd₂O₃-3mol%Yb₂O₃ /PtAl/Rene N5 (Howmet Processing-Run 3844, ID 15H1)
CMAS Related Erosion Failure (CMAS+Erosion)

- CMAS Tested Specimen in Burner Rig

Regular Erosion

01 to 07

08 to 13
High Heat Flux CO$_2$ Laser Rig and Testing for Thermal and Environmental Barrier Coatings Development with CMAS

- Heat flux cyclic failure of a thick Gd$_2$Zr$_2$O$_7$ system tested at 1300°C, due to low toughness and the formation of a reaction layer.

Typical cyclic failure due to the reaction layer within a few cycles in a Gd$_2$Zr$_2$O$_7$ system.
High Heat Flux CO\textsubscript{2} Laser Rig and Testing for Thermal and Environmental Barrier Coatings Development with CMAS

- Low k ZrO\textsubscript{2}-2.25mol\%Y\textsubscript{2}O\textsubscript{3}-9mol\%Gd\textsubscript{2}O\textsubscript{3}-2.25mol\%Yb\textsubscript{2}O\textsubscript{3} tested at 1300°C
- Limited CMAS spreading or penetration, suggesting the coating have resistance to CMAS
- Top and reacted layers had some spallation after 170h cyclic tests
- Preliminary effects of heat flux on baseline coatings determined, further studies planned
- Establish the life database and will compare with those of advanced systems

**Graph:**
- Normalized thermal conductivity k/k\textsubscript{0}
- Temperature, °C; heat flux, W/cm\textsuperscript{2}
- Time, hours

**Image:**
- NASA Low k Metco AE10389 coating specimen, after 170 hr tested in laser rig
CMAS Reaction Studies for Advanced TEBCs: Advanced Low k and HfO\textsubscript{2} showed Potential Benefits

- CMAS reactions studied for selected coating candidate materials
- Preliminary results showed 7YSHf, ZrO\textsubscript{2}-9.6Y\textsubscript{2}O\textsubscript{3}-2.2Gd\textsubscript{2}O\textsubscript{3}-2.1Yb\textsubscript{2}O\textsubscript{3}, and 30YSZ had the highest CMAS resistance

CMAS resistance of selected coating systems

SEM cross – sectional electron images ceramic coating reacted with CMAS at 1300 °C for 5 h

With Gustavo Costa et al
Advanced Environmental Barrier Coatings Developments

• Fundamental studies of environmental barrier coating materials and coating systems, stability including recession in rig environments, temperature limits and failure mechanisms

• Focus on high performance and improving technology readiness levels (TRL), including high stability HfO2 and ZrO2 -RE2O3-SiO2/RE2Si2-xO7-2x environmental barrier systems, including processing optimizations for improved composition control and process robustness

• Advanced NASA HfO2-Si and Rare Earth-Silicon based EBC bond coat systems
  • More advanced, multicomponent composition and composite EBC systems to improve the temperature capability, strength and toughness
  • Develop HfO2-Si based + X (dopants) bond coat systems for 2700°F (1482°C) long-term applications
  • Develop prime-reliant 2700°F+ (1482°C) Rare Earth (RE)-Si + X (dopants) bond coat systems for advanced integrated EBC-CMC systems, improving bond coat temperature capability and durability
Developing 3000°F (1650°C) EBCs

- Hybrid 3000°F EBC system
  - High stability multicomponent HfO₂ Top Coat (Hf-RE-SiO₂ systems, tetragonal t’ ZrO₂ toughened rare earth silicate EBC; Ta, Ti additions)
  - Graded and Layer graded interlayers
  - Advanced HfO₂-Rare Earth-Alumino-Silicate EBC
  - Ceramic HfO₂-Si composite bond coat capable up to 2700°F

Multicomponent Rare Earth (RE) doped HfO₂
(HfO₂-11Y₂O₃-2.5Gd₂O₃-2.5Yb₂O₃)
Also available alloys such as Metco AE 10155 and AE 9892 in APS systems

Strain tolerant interlayer
HfO₂-Rare Earth-Alumino-Silicate EBC
(e.g., Metco 10157)

HfO₂-Si or RE modified mullite bond coat
(e.g., Metco 10219 in APS systems)
SiC/SiC and Environmental Barrier Coating Recession in Turbine Environments

- Recession of Si-based Ceramics
  (a) convective; (b) convective with film-cooling
- Advanced rig testing and modeling (coupled with 3-D CFD analysis) to understand the recession behavior in a High Pressure Burner Rig simulated Turbine Environment

Recession rate = const. \( V^{1/2} \frac{P_{(H2O)}^2}{(P_{total})^{1/2}} \)

\[ \text{Recession rate} = \text{const.} \quad V^{1/2} \frac{P_{(H2O)}^2}{(P_{total})^{1/2}} \]

\[ \text{Combustion gas} \]

\[ \text{SiO}_2 + 2\text{H}_2\text{O}(g) = \text{Si(OH)}_4(g) \]

(a) convective

(b) convective with film-cooling
NASA High Pressure High Velocity and High Heat Flux SiC/SiC and EBC Recession Studies Under Film Cooling Conditions

— Determined recession under complex, and realistic High Pressure Burner Rig and Laser Rig simulated turbine steam conditions

High temperature recession kinetics for film-cooled and non-film cooled Gen II SiC/SiC CMCs

Examples of environmental barrier coating recession in laboratory simulated turbine engine conditions
Degradation Mechanisms for Si Bond Coat – Interface Reactions

- Significant interfacial pores and eutectic phases formation due to the water vapor attack and Si diffusion at 1300°C
- Heat flux condition further limit the use temperatures

SEM images Interface reactions at 1300°C; total 200 hot hours

BaO-Al₂O₃-SiO₂ ternary phase diagram

Interface Si bond coat melting of selected coating systems, under laser heat flux tests, 1” dia button specimen
The Yb$_2$SiO$_5$/Yb$_2$Si$_2$O$_7$ EBC Delamination Crack Propagation Tests under Heat Flux Thermal Gradient Test Conditions

- Penney-shaped crack initially size 1.5 mm in diameter, tested in air at 1350°C
- Crack propagated from 1.5 mm to 7.5 mm 60, 1 hr cyclic testing
- SiO$_2$ loss (volatility) accelerated crack propagation

After 60 hr, 1 hr cyclic testing
Ytterbium Mono-/Di-Silicate EBC Tested in Laser High Heat Flux Steam Rig

- Observed mudflat cracking after 1400°C test
- Loss of Silica and increased porosity observed after the testing

![Graph showing thermal conductivity, temperature, and time relationship over hours.](image)

![SEM image of tested material.](image)
Fatigue Testing using a Laser High-Heat-Flux Approach for Environmental Barrier Coated Prepreg SiC/SiC CMCs

- Environmental Barrier Coatings Yb$_2$SiO$_5$/Yb$_2$Si$_2$O$_7$/Si on MI Prepreg SiC/SiC CMC substrates
- One specimen tested in air, air testing at 1316°C
- One specimen tested in steam, steam testing at $T_{EBC}$ 1316°C, $T_{CMC}$ at ~1200°C
- Lower CMC failure strain observed in steam test environments

Fatigue strains (amplitudes) – Time Plot

Thermal conductivity – Time Plot
Fatigue Testing using a Laser High-Heat-Flux Approach for EBC Coated Prepreg SiC/SiC CMCs - Continued

- Crack and recession failure in the laser rig air and steam environment tests.
Advanced High Temperature and 2700°F+ Bond Coat and EBC Development

- NASA Advanced EBC Development:
  - Advanced compositions ensuring environmental and mechanical stability
  - Bond coat systems for prime reliant EBCs; capable of self-healing
  - Corresponding oxygen containing EBCs with high toughness and CMAS resistance
  - Composition further being developed for Ultra-High Temperature Ceramics and Coatings

High strength, high stability reinforced composites: HfO$_2$-Si and a series of Oxide-Si systems

HfO$_2$-Si based and minor alloyed systems for improved strength and stability, e.g., rare earth dopants

Advancement 2700°F bond coat systems: RE-Si based systems

Advanced 2700°F bond coat systems: RE-Si based Systems, grain boundary engineering designs and/or composite systems

Temperature capability increase

Rare Earth – Si + Hf coating systems

Hf – Rare Earth – Si coating systems
NASA EBC Bond Coats for Airfoil and Combustor EBCs

- Advanced systems developed and processed to improve Technology Readiness Levels (TRL)
- Composition ranges studied mostly from 50 – 80 atomic% silicon
  - PVD-CVD processing, for composition downselects - also helping potentially develop a low cost CVD or laser CVD approach
  - Compositions initially downselected for selected EB-PVD and APS coating composition processing
  - Viable EB-PVD and APS systems downselected and tested; development new PVD-CVD approaches

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<thead>
<tr>
<th>PVD-CVD</th>
<th>EB-PVD</th>
<th>APS*</th>
<th>FurnaceLaser/CVD/PVD</th>
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- Process and composition transitions
- HfO2-Si; REHfSi GdYSi GdYbSi GdYb-LuSi NdYSi
- HfO2-Si YSi+RESilicate YSi+Hf-RESilicate
- REHfSi

- Used in ERA components as part of bond coat system
- Hf-RESilicate
- Used also in ERA components
- Hf-RE-Al-Silicate
- Used in ERA components as part of bond coat system

- APS*: or plasma spray related processing methods
NASA EBC Processing Developments for SiC/SiC Ceramic Matrix Composites

- Develop processing capabilities, experience and demonstrate feasibilities in various techniques: air plasma spray, Electron Beam - Physical Vapor Deposition (EB-PVD), Plasma Sprayed-Physical Vapor Deposition (PS-PVD)

  • Efforts in developing turbine EBC coatings with Directed Vapor Technologies using Directed Vapor EB-PVD: Turbine Airfoils
  • NASA APS, and Triplex Pro APS (with Sulzer/Oerlikon Metco) - for Combustor applications
  • Cathodic arc and Magnetron PVD processes: bond coat developments
  • NASA PS-PVD
  • Some planned EBCs DVM/DVC coatings (with Praxair): aiming at combustor EBC

- Other processing techniques such as Polymer Derived Coating composite coatings (Ceramtec), and laser processing for improved stability
Air Plasma Spray Processing of Environmental Barrier Coatings for Combustor Liner Components

— Focused on advanced composition and processing developments using state-of-the-art techniques
— Improved processing envelopes using high power and higher velocity, graded systems processing for advanced TEBCs and thermal protection systems

Advanced Multilayer EBCs

HfO$_2$-Si bond coat

NASA EBC processed by Triplex pro

Sulzer Triplex Pro system having high efficiency and high velocity processing

EBC coated SiC/SiC CMC Inner and Outer Liner components

Inner and outer liner articles
Development and Processing of Directed Vapor Electron Beam - Physical Vapor Deposition (EB-PVD)

- NASA programs in supporting processing developments and improvements with Directed Vapor Technologies International, Inc.
  - Multicomponent thermal and environmental barrier coating vapor processing developments
  - High toughness turbine coatings
  - Affordable manufacture of environmental barrier coatings for turbine components

Advanced multi-component and multilayer turbine EBC systems

**Directed Vapor Processing systems**

**Processed EBC system**
Plasma Sprayed-Physical Vapor Deposition (PS-PVD) Processing of Environmental Barrier Coatings

– NASA PS-PVD and PS-TF coating processing using Sulzer (Oerlikon) newly developed technology
  • High flexibility coating processing – PVD - splat coating processing at low pressure (at ~1 torr)
  • High velocity vapor, non line-of-sight coating processing potentially suitable for complex-shape components
  • Significant progress made in processing the advanced EBC and bond coats

Nozzle section view
Mid section view
End section (sample side) view

100 kW power, 1 torr operation pressure

NASA PS-PVD Coater System

Processed coating systems

HfO₂-Si bond coat

Vapor NASA low-k ZrO₂-Y₂O₃ coating
Splat/partial vapor Yb₂Si₂O₇/Yb₂SiO₅

As-deposited

1400°C/10hr

HSiO₃
HfO₂
HfO$_2$-Si Bond Coats Processing using EB-PVD compared with Early Hot-Press Coatings - Continued

- Capable of processing silicide dominant HfO$_2$-Si bond coats in EB-PVD coating and magnetron PVD
- Graded coatings being designed and used
- Processing nano-structured coatings

<table>
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<tr>
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<th>HfO$_2$-Si</th>
<th>At%</th>
<th>Wt%</th>
<th>Units</th>
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<tr>
<td>HfO$_2$-25wt%Si-1350°C</td>
<td>HfO$_2$</td>
<td>26.08</td>
<td>6.70</td>
<td>wt.%</td>
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<td>HfO$_2$-50wt%Si-1350°C</td>
<td>Si</td>
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<td>HfO$_2$-75wt%Si-1400°C</td>
<td>HfSiO$_4$</td>
<td>24.82</td>
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<td>EB-PVD HfO$_2$-Si 48-6</td>
<td>HfSi2, Hf5Si4, HfSi etc</td>
<td>100.00</td>
<td>100.00</td>
<td>wt.%</td>
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HfO$_2$-Si (EB-PVD 48-6) Bond Coat
Environmental Barrier Coatings and SiC/SiC DIC Testing – High Temperature (12C-470-08-11 and 12C-470-08-12)

- The uncoated and EBC HfO$_2$-Si coated CVI-MI specimen pre-tested in high pressure burner rig
- Uncoated specimen exposed showed severe degradation of composite properties
- Oxidation and embrittlement of the MI-CVI CMC in HPBR lead to the lowers strength of uncoated specimen

With Matt Appleby et al, Surface and Coatings Technology, 2015
Environmental Barrier Coatings and SiC/SiC DIC Testing – High Temperature (12C-470-08-11 and 12C-470-08-12)

- DIC studies of coated and uncoated CMC specimens
- Energy distribution of AE events compared in specimen gage section with corresponding DIC strain mapping at failure stress

**COATED 12C-470-08-11**
Nominal thermomechanical strain: 0.96%

**UNCOATED 12C-470-08-12**
Nominal thermomechanical strain: 0.71%

With Matt Appleby et al, Surface and Coatings Technology, 2015
Environmental Barrier Coatings and SiC/SiC DIC Testing – High Temperature (12C-470-08-11 and 12C-470-08-12)

- The uncoated and EBC HfO$_2$-Si coated CVI-MI specimen pre-tested in high pressure burner rig.
- Uncoated specimen exposed showed severe degradation of composite properties.
- Oxidation and embrittlement of the MI-CVI CMC in HPBR lead to the lowers strength of uncoated specimen.

![Stress-strain diagram showing coated and uncoated specimens](image)
Advanced EBC-CMC Fatigue Test with CMAS: Successfully Tested 300 h Durability in High Heat Flux Fatigue Test Conditions - Continued

- Advanced Hf-NdYb silicate-NdYbSi bond coat EBC coatings on 3D architecture CVI-PIP SiC-SiC CMC (EB-PVD processing)

Surface view CMAS 35mg/cm²)

Back view CMAS 35mg/cm²)

EBC/CMC-CMAS Laser heat Flux Fatigue Tests
Thermal Gradient Tensile Creep Rupture Testing of Advanced Turbine Environmental Barrier Coating SiC/SiC CMCs

- A thin EB-PVD turbine airfoil EBC system with advanced HfO$_2$-(Yb,Gd,Y) silicate and (Yb,Gd)Si bond coat tested 300hr at $T_{\text{EBC-surface}}$ 1537$^\circ$C, $T_{\text{bond coat}}$ 1480$^\circ$C, $T_{\text{back CMC surface}}$ 1250$^\circ$C with CMAS
- Fatigue stress amplitude 69 MPa, at frequency $f=3$Hz, stress ratio $R=0.05$

1537$^\circ$C, 10ksi, 300 h fatigue (3 Hz, R=0.05) on 14C579-011001_#8 CVI-SMI SiC/SiC (with CMAS)
Laser Rig Testing and Development of NASA Advanced Multicomponent Yb-Gd-Y Silicate EBC/HfO$_2$-Si System on 3D Architecture SiC/SiC CMC under 2700°F+ SPLCF Conditions

- The EBC specimens tested under the laser heat flux test rig under 10 ksi (500 hr) and 15 ksi (140 hr completed) SPLCF conditions, respectively;
- One EBC specimen tested in isothermal furnace test at 2700°F, 300 hr completed for comparisons

RB2014-54-4, EBC 512h/CMC 492h

RB2014-54-6, EBC 140h

RB2014-54-8, Isothermal furnace 300hr

Laser MTS 810 Test rig

Laser NDE and in-plane thermal conductivity measurements

Example EBC cross-section
Valerie Wiesner

Fundamental EBC Studies, and High Stability and CMAS Resistant Advanced EBC Developments: High Melting Point Coating, and Multi-Component Compositions

- Demonstrated Calcium-Magnesium-Alumino-Silicate (CMAS) resistance for NASA RESi system at 1500°C, 100 hr
- Silica-rich phase precipitation
- Still some rare earth elements leaching into the melts (low concentration ~9 mol%)

Residual CMAS Glass

Interaction
Region

Y₂Si₂O₇ Substrate (EBC)

Valerie Wiesner

Ahlborg & Zhu

Surface side of the CMAS melts

EDS E

200 hr, 1500°C

Y₂Si₂O₇ Substrate Exposed to CMAS at 1200°C for 20h

200 hr, 1500°C
Laser Rig Thermomechanical Creep - Fatigue Tests of Advanced 2700°F+ RESi Bond Coats and EBC Systems

- APS, PVD and EB-PVD processed 2700°F bond coats and EBCs on SiC/SiC CMC: focus on creep, fatigue high heat flux testing at temperatures of 1316-1482°C+ (2400-2700°F+) – Selected Examples

EB-PVD Rare Earth Silicate EBC/YbGdYSi bond coat on CVI-(MI)
\( T_{EBC\ surface} = 2850-3000°F \) (1600-1650°C)
\( T_{cmc\ back} \) at \( \sim 2600°F \) (1426°C)

The Advanced EBCs on SiC/SiC CMC Turbine Airfoils Successfully Tested for Rig Durability in NASA High Pressure Burner Rig

- NASA advanced EBC coated turbine vane subcomponents tested in rig simulated engine environments (up to 240 m/s gas velocity, 10 atm), reaching TRL of 5

EBC Coated CVI SiC/SiC vane after 31 hour testing at 2500°F+ coating temperature

EBC Coated Prepreg SiC/SiC vane after 21 hour testing at 2500°F

EBC Coated Prepreg SiC/SiC vane tested 75 hour testing at 2650°F

Uncoated vane tested 15 hr

EBC Coated Rig Inner and outer liner testing 2500°F, 10-16 atm, completed 250 h

Vane leading edge seen from viewport in High Pressure Burner Rig Testing

16 atm, 200 m/s, up to 2650°F
Thermal Gradient Fatigue-Creep Testing of Advanced Turbine Environmental Barrier Coating SiC/SiC CMCs

- Advanced environmental barrier coatings – Prepreg CMC systems demonstrated long-term EBC-CMC system creep rupture capability at stress level up to 20 ksi at $T_{EBC} \approx 2700^\circ F$, $T_{CMC}$ interface $\approx 2500^\circ F$
- The HfO$_2$-Si based bond coat showed excellent durability in the long term creep tests

FEM modeling of EBC-CMC creep and thermal gradient and stress rupture interactions

Hybrid EBCs on Gen II CMC after 1000 h low cycle creep fatigue testing

Advanced EBC coated CMC subelement testing and modeling

FEM modeling of EBC-CMC vane trailing edge rig test failure
Summary

– Advanced thermal barrier coatings are based on rare earth co-doped, defect clustered oxide systems, aiming at low thermal conductivity, and high thermal stability, and impact/erosion CMAS resistance
– Durable EBCs are critical to emerging SiC/SiC CMC component technologies, requiring prime-reliant designs
– The NASA EBC development built on a solid foundation from past experience, evolved with the current state of the art compositions of higher temperature capabilities and stabilities
  • Multicomponent EBC Zr, Hf, oxide/silicates with higher stabilities
  • Improved strength and toughness
  • HfO$_2$-Si and RE-Si bond coats for realizing 1482°C+ (2700°F+) temperature capabilities for helping prime-reliant EBC-designs
  • New EBC compositions improved combustion steam and CMAS resistance, and protecting CMCs
– EBC processing and testing capabilities significantly improved
– Advanced testing and modeling being emphasized
– Focused on next generation turbine airfoil EBC developments, demonstrated component EBC technologies in simulated engine environments
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