



Ferrium S53 LG Update

Charles J. Kuehmann

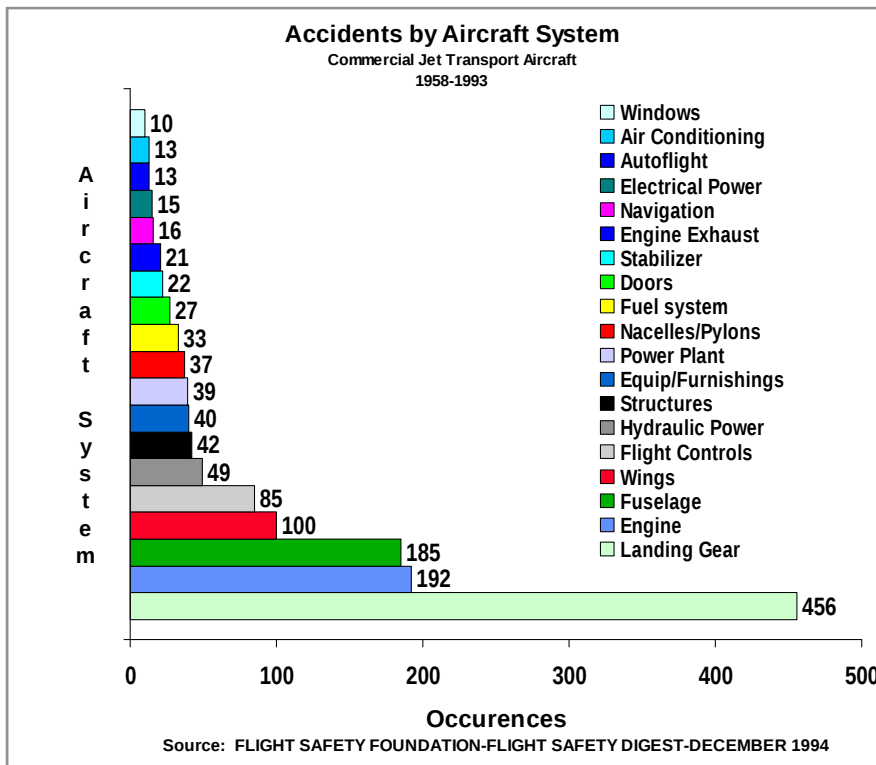
Surface Finishing and Repair Issues for Sustaining
New Military Aircraft

Tempe, AZ February 26-28, 2008



Report Documentation Page				Form Approved OMB No. 0704-0188	
Public reporting burden for the collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services, Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington VA 22202-4302. Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to a penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.					
1. REPORT DATE FEB 2008		2. REPORT TYPE		3. DATES COVERED 00-00-2008 to 00-00-2008	
4. TITLE AND SUBTITLE Ferrium S53 LG Update				5a. CONTRACT NUMBER	
				5b. GRANT NUMBER	
				5c. PROGRAM ELEMENT NUMBER	
6. AUTHOR(S)				5d. PROJECT NUMBER	
				5e. TASK NUMBER	
				5f. WORK UNIT NUMBER	
7. PERFORMING ORGANIZATION NAME(S) AND ADDRESS(ES) QuesTek Innovations LLC,1820 Ridge Avenue,Evanston,IL,60201				8. PERFORMING ORGANIZATION REPORT NUMBER	
9. SPONSORING/MONITORING AGENCY NAME(S) AND ADDRESS(ES)				10. SPONSOR/MONITOR'S ACRONYM(S)	
				11. SPONSOR/MONITOR'S REPORT NUMBER(S)	
12. DISTRIBUTION/AVAILABILITY STATEMENT Approved for public release; distribution unlimited					
13. SUPPLEMENTARY NOTES Surface Finishing and Repair Issues for Sustaining New Military Aircraft Workshop, February 26-28, 2008, Tempe, AZ. Sponsored by SERDP/ESTCP.					
14. ABSTRACT					
15. SUBJECT TERMS					
16. SECURITY CLASSIFICATION OF:			17. LIMITATION OF ABSTRACT Same as Report (SAR)	18. NUMBER OF PAGES 22	19a. NAME OF RESPONSIBLE PERSON
a. REPORT unclassified	b. ABSTRACT unclassified	c. THIS PAGE unclassified			

Ferrium S53: A Nanostructured UHS Corrosion-Resistant Steel



Issues:

Over \$200 million spent in LG per year
80% corrosion related
SCC failures
Cad plating used to protect current steel
known carcinogen (Hill AFB ~ 2000 lbs/yr)

SCC failure



HE failure

Benefits:

Dramatic reduction in LG cost (60%)
savings of \$120 million per year
Significant reduction in SCC failures
Cadmium plating not required
General corrosion mitigated
80% of Steel Condemns Avoided

SAE AMS 5922 Published

Issued January 2008

AMS 5922: Steel, Corrosion
Resistant Bars and Forgings

10Cr-5.5Ni-14Co-2Mo-1W (0.19-
0.23C)

Vacuum Induction Melted,
Vacuum Arc Remelted,
Normalized, Annealed

<http://www.sae.org>

(877) 606-7323

Commercial Suppliers:

Carpenter Technology - Jan 07

Latrobe Specialty Steel - Dec 07

SAE Aerospace An SAE International Group	AEROSPACE MATERIAL SPECIFICATION	SAE AMS 5922	
		Issued	2008-01
Steel, Corrosion-Resistant, Bars, and Forgings 10Cr - 5.5Ni - 14Co - 2Mo - 1W (0.19-0.23C) Vacuum Induction Melted, Vacuum Arc Remelted, Normalized, Annealed			

RATIONALE

AMS 5922 is a new specification to cover corrosion-resistant steel bars and forgings.

1. SCOPE

1.1 Form

This specification covers a corrosion-resistant, premium aircraft-quality alloy steel in the form of bars, forgings, and stock for forging.

1.2 Application

These products have been used typically for heat treated parts requiring a combination of high strength, good toughness, weldability, and stress corrosion resistance, but usage is not limited to such applications. Product after heat treatment should attain a minimum tensile strength of 280 ksi (1931 MPa).

2. APPLICABLE DOCUMENTS

The issue of the following documents in effect on the date of the purchase order forms a part of this specification to the extent specified herein. The supplier may work to a subsequent revision of a document unless a specific document issue is specified. When the referenced document has been cancelled and no superseding document has been specified, the last published issue of that document shall apply.

2.1 SAE Publications

Available from SAE International, 400 Commonwealth Drive, Warrendale, PA 15096-0001, Tel: 877-606-7323 (inside USA and Canada) or 724-776-4970 (outside USA), www.sae.org.

AMS 2241	Tolerances, Corrosion and Heat-Resistant Steel, Iron Alloy, Titanium, and Titanium Alloy Bars and Wire
AMS 2248	Chemical Check Analysis Limits, Corrosion and Heat-Resistant Steels and Alloys, Maraging and Other Highly-Alloyed Steels, and Iron Alloys
AMS 2300	Steel Cleanliness, Premium Aircraft-Quality, Magnetic Particle Inspection Procedure
AMS 2315	Determination of Delta Ferrite Content
AMS 2371	Quality Assurance Sampling and Testing, Corrosion and Heat-Resistant Steels and Alloys, Wrought Products and Forging Stock
AMS 2374	Quality Assurance Sampling and Testing, Corrosion and Heat-Resistant Steel and Alloy Forgings
AMS 2750	Pyrometry
AMS 2806	Identification, Bars, Wire, Mechanical Tubing, and Extrusions, Carbon and Alloy Steels and Corrosion and Heat-Resistant Steels and Alloys

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MMPDS Full Dataset Submitted

Over 1200 data points from 10 production heats of AMS 5922 has been submitted to MMPDS for consideration at the April meeting in Las Vegas. The data shown here is the property minimums proposed for the committee agenda (GSG Item 08-01).

2.6.X FERRIUM 553

2.6.X.0 Comments and Properties — Ferrium S53 is a secondary hardening, martensitic corrosion resistant steel used for parts requiring good fracture toughness, good corrosion resistance, and high resistance to stress-corrosion cracking with ultimate tensile strength greater than 280 ksi. Ferrium S53 is available in a wide variety of sizes and forms, including billet, bar, and forgings. The alloy is produced by vacuum induction melting followed by vacuum-arc remelting.

Manufacturing Considerations - Ferrium S53 is supplied in a normalized and annealed condition. The alloy is readily forged and machined. A dimensional expansion of approximately 0.003 in./in. occurs upon quenching and age hardening from the annealed condition. This fact should be considered before finish machining prior to heat treatment.

Heat Treatment - The heat treatment for this alloy consists of heating to $1985 \pm 27^\circ\text{F}$ for 1 hour, quenching in oil (or equivalent), cooling to -100°F or lower for 1 hour, warming in air to room temperature, aging at $934 \pm 12^\circ\text{F}$ for 3 hours, quenching in oil (or equivalent), cooling to -100°F or lower for 1 hour, warming in air to room temperature, aging at $900 \pm 18^\circ\text{F}$ for 12 hours, and cooling in air (or equivalent).

Environmental Considerations - The general corrosion resistance of Ferrium S53 approaches that of 15-5PH. While the alloy is corrosion resistant, users should consider the specific environment when determining surface preparation/treatment. The alloy is highly resistant to stress-corrosion cracking compared to other ultra high-strength steels.

Table 2.6.X.0(b). Design Mechanical and Physical Properties of Ferrium S53 Steel Bar

Specification	AMS 5922	
Form	Bar and Forging	
Temper	HT to 280 ksi	
Diameter, in.	1.750-8.000	
Basis	A	B
Mechanical Properties:		
F_{tu}^a , ksi:	280 ^a	284
L	280	283
T		
$F_{0.2}^a$, ksi:	213 ^a	218
L	211	218
T		
$F_{0.01}^a$, ksi:	245	250
L	251	257
T		
$F_{0.2}^b$, ksi	176	178
L-S	176	178
T-S		
$F_{0.2}^b$, ksi (e/D = 1.5) :	440	446
L	437	443
T		
$F_{0.2}^b$, ksi (e/D = 2.0) :	569	577
L	571	580
T		
$F_{0.2}^b$, ksi (e/D = 2.0) :	351	359
L	348	357
T		
$F_{0.2}^b$, ksi (e/D = 2.0) :	417	426
L	423	433
T		
e, percent (S-Basis)	11	...
RA, percent (S-Basis)	44	...
E , 10^3 ksi :	29.6	
E_c , 10^3 ksi:	30.7	
G, 10^3 ksi:	...	
μ_s	...	

Ferrium S53 Mechanical Properties

Ferrium S53 Average Longitudinal Properties:

UTS* (ksi)	YS* (ksi)	El.* (%)	RA* (%)	Fcy (ksi)	Fsu (ksi)	Hardness (Rc)	CVN* (ft-lb.)	Kic (ksi√in)
288	225	14-16	55-65	255	181	54	18	66

Orientation: L or LR

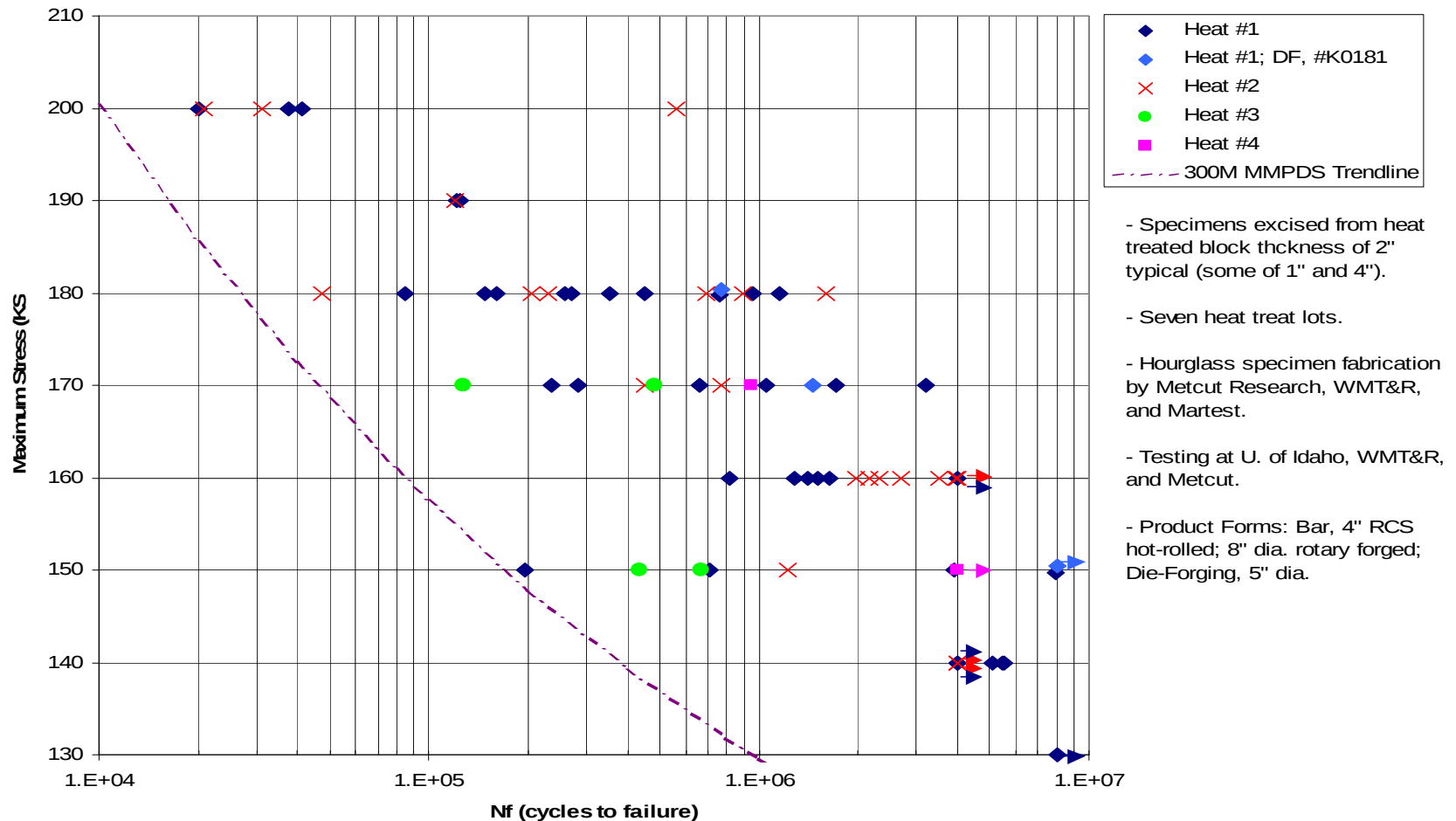
*Average values, 10 heats, minimum 10 samples 3 lots per heat

300M and Ferrium S53 A-basis *Minimum* Longitudinal Properties:

	UTS (ksi)	YS (ksi)	El. (%)	RA (%)	Fcy (ksi)	Fsu (ksi)	Kic (ksi√in)
300M	280	230	8	30	247	162	--
S53	280	213	11	44	245	176	50

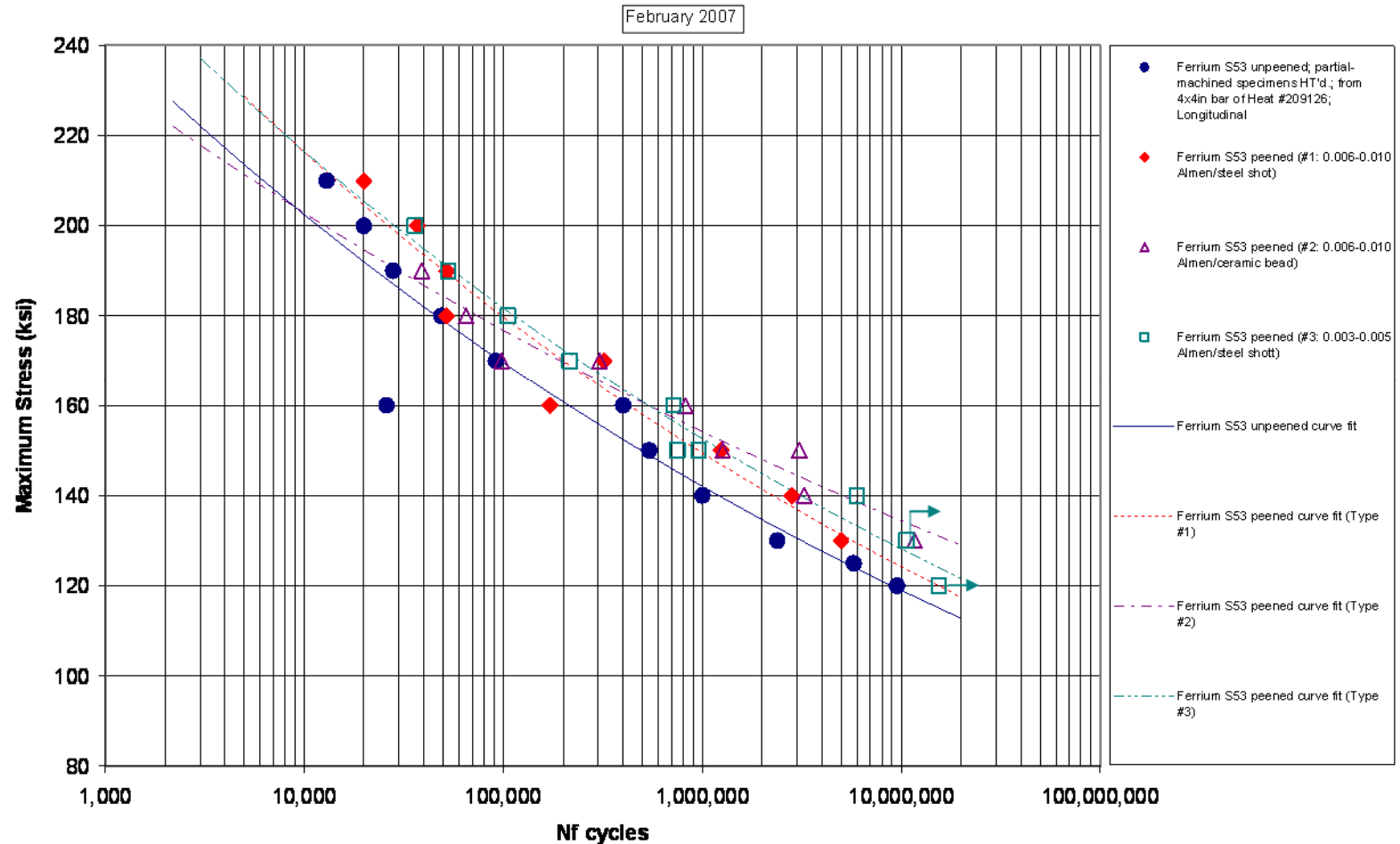
Axial Fatigue

Axial-Fatigue Data ($R=0.33$) for Ferrum® S53 Steel (UTS = 285 KSI typical) from Four Commercial Production Heats
(Longitudinal orientation; Ground finish; Unpeened) 30-Mar-07



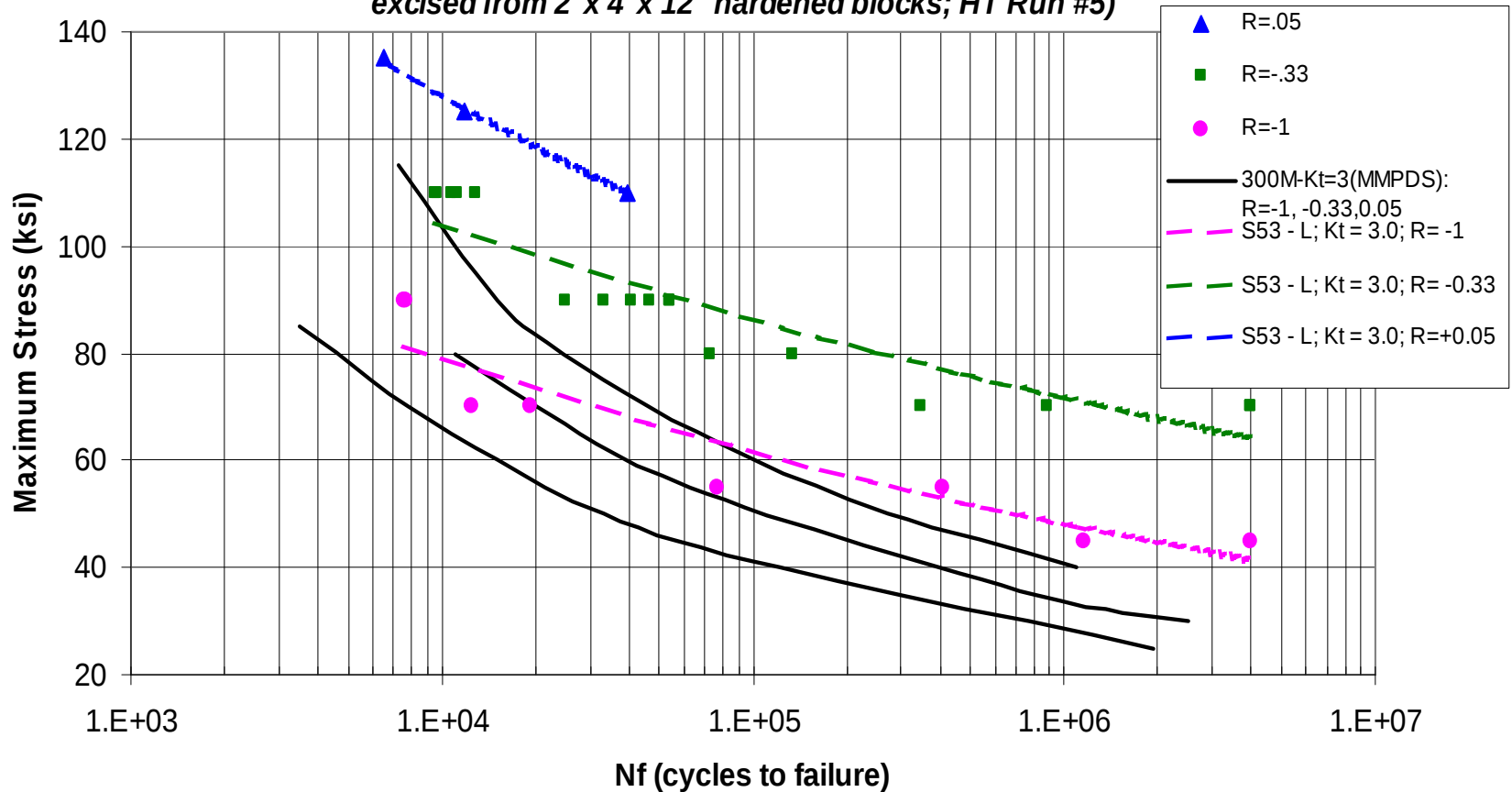
Bending Fatigue

Rotating Beam Bending Fatigue ($R=-1$) Data for Ferrium S53 (UTS=285ksi typical) both unpeened and peened per MIL-S-13165 parameters and a lower peen intensity



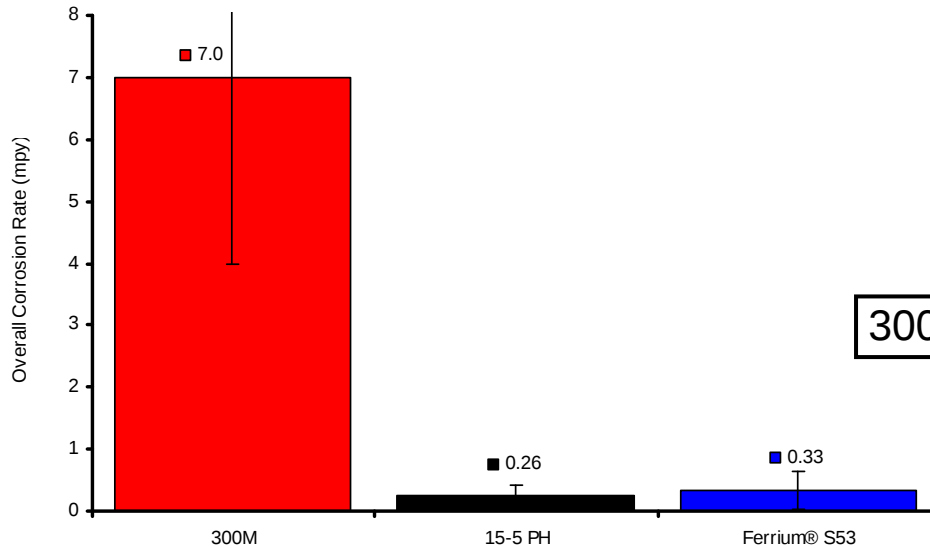
Notched Fatigue

Axial-Notched ($K_t = 3.0$) Fatigue Data for Ferrum S53 Corrosion Resistant Steel
(UTS=285 ksi) Bar from Production Heat #209126
(Longitudinal orientation & polished finish. Code S180L; Specimens
excised from 2"x 4"x 12" hardened blocks; HT Run #5)

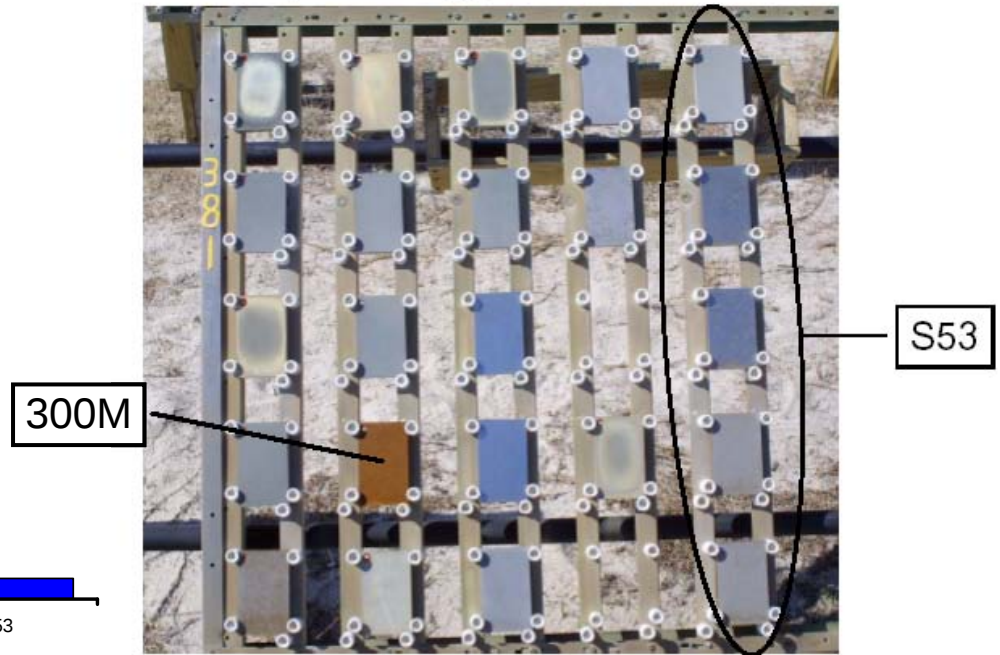


General Corrosion Behavior

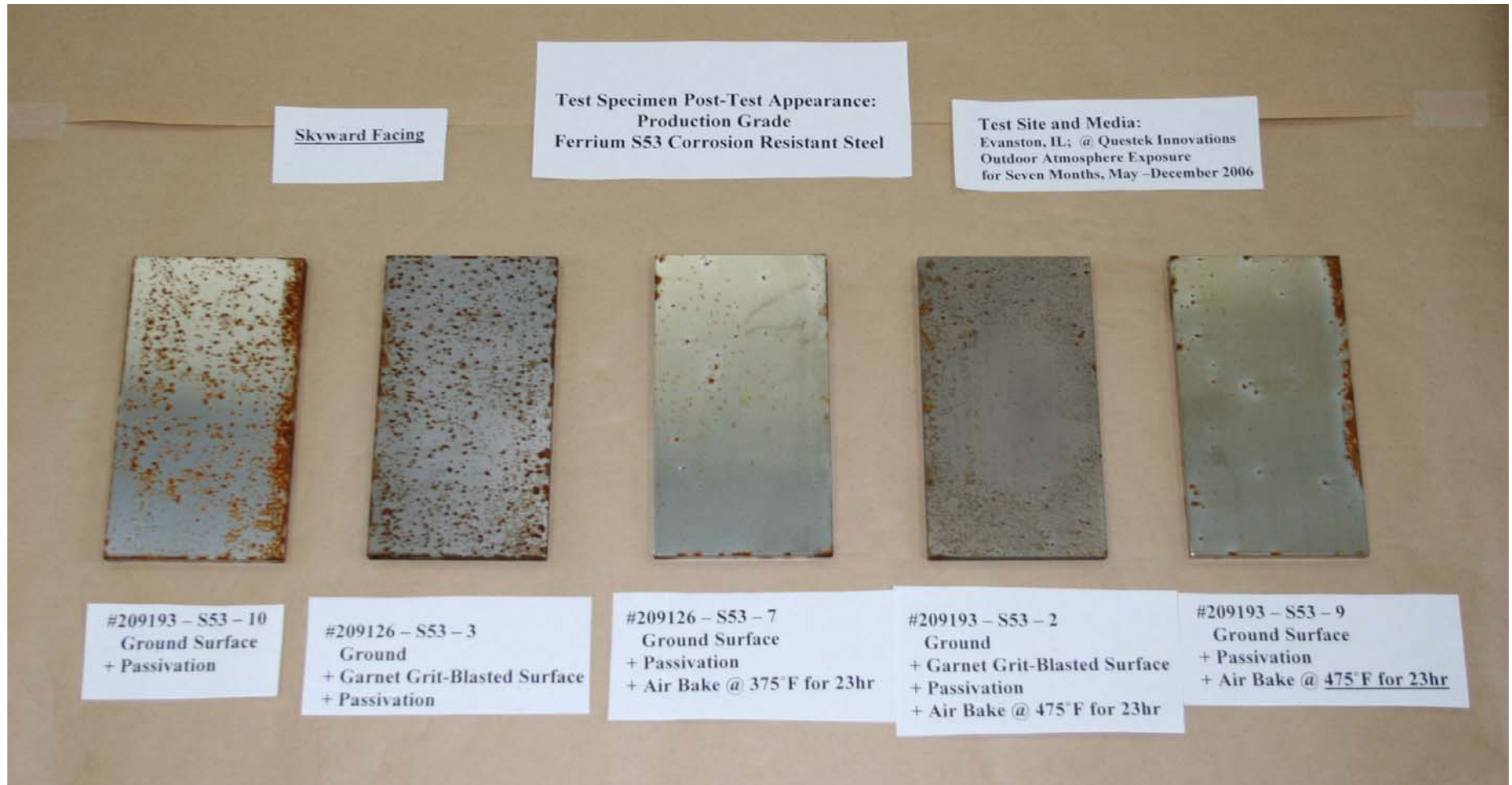
Anodic polarization, 3.5% NaCl



1 week exposure
Corrosion - Exposure @ Kure Beach NC



Outdoor Exposure Studies (Chicago, IL)



Marine Exposure Studies (Kure Beach, NC)

Initial Studies: 12 months

PH 15-5 (195 ksi)

~ 0.0005"

pit depth

S53A (285 ksi)

0.001" ~ 0.002"

pit depth



Follow-up Studies: 3 months

S53 (AMS 5922) (288 ksi)

0.001" ~ 0.002"

pit depth



Conclusions: Both 15-5 and S53 would require prime and paint in aggressive environments. Final spec AMS5922 material behaves very similar to S53A materials in initial studies.

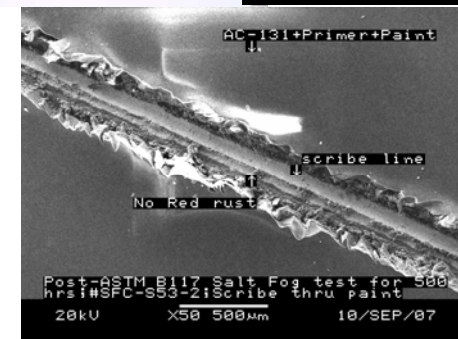
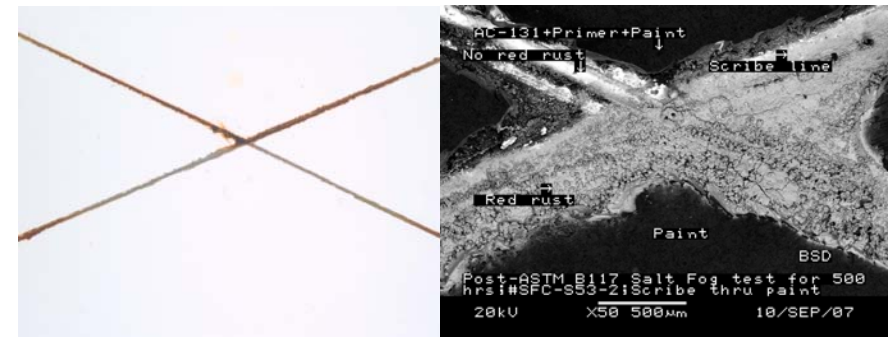
B117 Painted & Scribed Panel Tests

5% NaCl – 500hrs

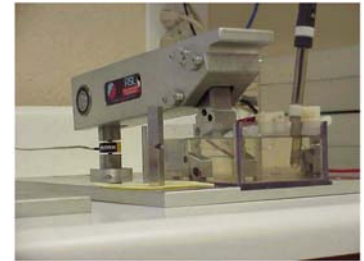
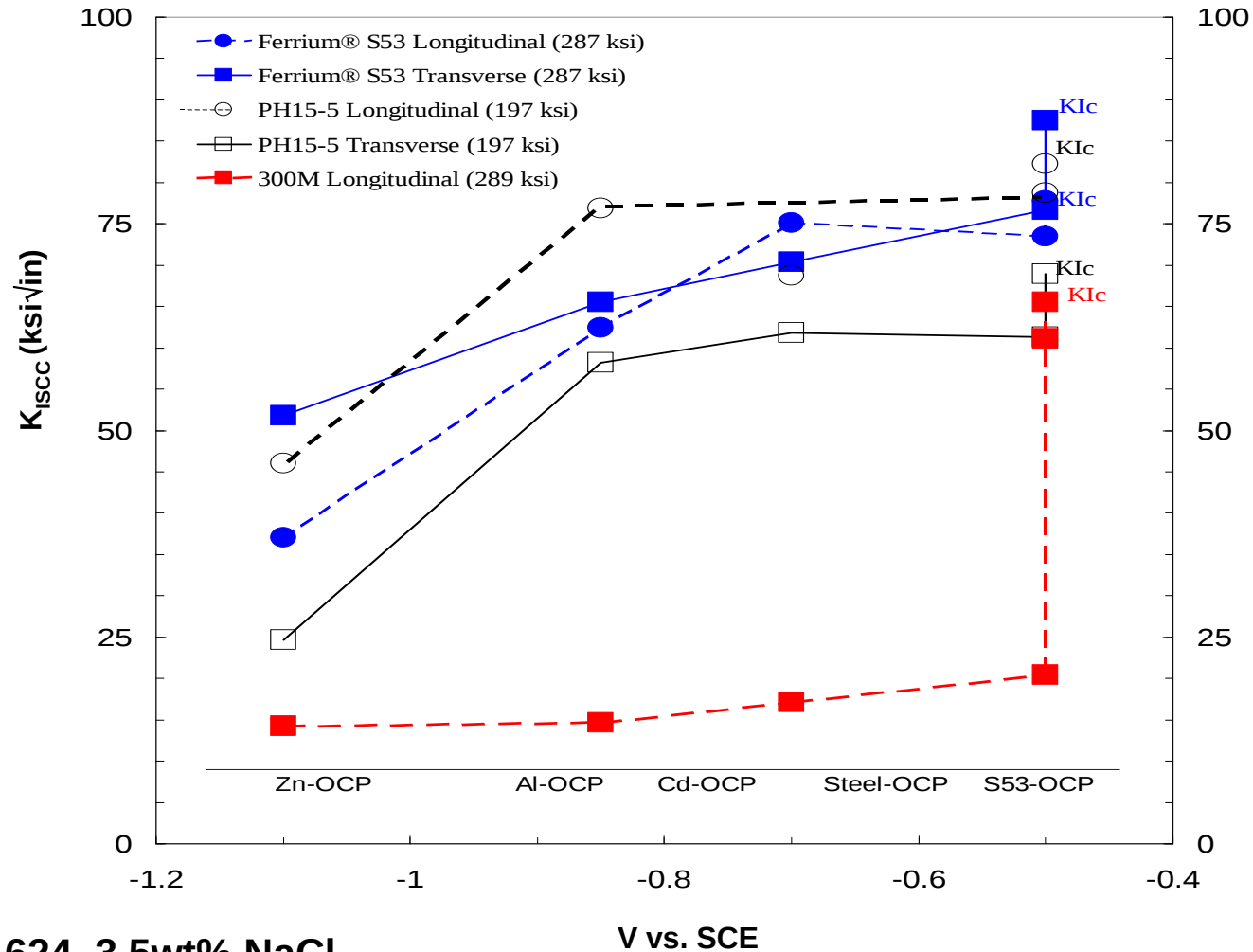
300M (AMS 6257) Cd + Chromate + Prime & Paint: Presents with a small number of localized corrosion sites, indicating the cathodic protection offered by the Cd layer adjacent to a scribed bare zone of 300M appears to be limited to less than 500hrs in a salt fog cabinet test environment.



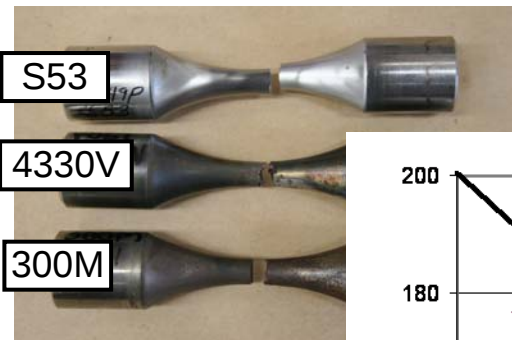
Ferrium S53 (AMS 5922) AC-131+Prime & Paint: Presents with a larger number of localized corrosion sites with some localized regions of no corrosion attack. The paint protection system is effective, i.e. no undercutting of the primer and paint system was observed and the extent of corrosion was consistent with previous marine exposure studies (i.e. limited attack with small pits and some areas displaying resilient passive film protection).



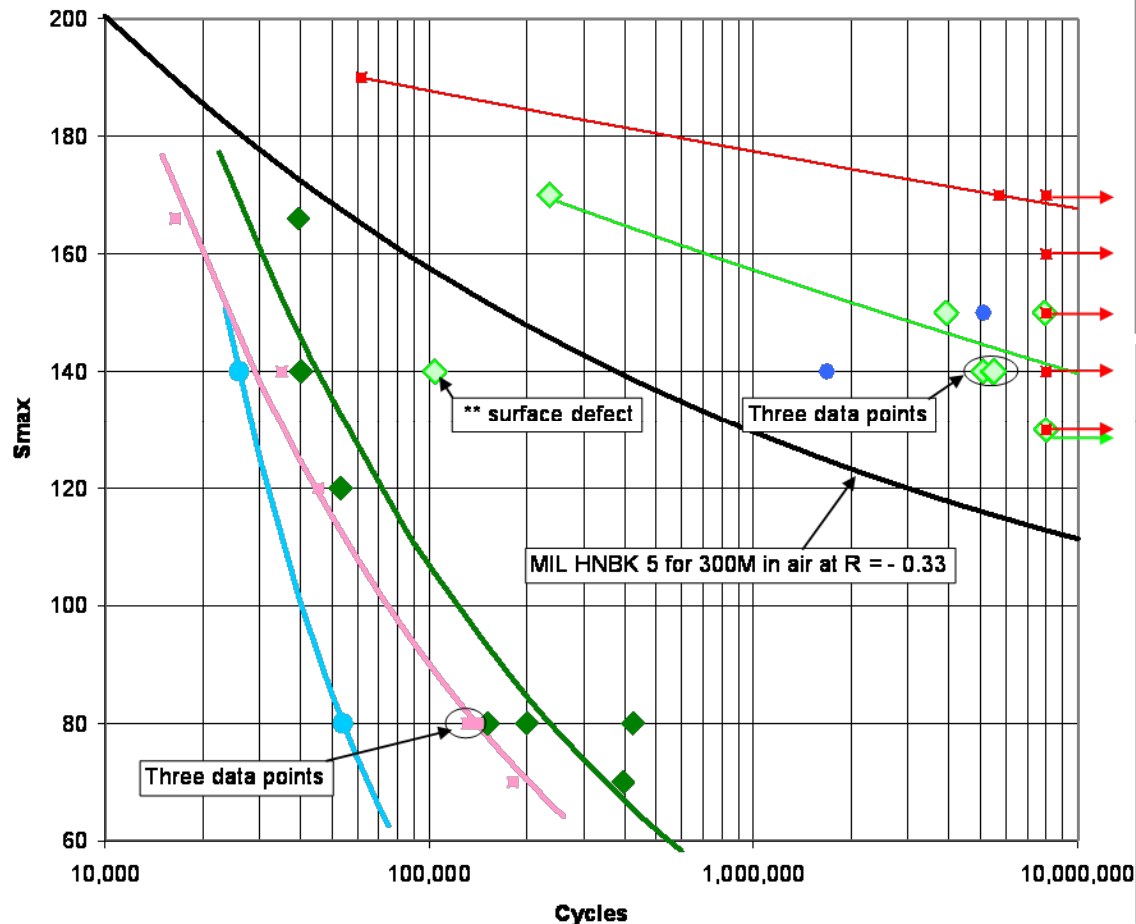
Stress Corrosion Cracking Threshold



Corrosion Fatigue



Corrosion Fatigue at R = - 0.33
May 30, 2006



Tested at 40 Hz, in 3.5wt.% NaCl (following 20 hr presoak; pH ~7.0 per ASTM G47) or in air (no presoak).

All axial - fatigue, longitudinal, unpeened, ground specimens, tested at WMT&R per ASTM E466, at 72° F (GA PO #JA603051).

S53 specimens were passivated at Questek

UTS values:

289 KSI for 300M

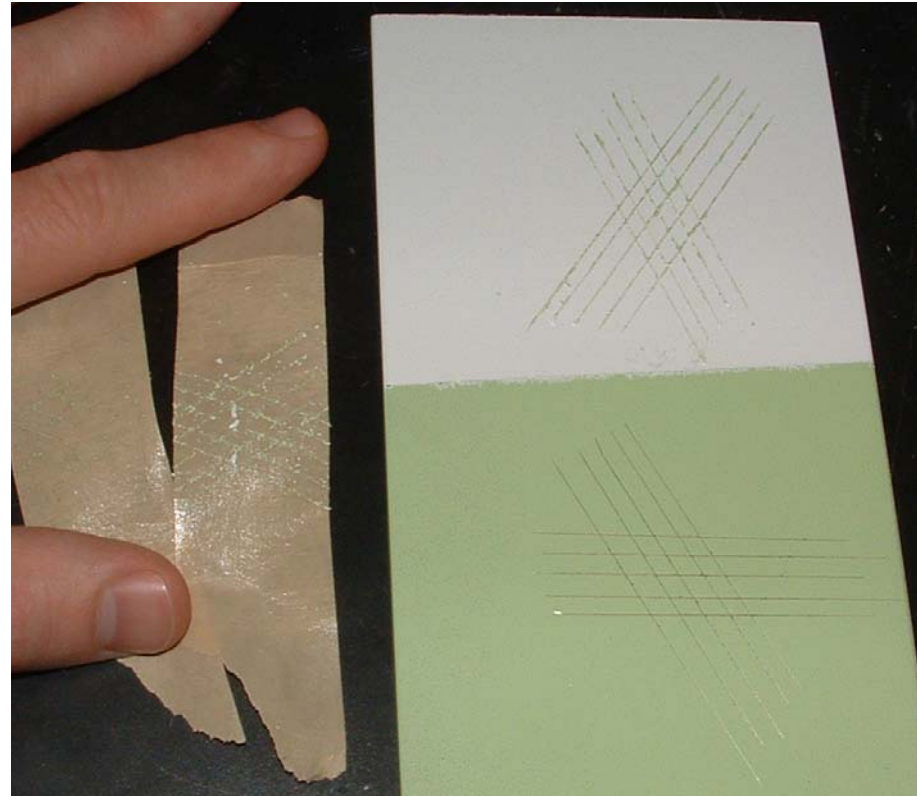
~ 285 KSI for S53

243 KSI for 4330V

- ◇ S53 - Air
- ◆ S53 - Salt
- 4330V - Air
- 4330V - Salt
- 300M - Air
- 300M - Salt
- 300M - MIL HNBK 5 for R=-0.33
- Fit for S53 in Air (w/o runout point and ** point)
- Fit for 4330 in Air (w/o runout points)
- Fit for S53 in Salt
- Fit for 300M in Salt
- Fit for 4330 in Salt

Coating/Finishing Operations

- Post-machining inspection
- Shot peen per Mil-S-13165
- Degrease
- Passivate per QPS-S53-PAS-HNO3
- Rinse and dry.
- Bake component at 375°F for 4 hrs.
- Garnet grit blast at 30psig +15/ -0psig.
- Primer Adhesion (AC-131) application
- Primer per Mil-PRF-85582
- Paint per Mil-PRF-85285
- Cure paint for 7 full days.

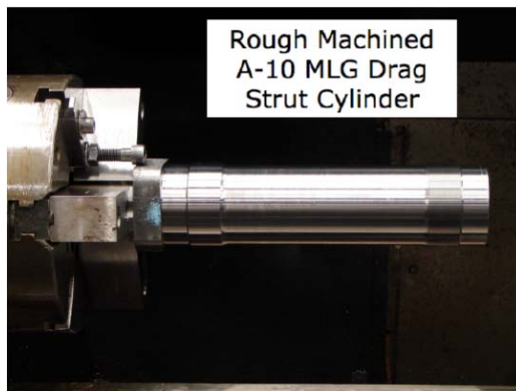




Demonstration

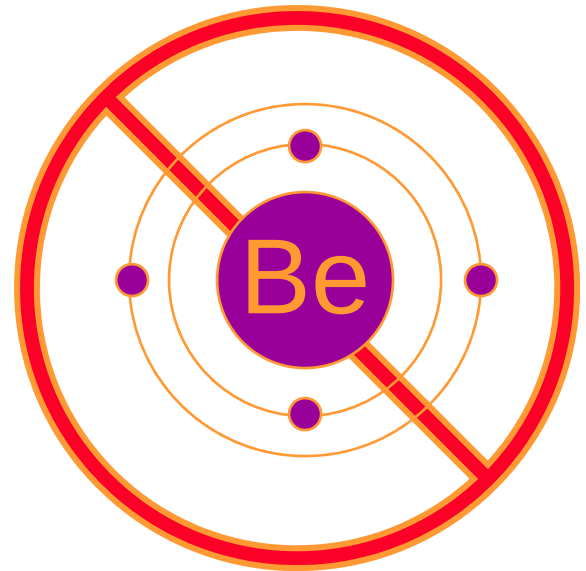


- A-10 Main Landing Gear Piston & Drag Brace Strut
 - Analysis and Design to Achieve Final Qualification
 - Perform landing gear strut testing of S53 Main Landing Gear Piston to qualification standards
 - Fatigue test Per Mil-A-8866
 - Limit Load test
 - Conduct a Field Service Evaluation with fully processed components on an A-10 aircraft.



NAV  AIR

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Product Objective

Goal: Design Be-free, high-strength copper bushing alloy to eliminate health concerns of current Cu-1.9Be alloy

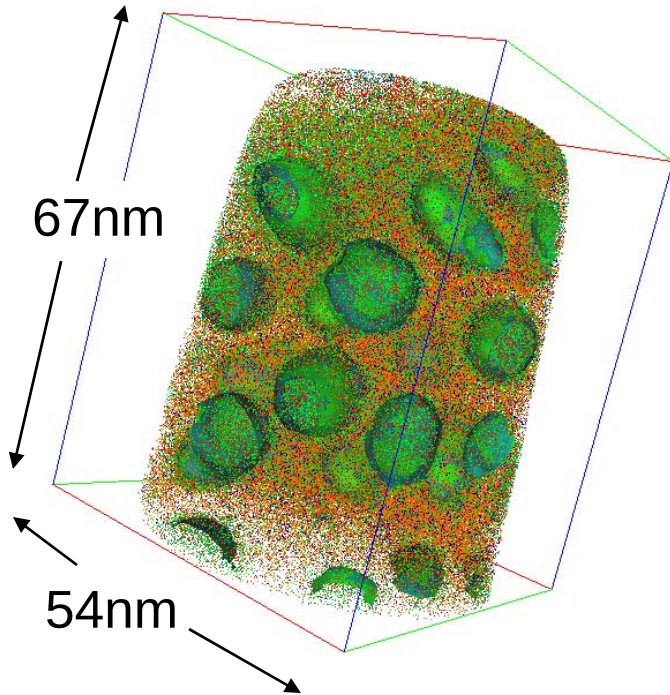
Incumbent Alloy (Cu – 1.9Be)

- High strength
- Low coefficient of sliding friction
- Application in aerospace bushings
- Run against high strength steel

NAVAIR Phase II SBIR, Topic# N05-009:

“Computational Materials Design of a High-Strength Copper Alloy to Replace BeCu Alloys”

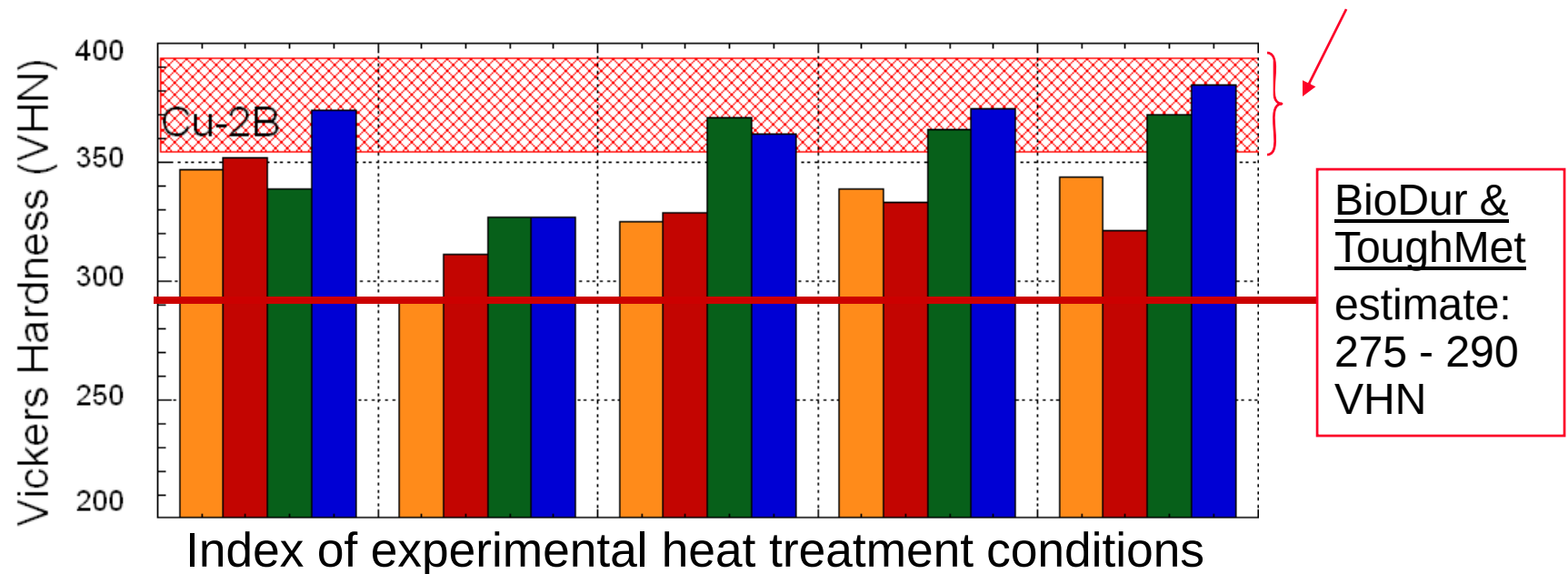
1st Generation Prototype Achievements



- 127 ksi yield strength with 3% elongation demonstrated
- Unique nanostructure → precipitation strengthening
- Wear behavior (pin-on-disk) evaluation by Lockheed Martin: as-good-as or better-than Cu-1.9Be alloy

2nd Generation Prototype Progress

- Encouraging strengthening response
 - Similar to Cu-1.9Be hardness
 - Higher hardness than 1st generation prototypes
- Next steps for these prototypes
 - Validate tensile strength
 - Validate wear behavior



Features & Benefits vs. Competitive Materials

Characteristics	Cu-Be (Cu-1.9 Be)	ToughMet® 3 (Cu-15Ni-8Sn)	BioDur® CCM (Co-Cr-Mo)	QuesTek Cuprium™
0.2 % Yield Strength	140 ksi (non-CW)	•110 ksi (non-CW) •110-170 ksi (CW)	• 85 ksi (non-CW) • 110 - 135 ksi (warm-worked)	•Goal: 140 ksi (non- CW) •127 ksi (non-CW) demo
Elongation	3 %	•10 % (non-CW) •<2% (CW)	26%	•Goal: >5% •3% demo
Wear Ranking	3 (worst)	2	1 (best)	2
Cold workability	Good	Excellent	Excellent	Good?
Cold work required?	No	Yes	Yes	No
Hot workability	Good	Very Bad	Good	Good- Fair?
Melting Technique	• Various techniques, limited Be suppliers	•Proprietary techniques: • Equicast • Osprey	•VIM + ESR, limited suppliers	•Various casting techniques possible

Timeline of Development

- Complete 2nd generation prototype characterization – **May 2008**
- Final alloy design – **July 2008**
- Production of final alloy design – **October 2008**
- Demonstration of material performance goals – **December 2008**
- Accelerated Insertion of Materials (AIM) process for material qualification (seeking funding) – **2009**
- AMS specification – **2010 - 2012**
- Licensed supplier(s) - **2010 - 2012**

