

# **CASI STUDIO**

# Paletta di turbina





### Paletta di Turbina

This case study demonstrates how CES EduPack can help to suggest alternative materials for turbo blades, which relates to typical aerospace or automotive applications. We show how to ensure that requirements on material properties, such as high temperature and resistance to fast fracture and centrifugal loading are met. The case is inspired by an industrial R&D project presented at a conference.

## Materiali delle palette di turbina

A turbocharger works in a very hostile environment. Exhaust gases that drive the turbine can exceed 1000°C and are very corrosive.

The turbine disc, is located in a high-velocity jet of those gases.

There is some expansion of the gas across the turbine nozzle which reduces the temperature but, at the tips of the turbine rotor, it can approach exhaust gas temperatures. The turbine blades of jet engines work in similar or worse conditions from around 800°C upwards.

Moreover, the rotor system on many turbochargers operate in excess of **100000 RPM**. **Very high tensile** loads result from the centrifugal forces, in addition to vibrational and bending loads. **Thermal shock and Creep are also issues.** 

**Nickel-based superalloys** are therefore used for such turbine discs. These alloys retain high strength values even at high temperatures.

• Typical turbines are investment-cast from Inconel 713 C or 713 LC and turbine wheel castings can be treated with Hot Isostatic Processing (HIP) for improved structure, then heat-treated for the required strength. In this case study, we look for alternative material candidates to Inconel 713 for turbine blades in automotive or aerospace applications.

### Requisiti

A turbine blade is subjected to huge centrifugal load. The blades also must not fail due to bending during sudden turbine acceleration or vibrations, and consequently requires high strength and resistance to brittle failure.

It is well known that some superalloys and technical ceramics have sufficient properties to resist high temperatures, corrosion and creep.

In this case, we can focus on resistance to **fast fracture**, which would result in catastrophic failure with blades becoming projectiles, as well as resistance to **centrifugal loading**.

The fracture will be governed by crack propagation properties (*Fracture toughness*). For the centrifugal forces, we look for high strength in combination with low density for this particular application. Tensile strength, Yield strength or Fatigue strength are possible mechanical properties to consider.

**Fatigue strength** can be used for cyclic loads.

A more thorough case study of material properties for jet turbine blades using the same database and selection methodology has been published by **NASA**.

In the NASA study, blade bending loads and vibrations were considered as well as centrifugal load.

Temperature ranges (900-1000 °C) without taking into account internal cooling, thermal barrier coatings or single crystal designs.

### All Materials



#### Breakdown design requirements into:

Function – What does the component do?

Constraints – What essential conditions must be met?

Objectives – What is to be maximized or minimized?



Screen on constraints - 'Go' / 'no-go' criteria (usually many)
Rank on objectives - Ordering of materials that 'go'



**Top Candidate Materials** 



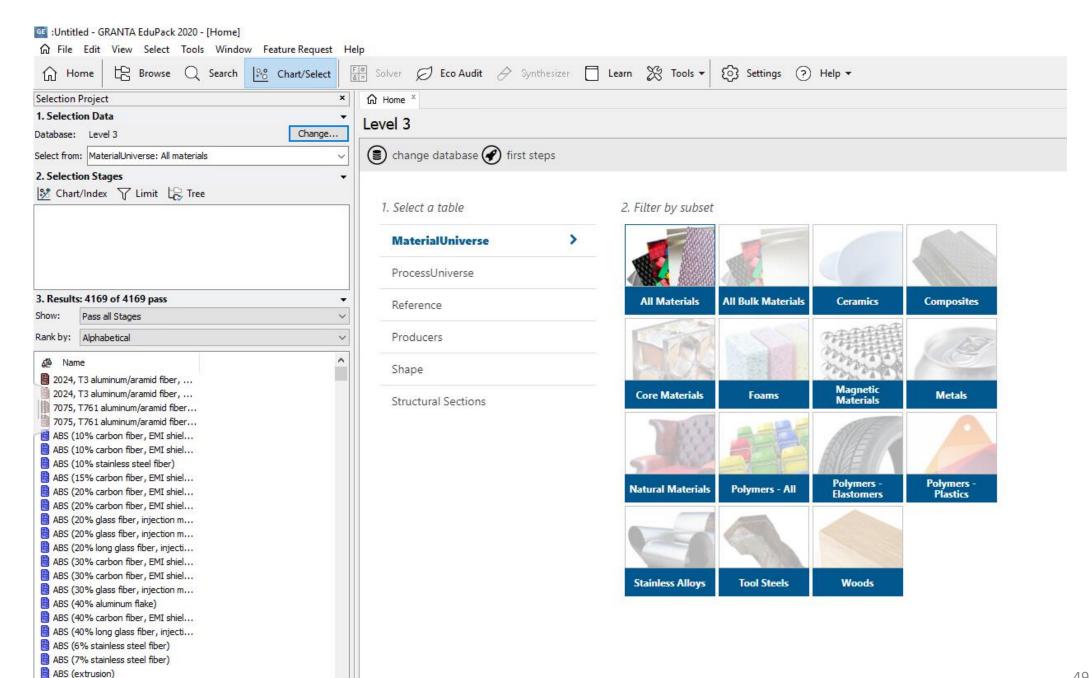
Supporting information – Specialist databases, contact suppliers Local conditions – Preferred suppliers, process capability, location



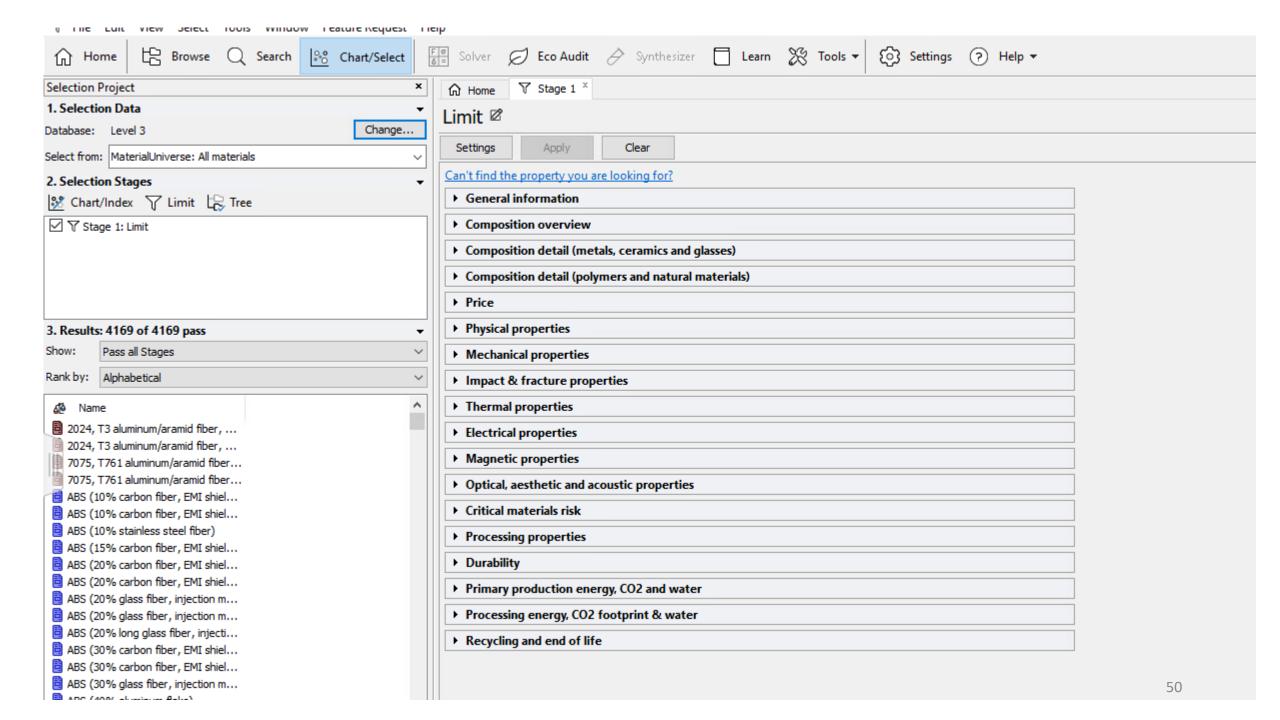
**Final Selection** 

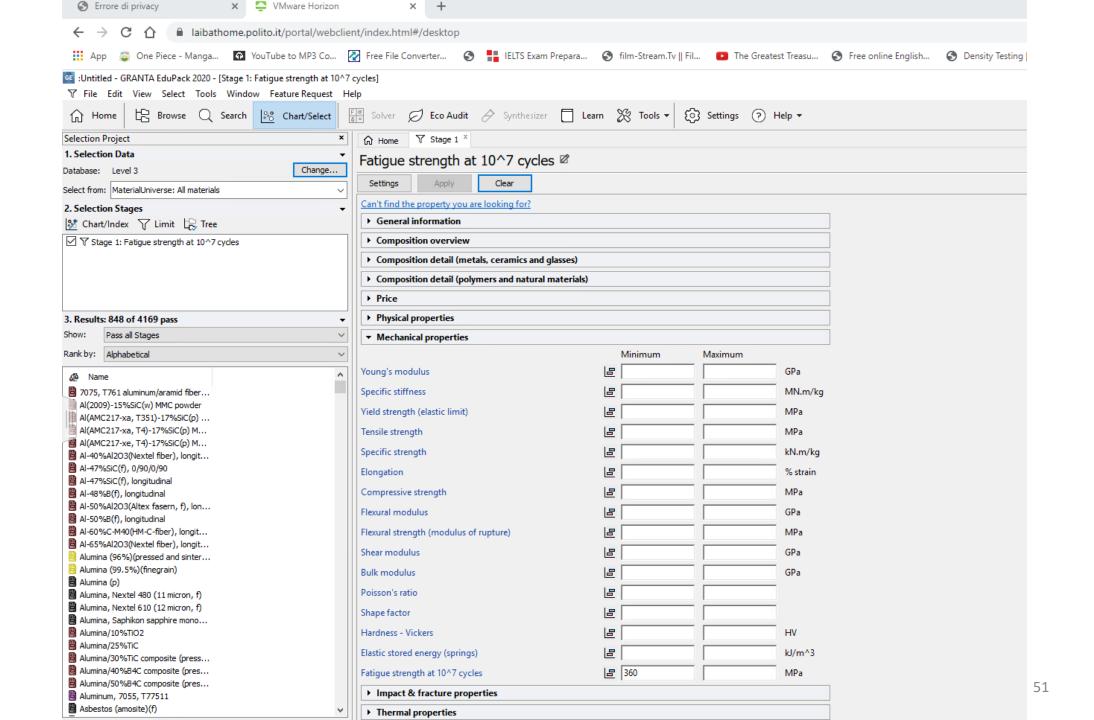
### Vincoli e limiti

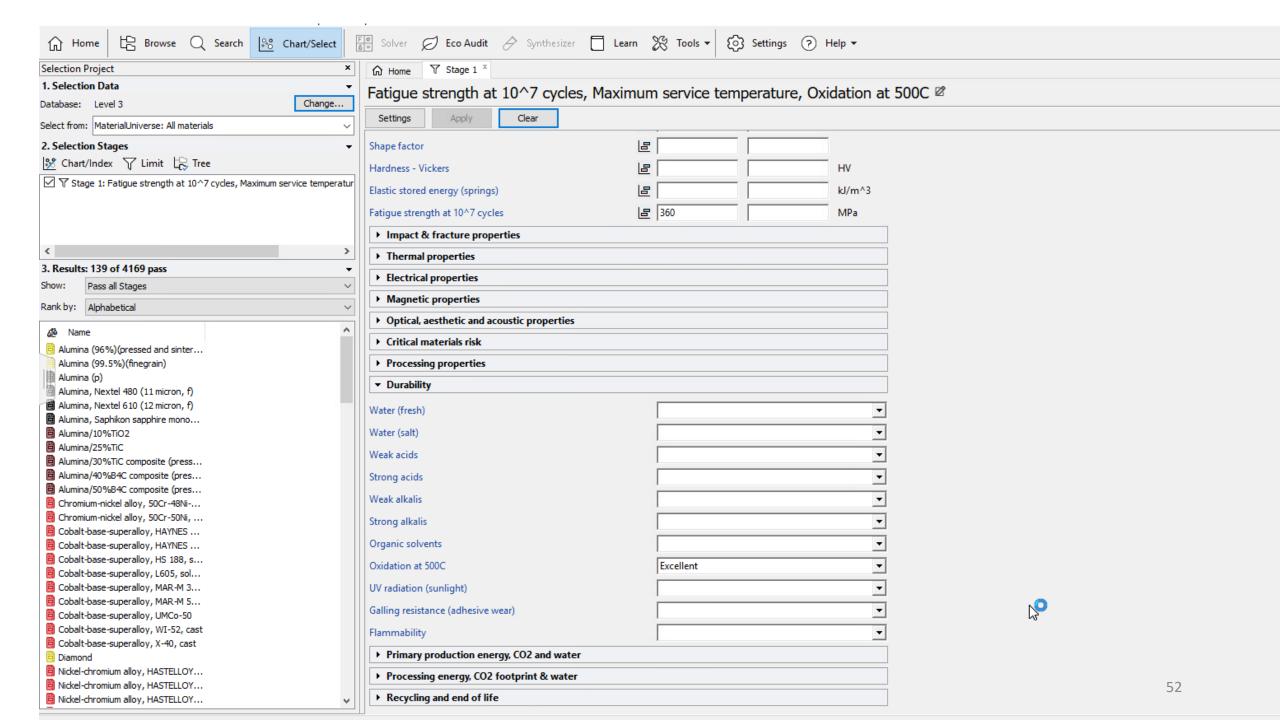
- Adequate Fatigue Strength (at 10<sup>7</sup> cycles) >360 MPa
- Thermally stable at Service temperatures > 900°C
- Resistant to oxidation at high temperatures: Excellent
- Only Technical ceramics and Metal alloys considered
- Metals should be manufactured by Investment casting

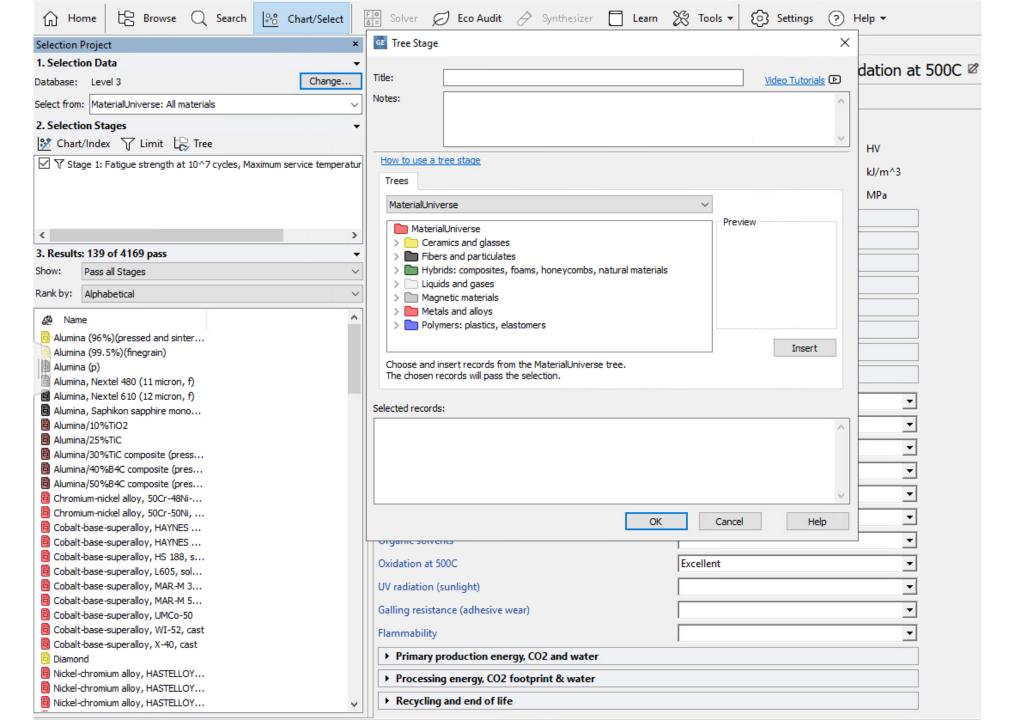


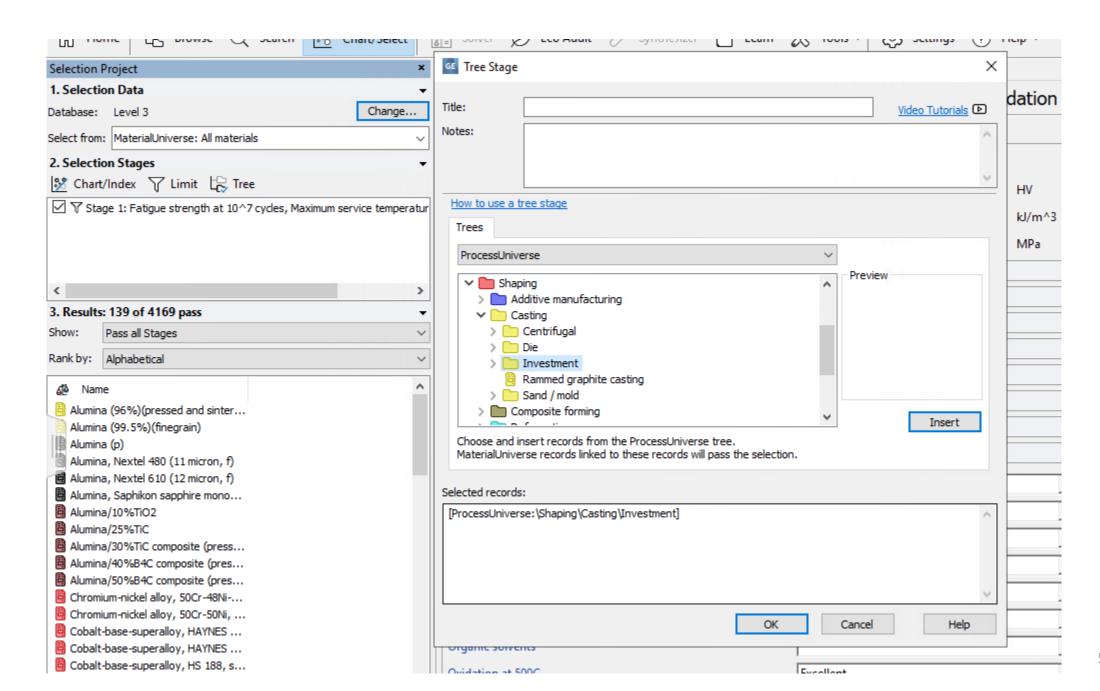
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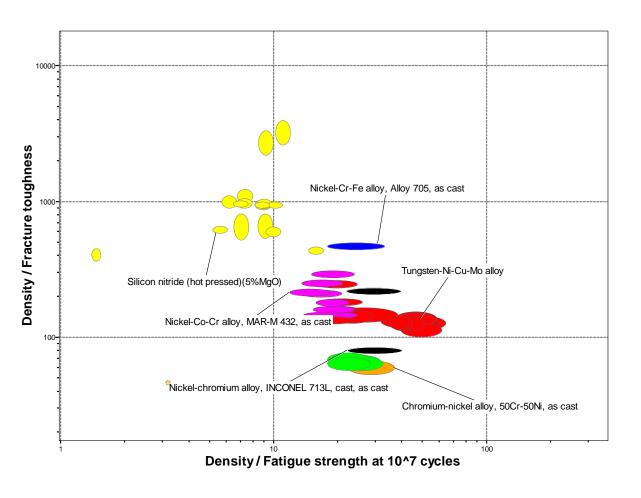


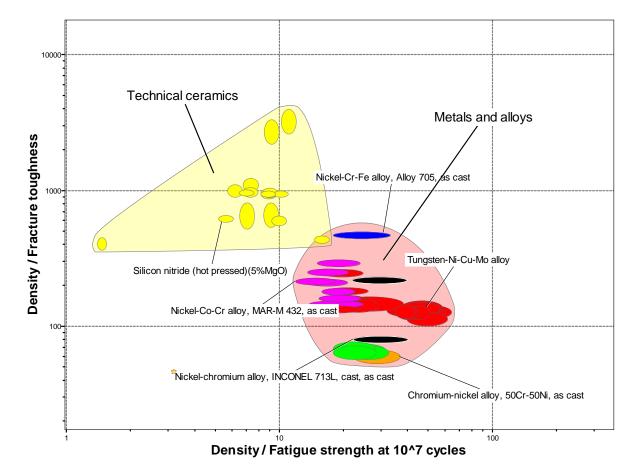






#### Candidates at 900 °C





#### Tutorials and Case Studies > Materials Case Studies > Mechanical > Materials for Cooling face

#### The Model

A blade (Figure 7.1) has mean section area A and length  $\alpha R$ , where  $\alpha$  is the fraction of the fan radius  $\rho$  which is blade (the rest is hub). Its volume is  $\alpha RA$  and the angular acceleration is  $\omega^2 R$ , so the centrifugal force at the blade root is

$$F = p(\alpha RA) \omega^2 R \qquad (M7.1)$$

The force is carried by the section A, so the stress at the root of the blade is

$$\sigma = \frac{F}{A} = \alpha \rho \omega^2 R^2 \qquad (M7.2)$$

This stress must not exceed the failure stress  $\sigma_f$  divided by a safety factor (typically about 3) which does not affect the analysis and can be ignored. The stress at which fast fracture will occur is:

$$\sigma_f = \frac{K_{10}}{\sqrt{\pi a}}$$

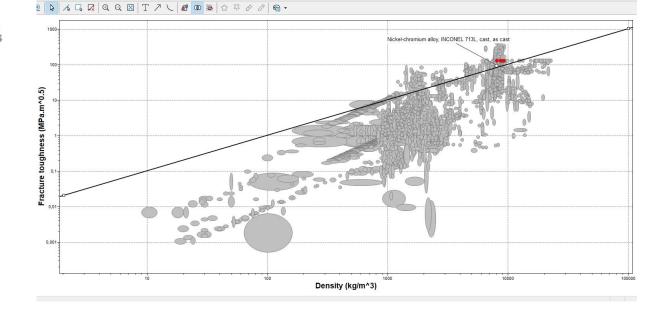
where  $K_{10}$  is the fracture toughness of the material of the blade and  $\alpha$  is the length of the largest defect it contains. Non-destructive testing can ensure that this is less than some detection limit, a\*. Thus, for safety:

$$\alpha \rho \omega^2 R^2 < \frac{K_{10}}{\sqrt{\pi a^*}}$$

$$\alpha < \frac{1}{R} \left( \frac{1}{\alpha \sqrt{\pi a^*}} \right)^{1/2} \left( \frac{K_{BC}}{\rho} \right)^{1/2}$$
(M7.3)

The lengths R and  $a^*$  are fixed, as is  $\alpha$ . The safe rotational velocity  $\omega$  is maximized by selecting materials with large values of

$$M_1 = \frac{K_{10}}{\rho}$$



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racture toughness (MPa.m^0.5) vs. Density (kg/m^3) ☑

### 2° ESEMPIO

