Analysis of the Crack Driving Mechanism in Coarse-Grained RR1000 subjected to Thermo-Mechanical Fatigue

V. Norman¹, S. Stekovic¹, M. Whittaker², J. Jones², J. Rouse³, S. Williams⁴, B. Grant⁴

¹ Division of Engineering Materials, Linköping University, Sweden

² College of Engineering, Swansea University, Swansea, United Kingdom

³ Faculty of Engineering, Nottingham University, Nottingham, United Kingdom

⁴ Rolls-Royce plc., Derby, United Kingdom

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Objectives

Clarify the mechanisms of thermo-mechanical fatigue (TMF) crack growth







Outline

- Background and motivation
- Methods and results
 - -Crack closure effects
 - -Stress-strain state at crack tip
 - Environmental effects





DevTMF – an EU project

• Reducing aero engine emissions

Development of light-weight and fatigue-resistant materials





Material and load conditions

- Coarse-grained RR1000 for turbine rotors
- Thermo-mechanical load conditions











Methods and results





Thermo-mechanical fatigue crack propagation tests

- 70s triangular cycle
- 400-750°C
- 210-250MPa, R=0
- In-phase (IP) and out-of-phase (OP)
- Variations in the pre-crack procedure

















Crack closure effects





Digital image correlation (DIC)













Crack-tip-opening displacement (CTOD)









Stress-strain state at crack tip







Finite element model

- Abaqus CAE 6.12
- Elastic-ideally plastic material model
- Uniform temperature
- Planar crack
- Brick elements with reduced integration
- $10\mu m$ element size at crack tip









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Environmental effects





Out-of-phase In-phase

5µm





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5µm

Out-of-phase







- Crack morphology indicates influence of oxygen
- However, grain boundary sliding occurs despite absence of oxygen at high temperatures in Ni-base superalloys [1-4]

[1] Mat. Sc. Eng. A (2009) 510-511 301-306
[2] Exp. Mech. (2012) 52:4 405-416
[3] Mat. Sc. Eng. A (2014) 605 127-136
[4] Exp. Mech. (2015) 55:1 53-63





Concluding remarks





Conclusions

- Growth rate is governed by the **mechanical conditions at the crack tip**, rather than environmental effects.
- IP growth rate is higher than OP due to the temperature dependence of the yield strength



