

Materials Microstructures: Your #1 Source for Uncertainty in Component Properties

- or -

How I Learned to Stop Worrying and Love Materials Science

Corbett Battaille

1814

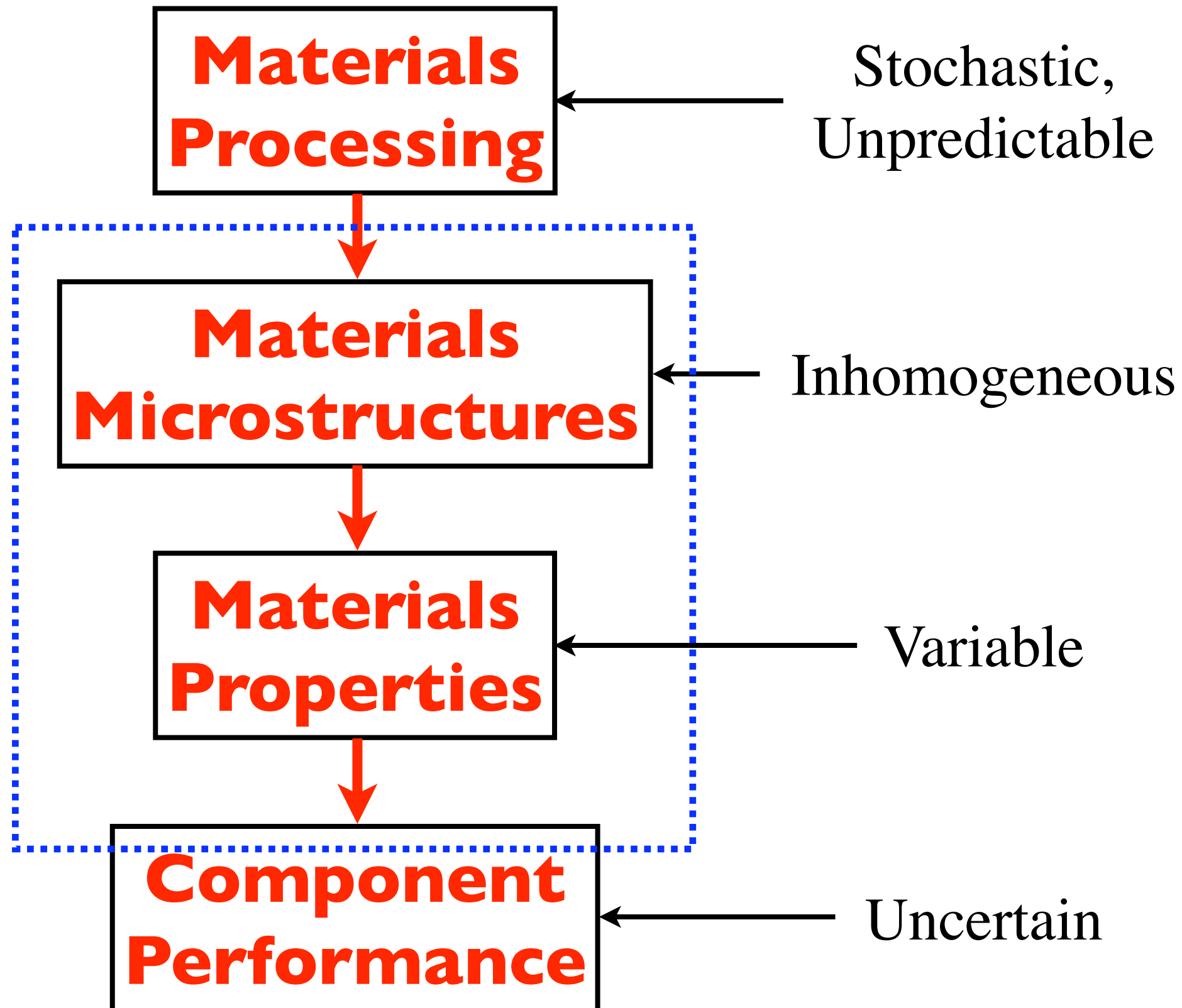
(Computational Materials Science and Engineering)

**Luke Brewer (1814), Rich Field (1526),
John Emery (1524), Steven Trujillo (1514)**

Introduction

- No two devices / parts / components behave identically.
- Uncertainty in component behavior has several sources.
- Most components are made of materials.
- Most materials have internal (micro-)structures.
- Processing imparts microstructure variations.
 - Processing is not truly repeatable.
 - Process conditions are not uniform (in space / time).
 - Most materials naturally form inhomogeneously.
- Microstructures evolve with time (i.e. “age”).
- Microstructure variations produce property variations.
- Materials property variations lead to component property variations.
- No two devices / parts / components behave identically.

Introduction

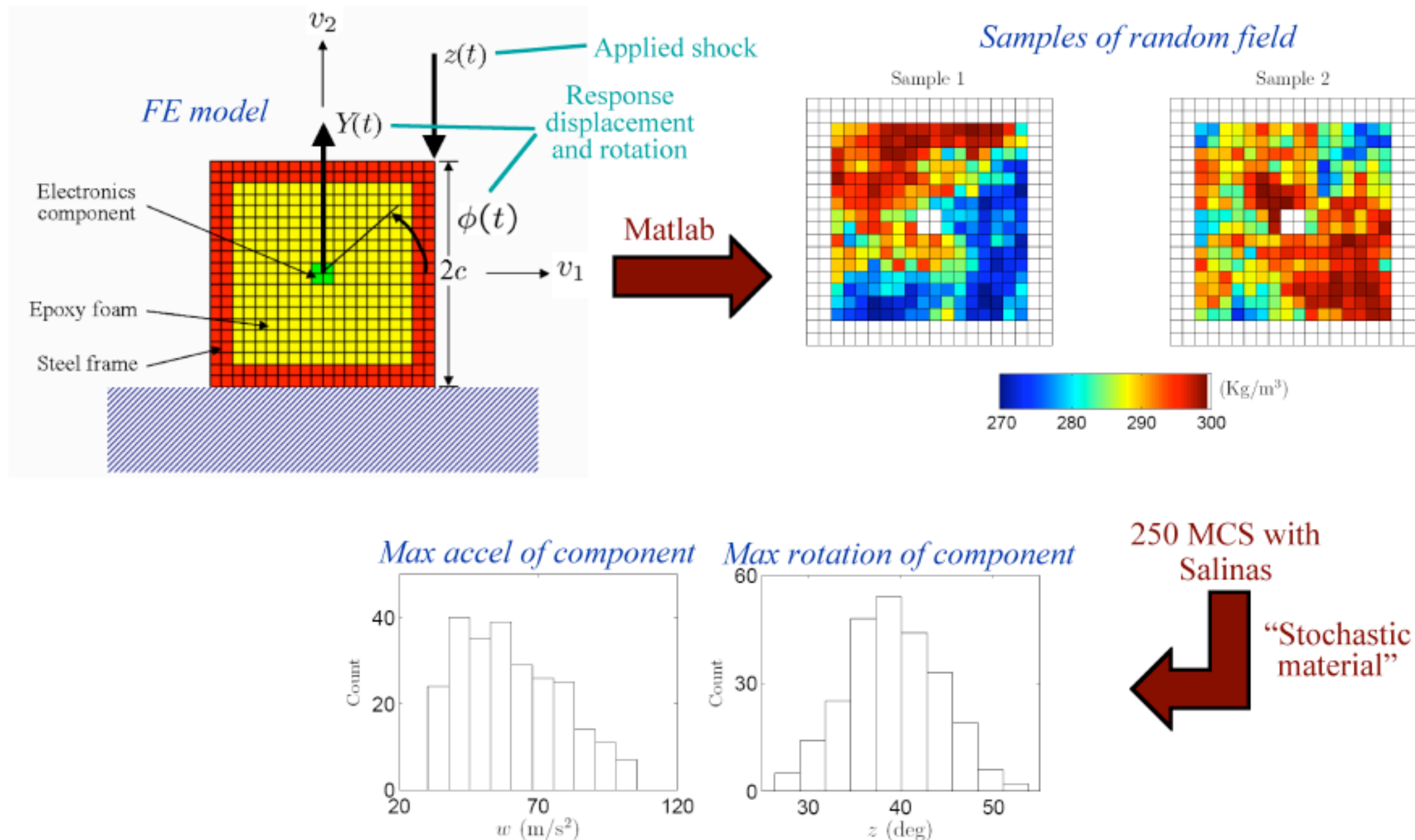


Outline

- Example of ongoing “component QMU” research
- Examples of microstructure-induced variability:
 - Inhomogeneity in materials microstructures
 - Variability in materials properties
- Examples of “toy” simulation problems:
 - Polycrystalline elastic Si cantilever
 - Two-phase conductor
- Generalized simulation procedure
- Summary

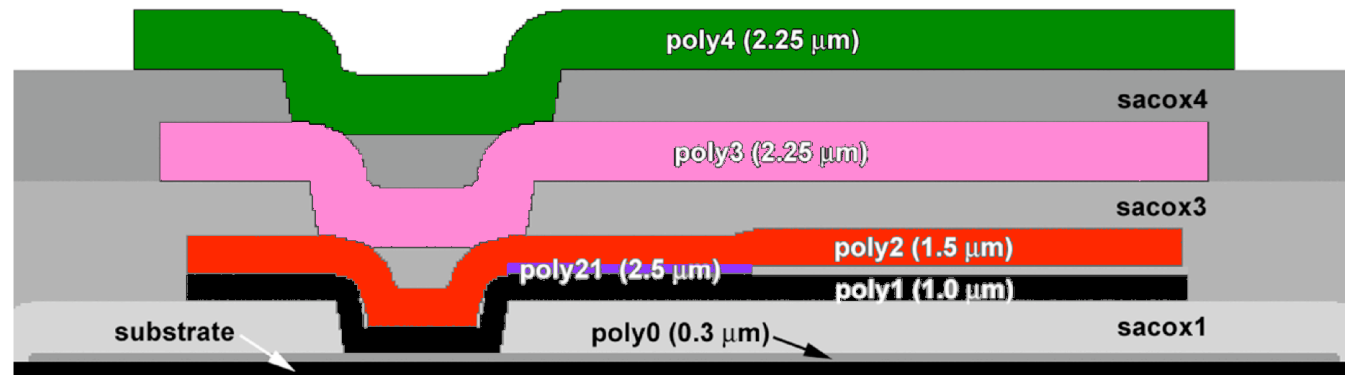
QMU in Component Performance

Density variations in EF-AR20 epoxy foam:

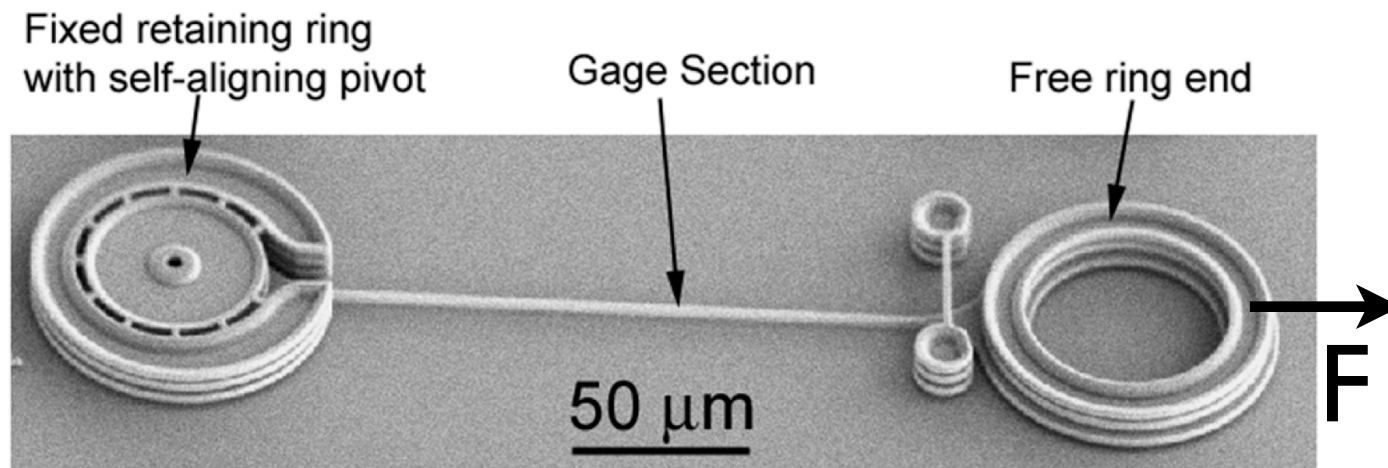


Variability in Failure Strength of PolySi

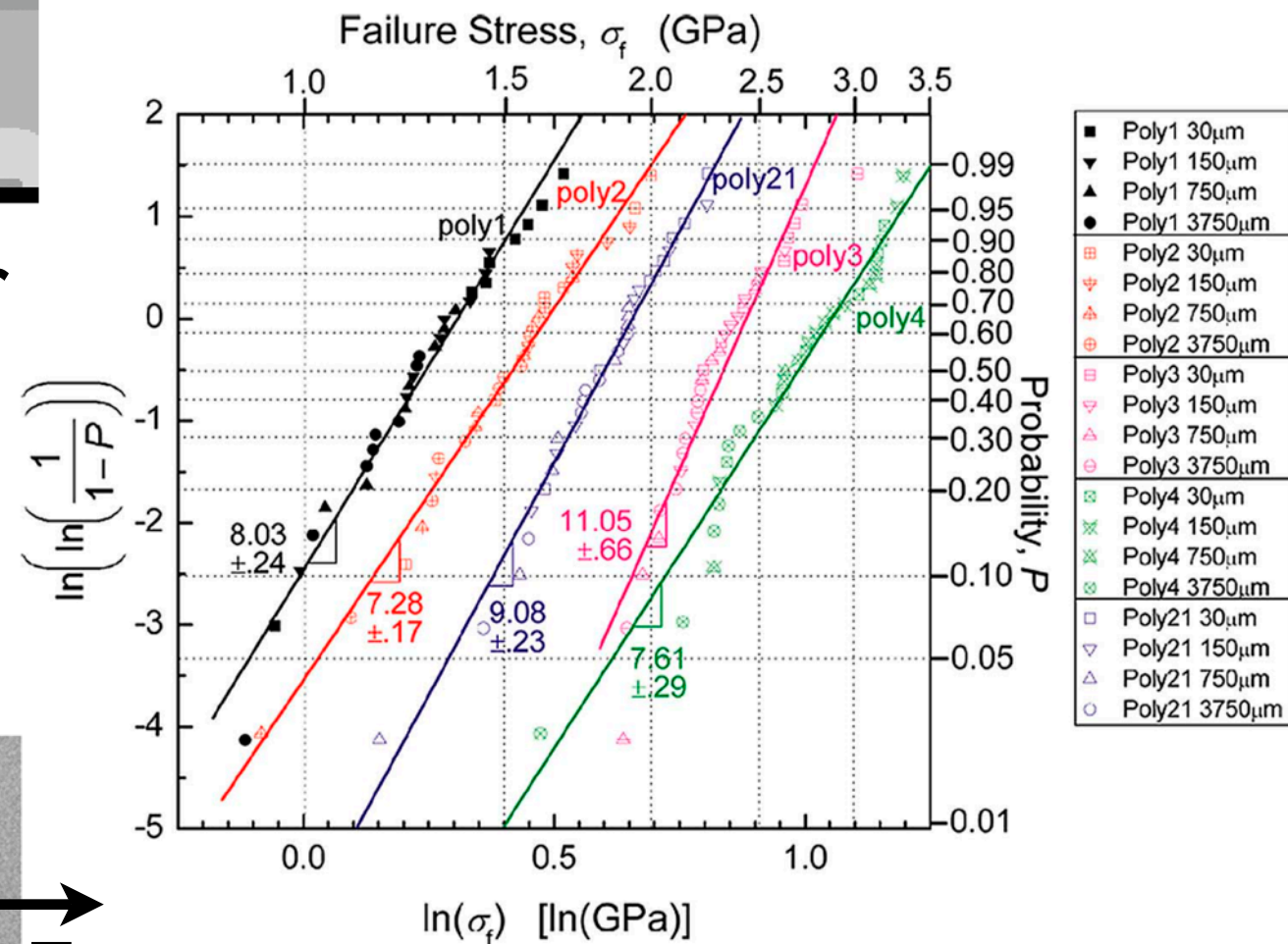
Surface flaws produce variability in failure behavior:



SUMMiTV™ Notional Multilayer Cantilever Assembly



Tensile Test



Weibull Statistics

Microstructure Variations in Tool Steels

How To Tell A Good High Speed Tool Steel



When You See One In A Microscope

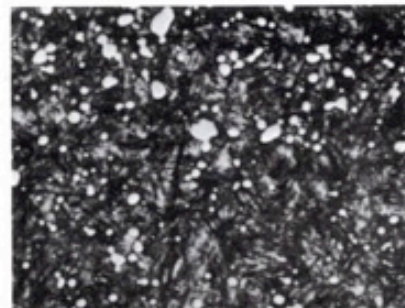
Material is high speed tool steel, which has been hardened and tempered, except as noted. (Samples showing grain size are untempered.) Nital was the etchant. Oxidized sample is unetched.

Uniformity of carbide distribution depends on section size involved — example shown is for 1-inch diameter bar.

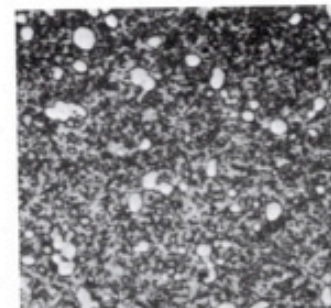
HEAT
TREATED
STRUCTURE

X1000

SHOULD LOOK LIKE THIS

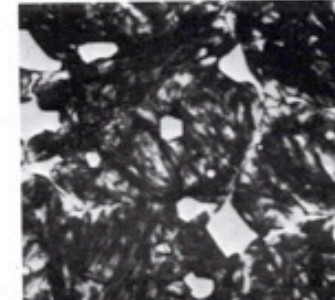


NOT THIS



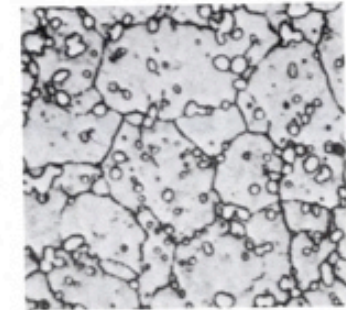
UNDERHEATED

NOR THIS



OVERHEATED

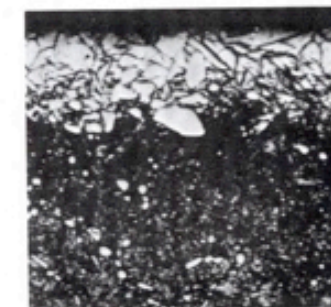
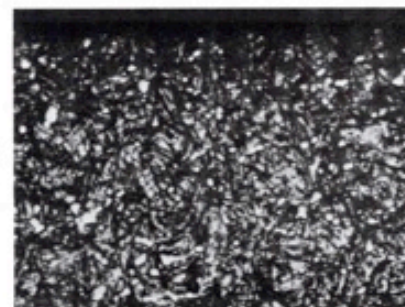
NOR THIS



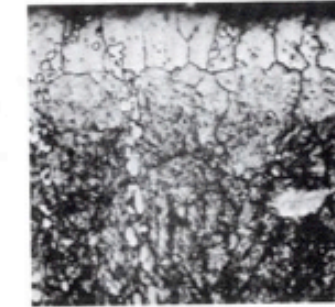
UNDERTEMPERED

SURFACE
CONDITION

X500



CARBURIZED



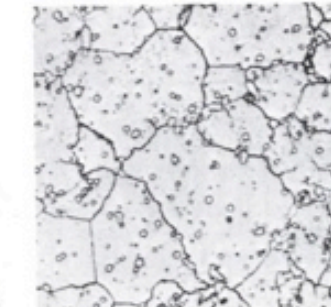
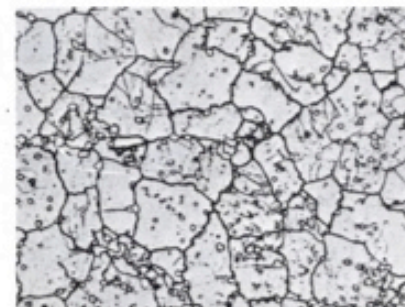
DECARBURIZED



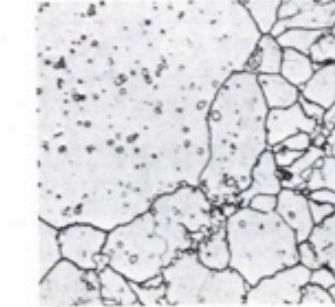
OXIDIZED

AUSTENITIC
GRAIN SIZE

X500



COARSE



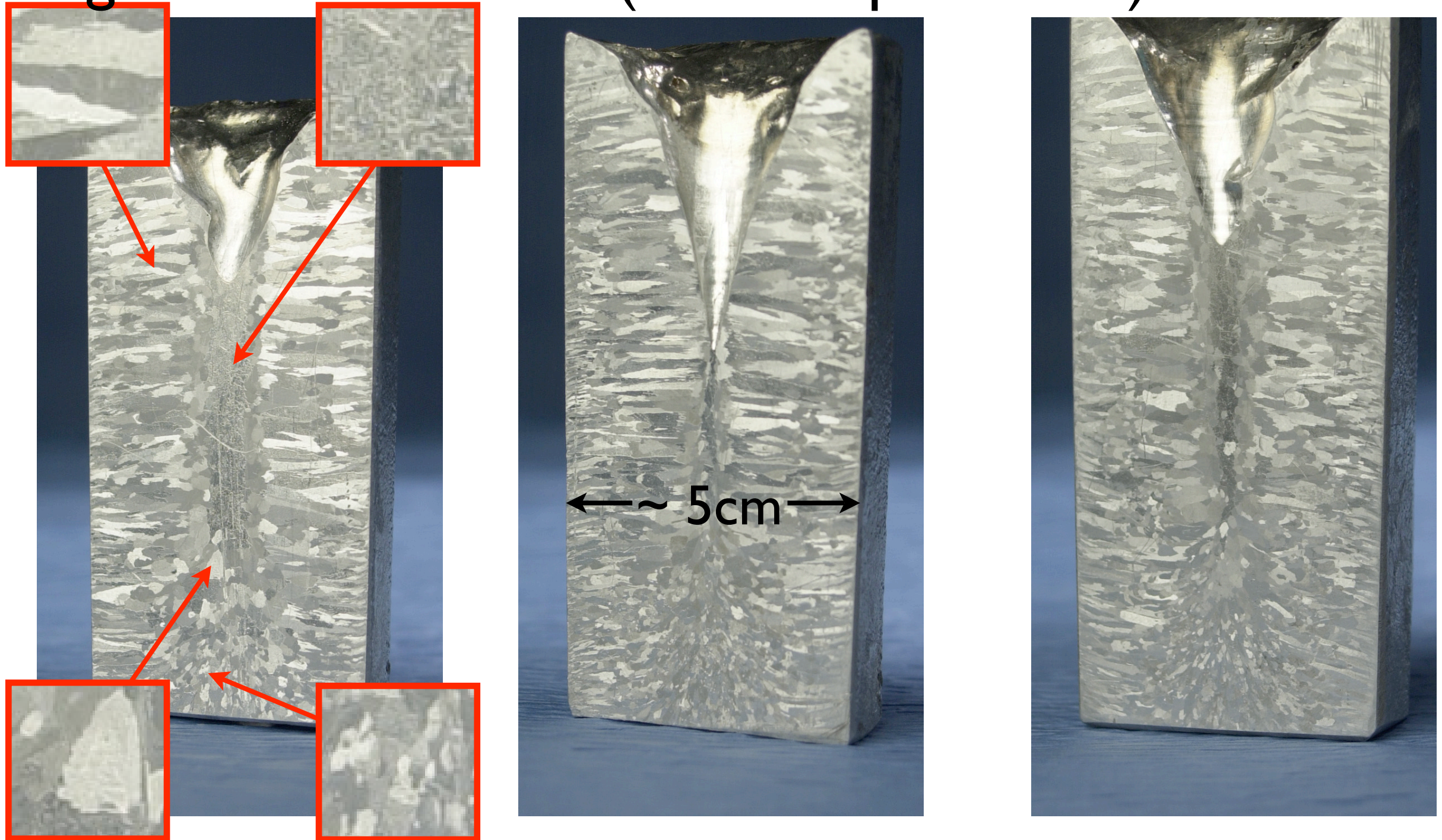
DUPLEX

**LATROBE
STEEL COMPANY**

A TIMKEN COMPANY SUBSIDIARY
LATROBE, PENNSYLVANIA 15650-0031 U.S.A.

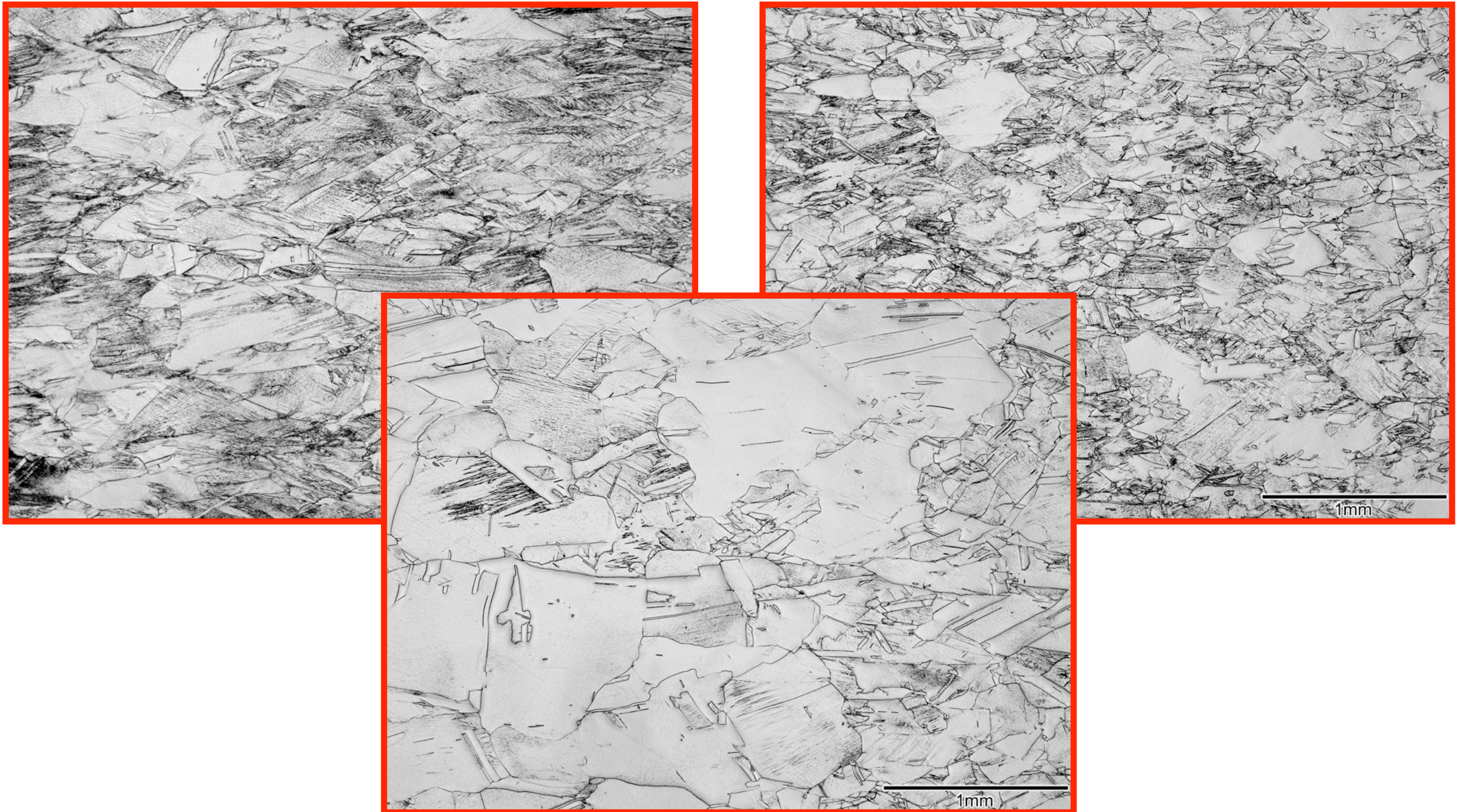
Pure Aluminum Ingots

Nonuniform solidification produces large inter- and intra-ingot microstructure (and compositional) variations:



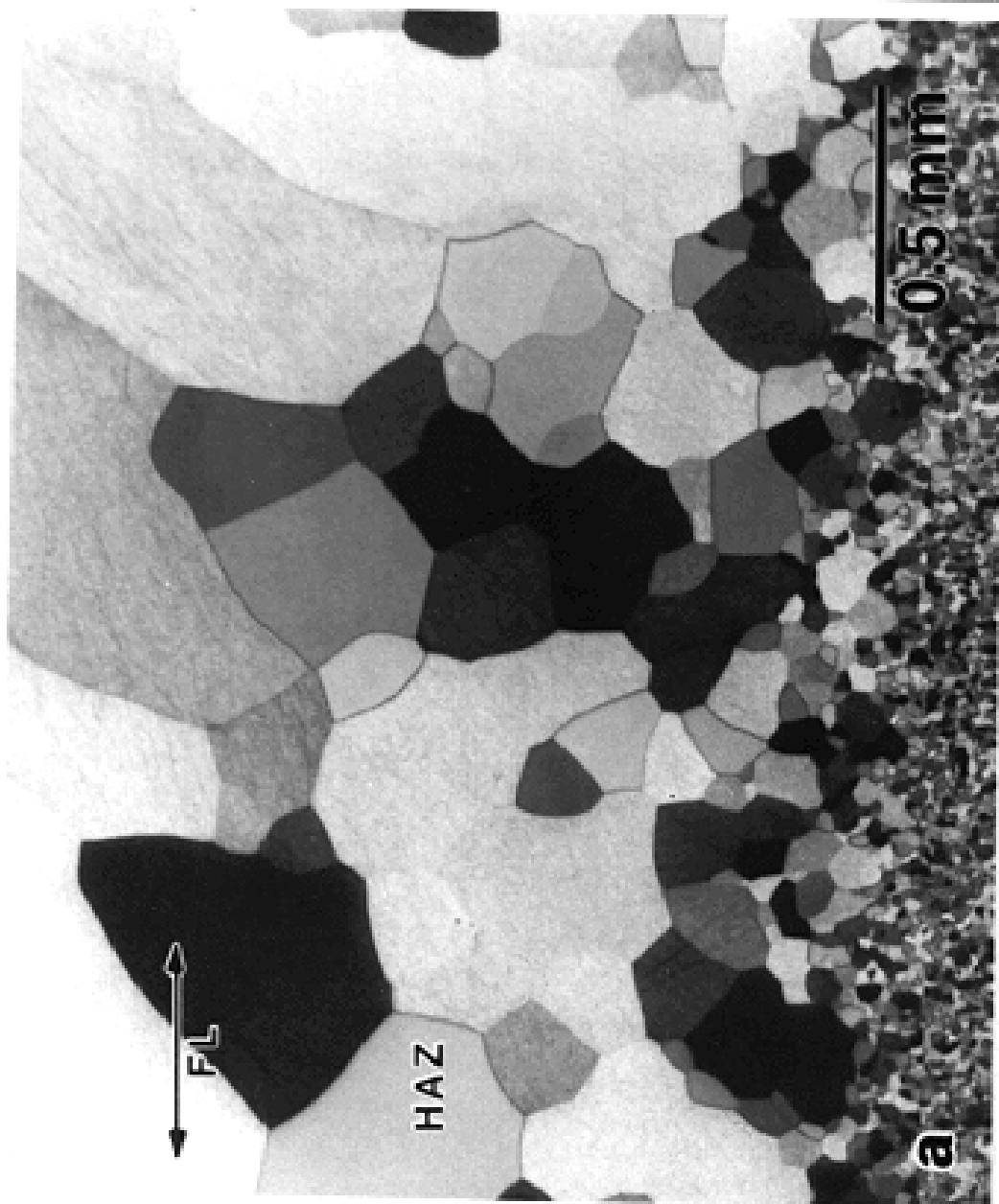
Forged Copper Bar

More microstructure variations within a single part:

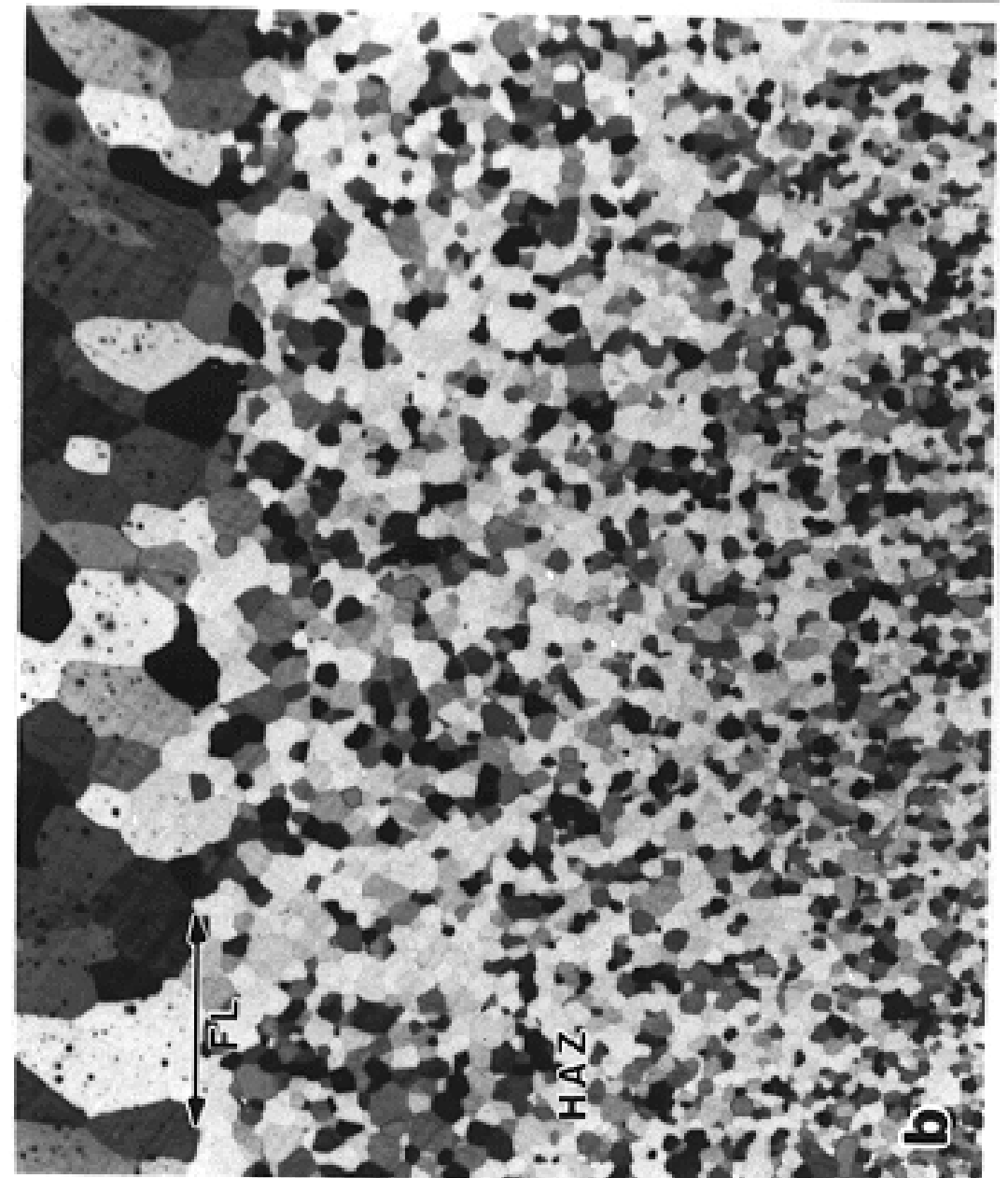


HAZ* in Molybdenum Welds

Impurities dramatically affect weld microstructures:



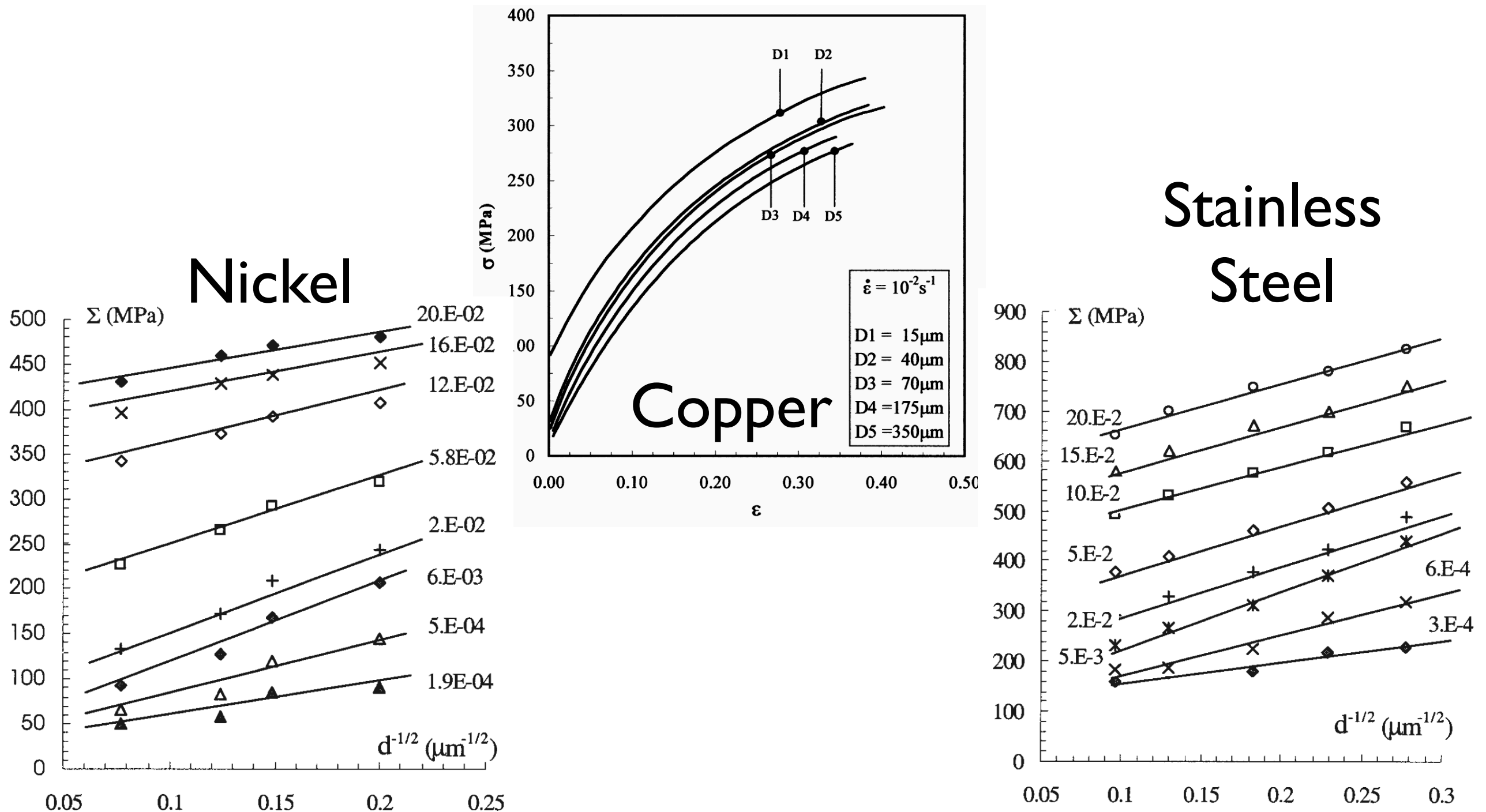
Pure Mo



w/ Oxide Particles

Hall-Petch Effect in Metals

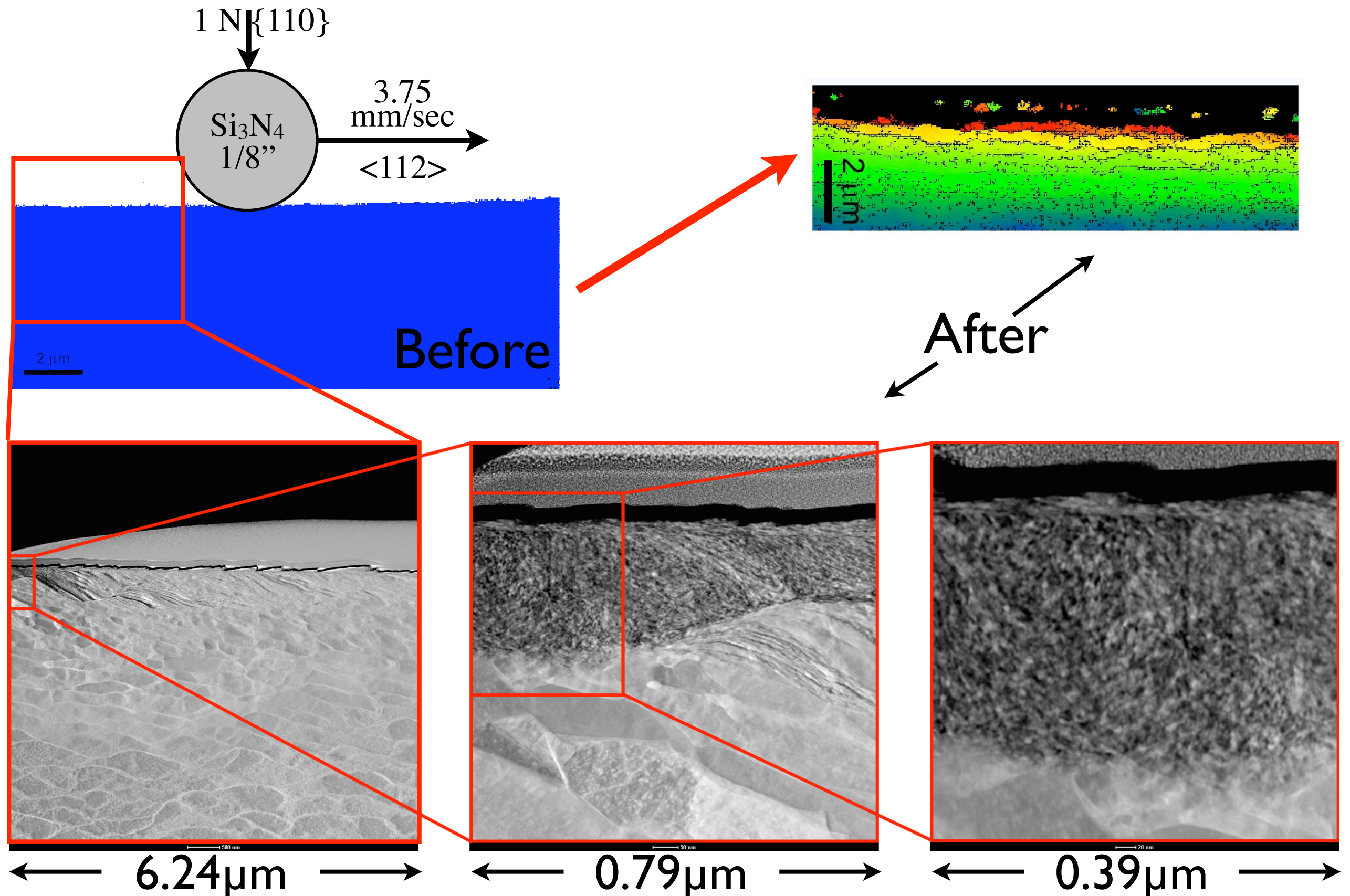
The yield strength of a metal depends on its grain size:



J.V. Fernandes and M.F.Vieira, *Acta Mater.* **48** (2000) 1919.

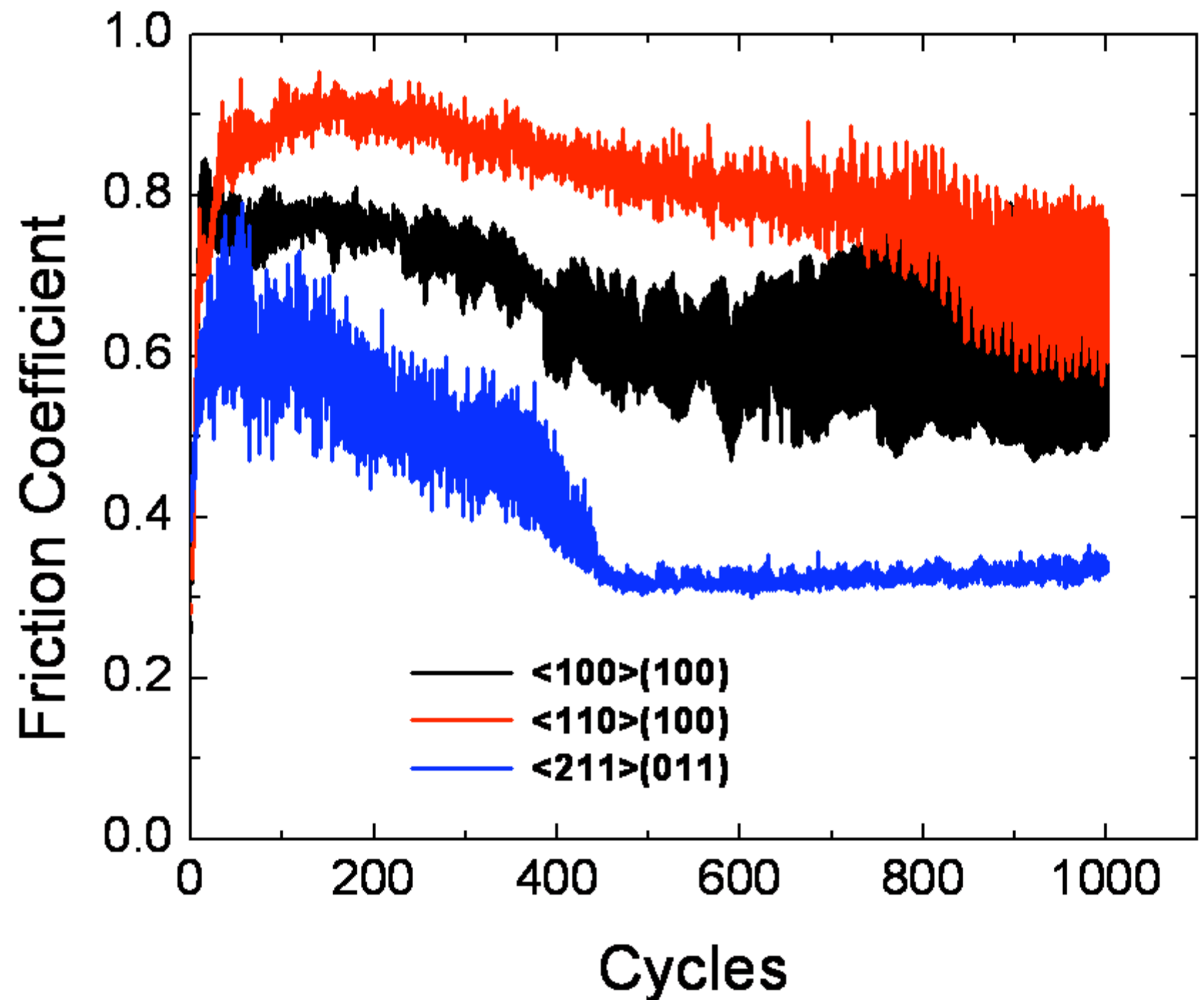
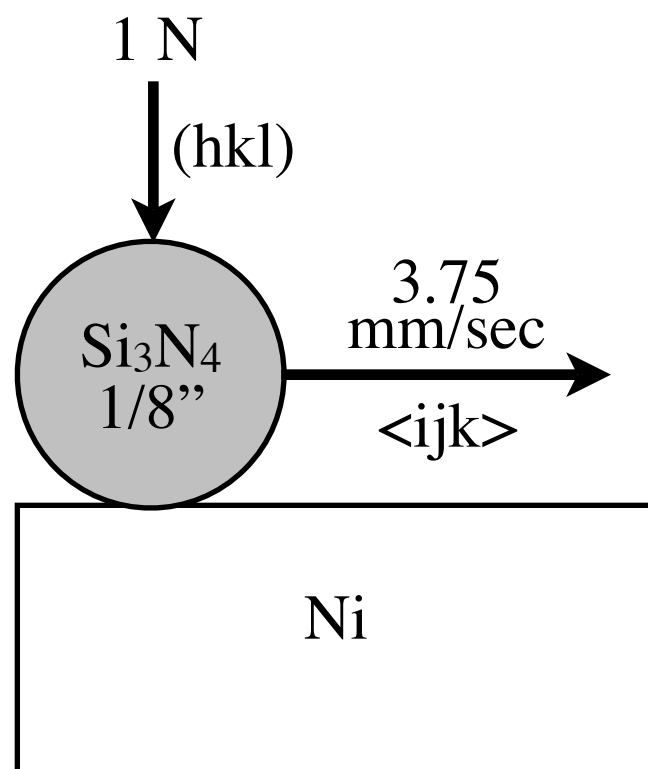
X. Feaugas and H. Haddou, *Met. Trans. A* **34A** (2003) 2329.

Wear of Nickel Single Crystals

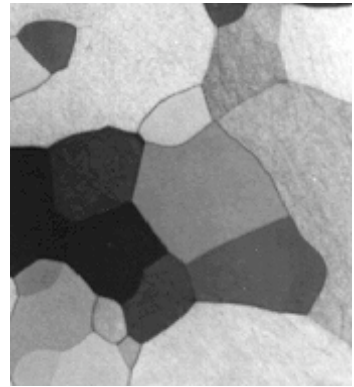


Friction of Nickel Single Crystals

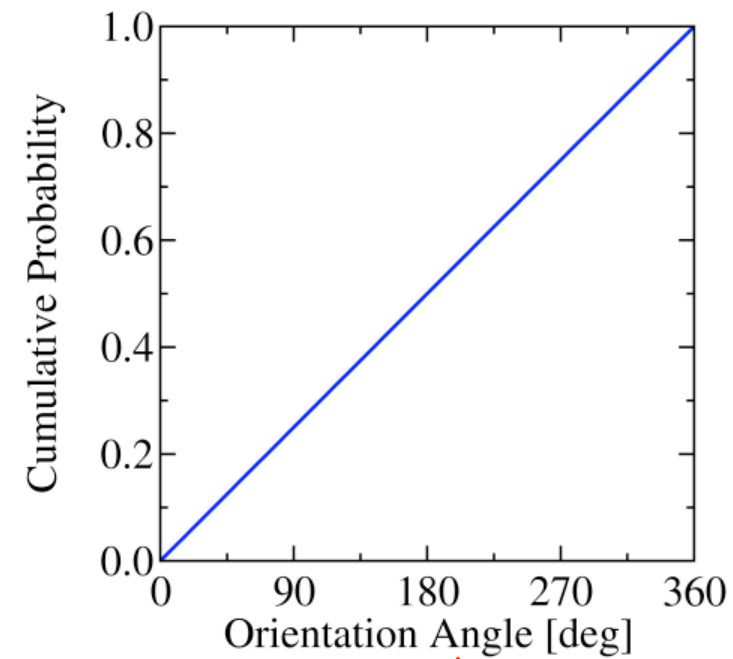
Crystallographically-sensitive wear leads to lubrication:



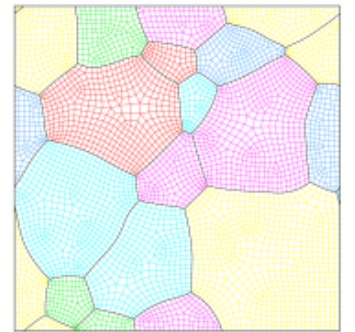
Example I A: Elastic Polycrystal



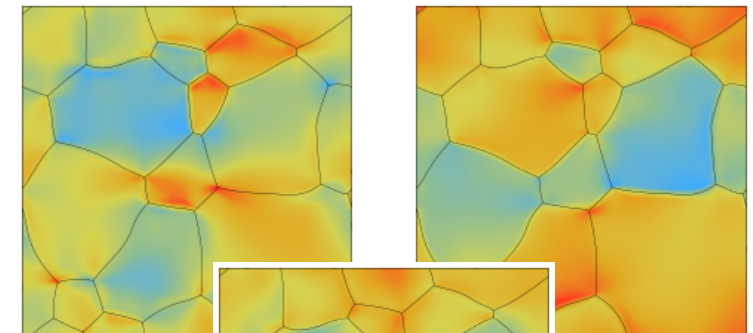
Experimental
Characterization
(EBSD)



Mesh

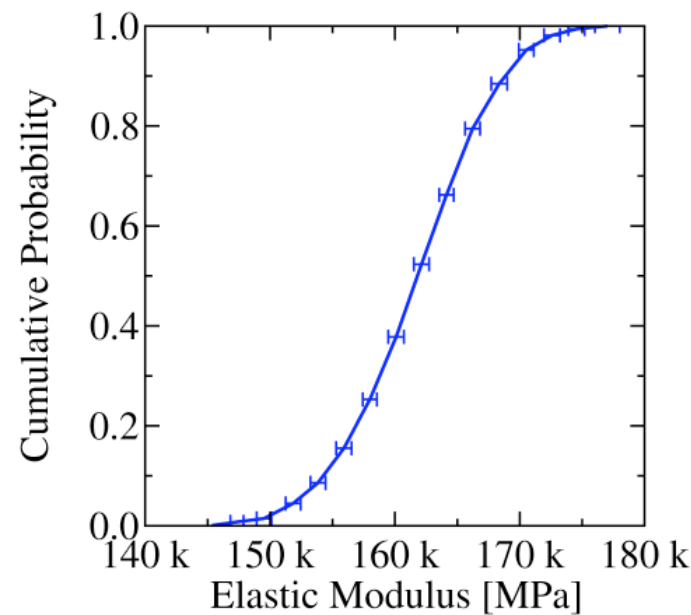
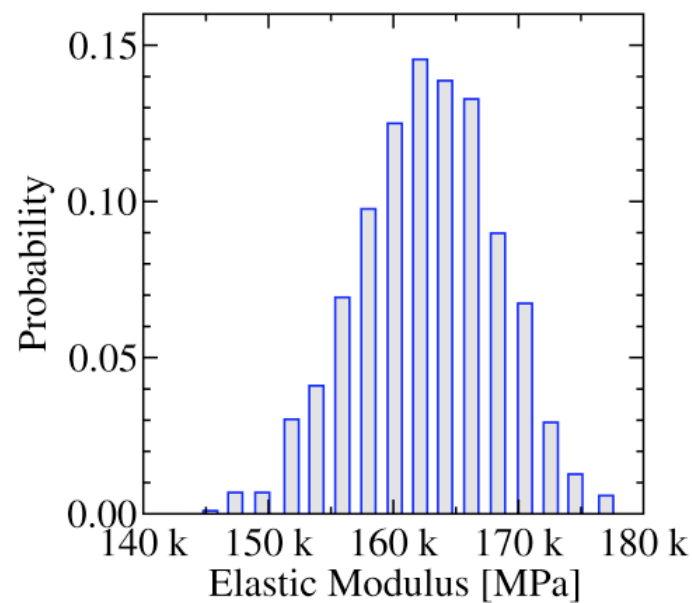


Sampling

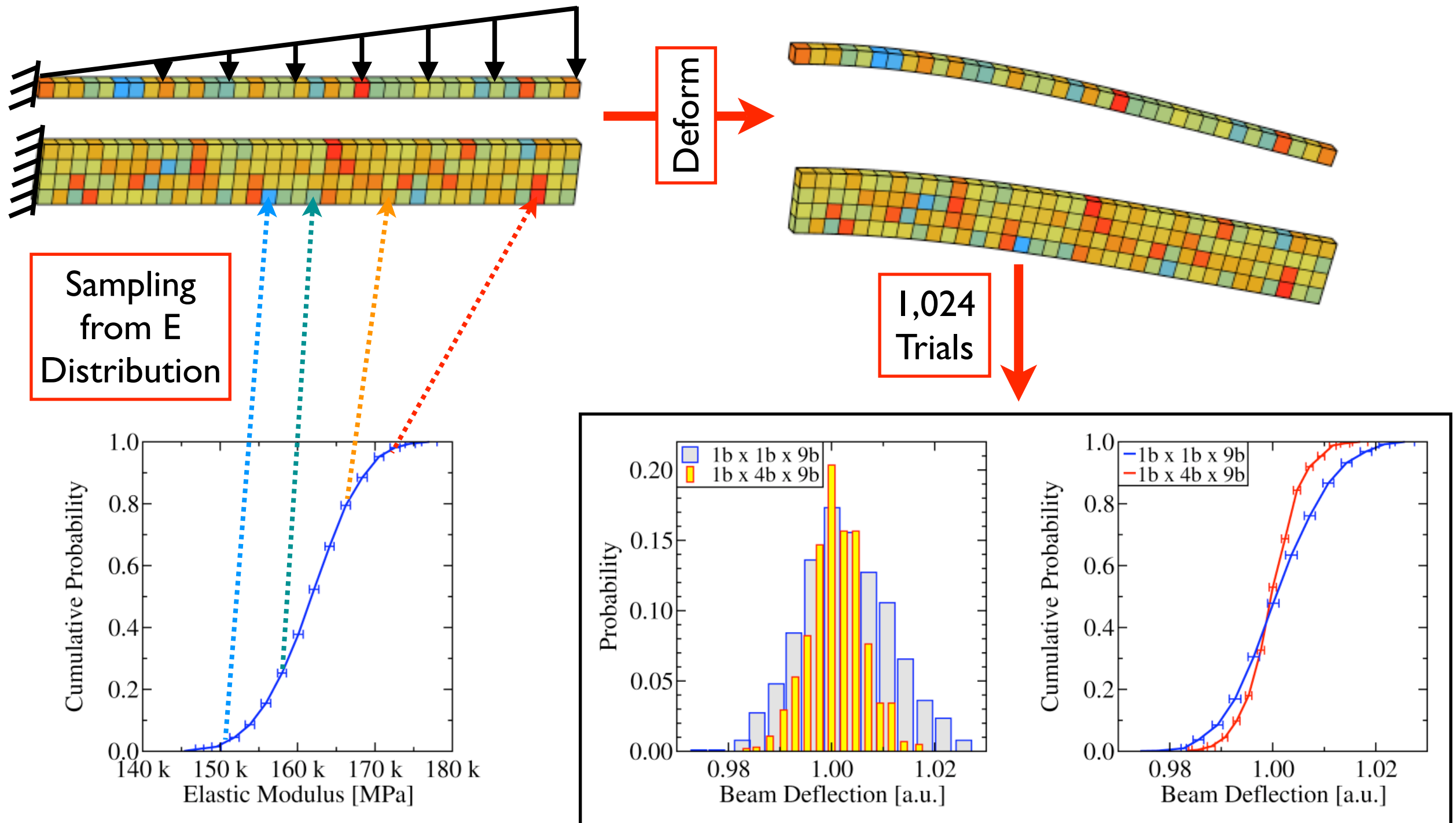


1,024
Trials

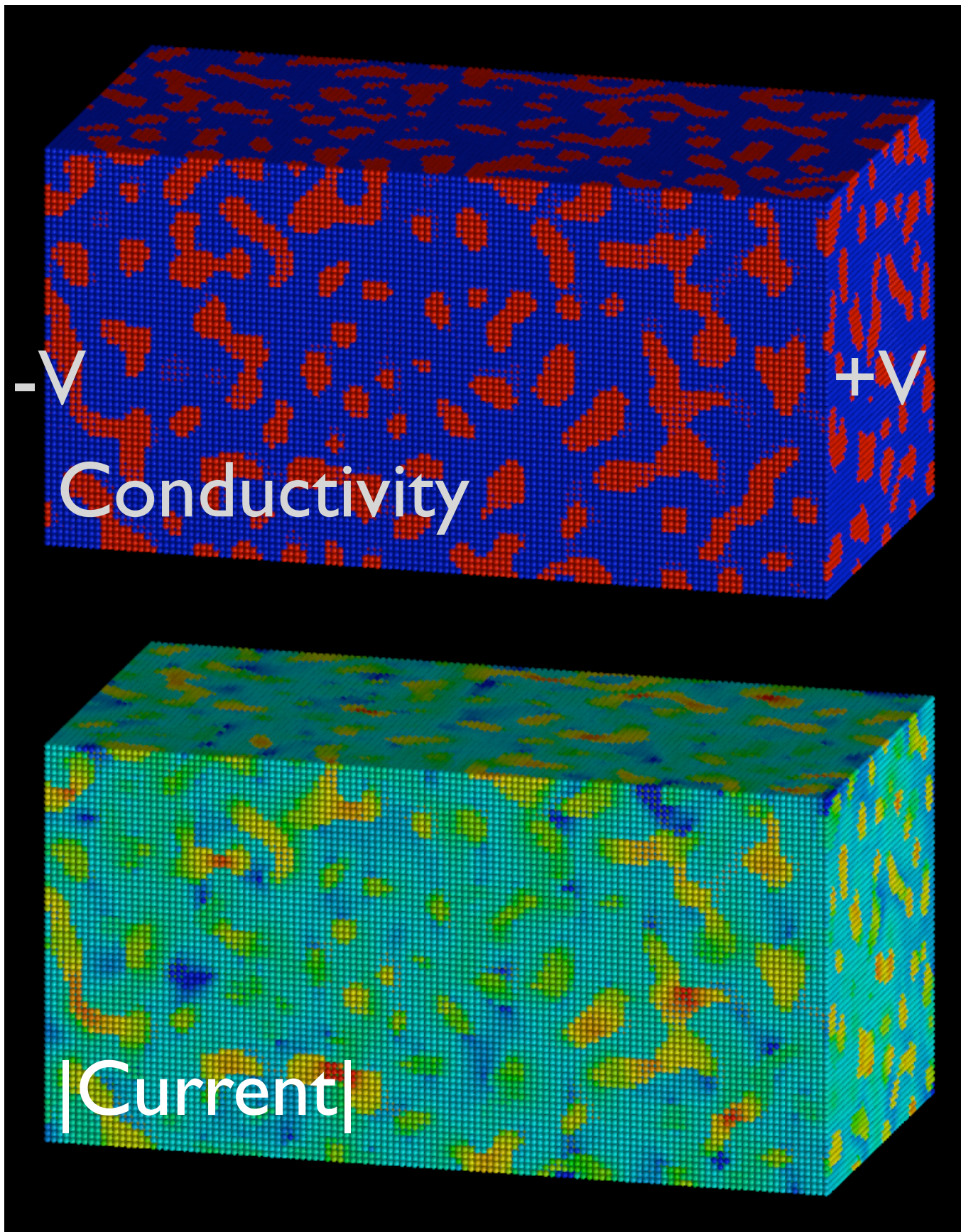
Deform



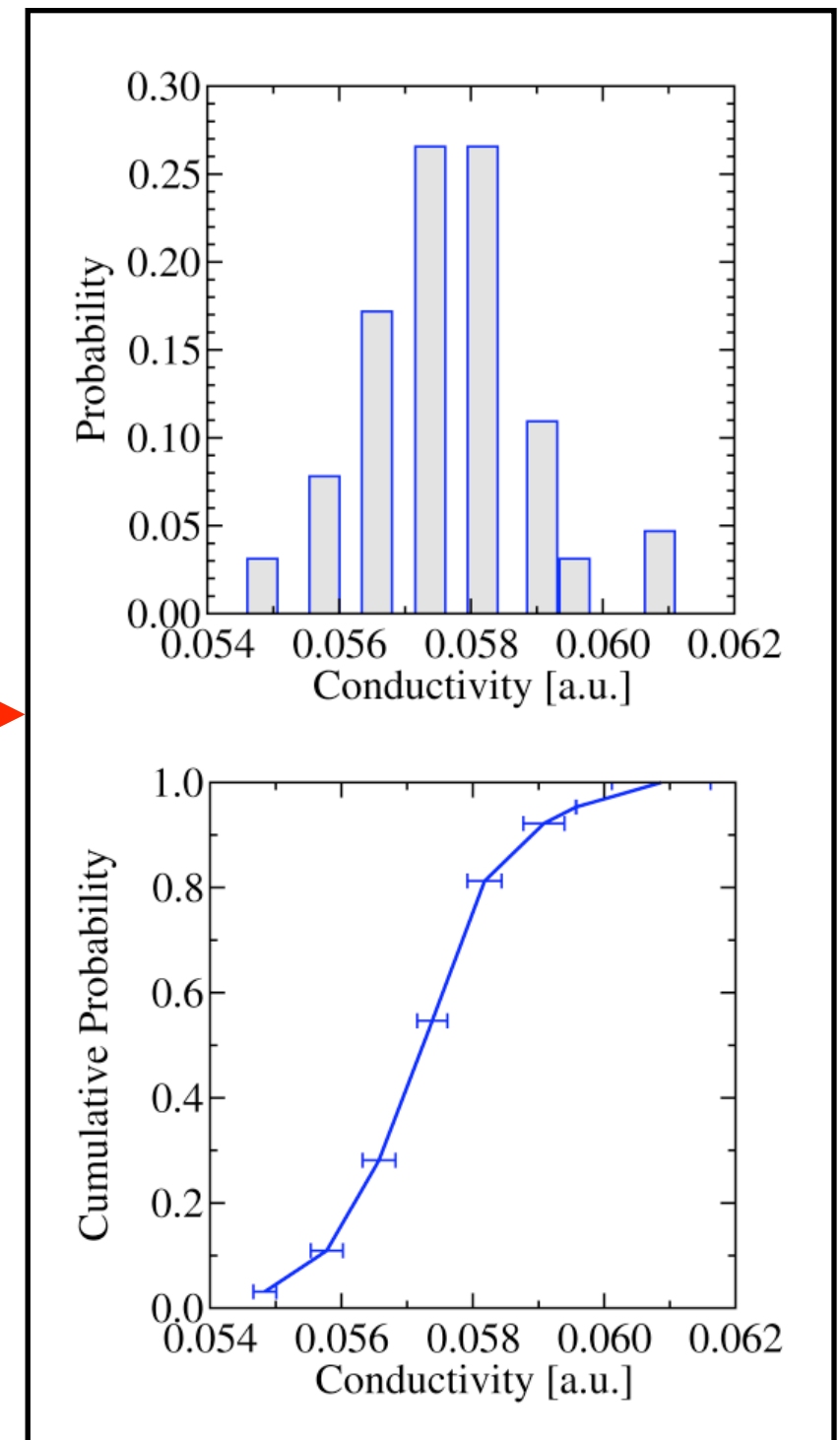
Example I B: Elastic Cantilever



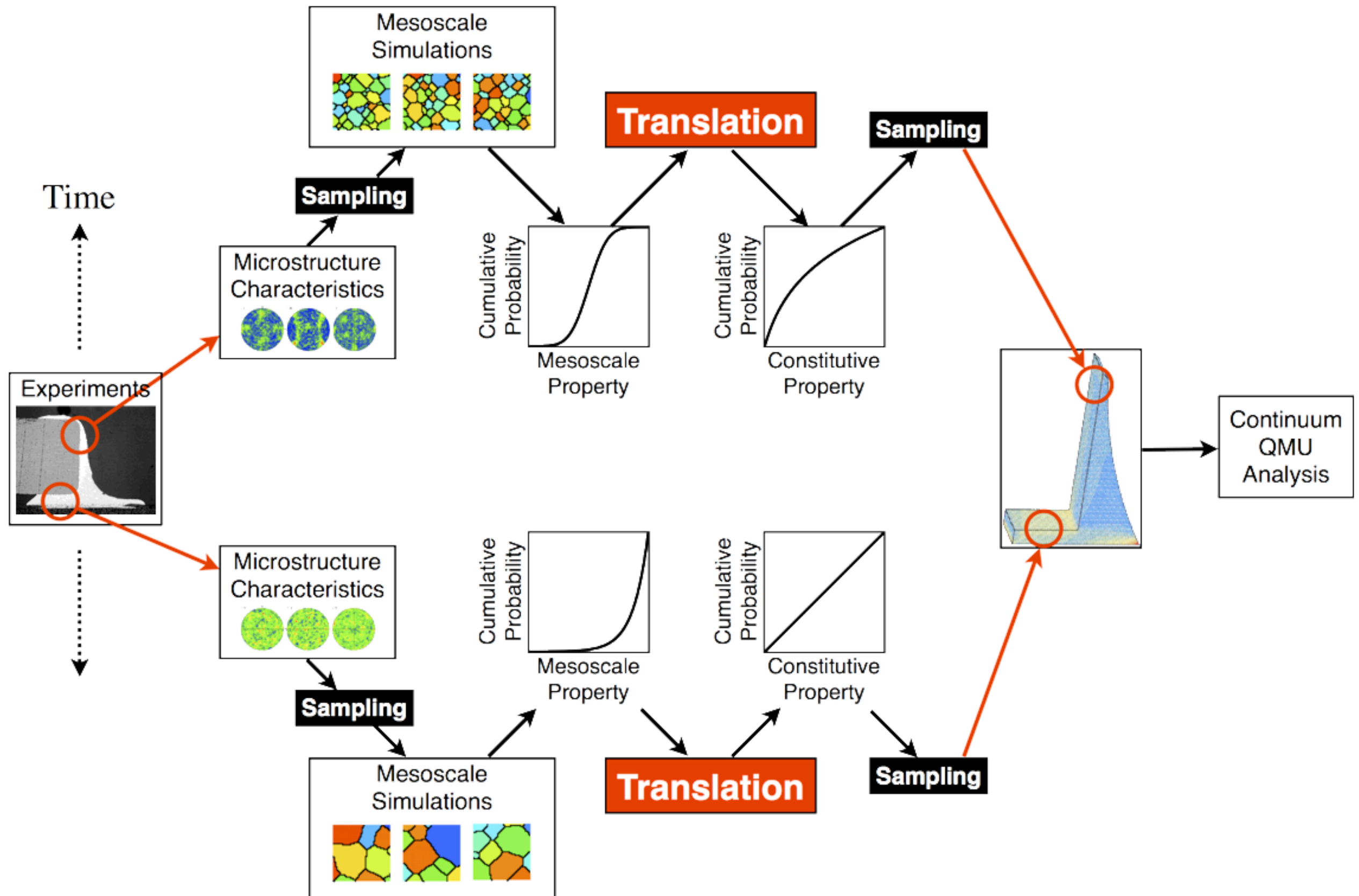
Example 2: Two-Phase Conductor



64
Trials



Generalized Analysis Procedure



Challenges

- Translating microstructural statistics to the continuum scale is not usually so straightforward:
 - Microscale Cond. → Macroscale Cond. = trivial
 - Microscale Elasticity → Beam Deflection = easy
 - Microscale Plasticity → Fatigue Life = hard
- Microstructural length scale must correspond to continuum domain resolution:
 - Statistics are scale- (i.e. population-) dependent.
 - Potential source of computational limitation.
- Microstructural features can act in two ways:
 - Collectively (e.g. texture → deformation).
 - Critically (e.g. flaws → failure, percolation → cond.).

Summary

- No two devices / parts / components behave identically.
- Most materials have internal (micro-)structures.
- Processing and aging impart microstructure variations.
- Microstructure variations produce property variations.
- Materials property variations lead to
significant uncertainty in component performance
(depending on scales and population sizes).
- Materials property statistics (measured or modeled)
are needed to inform robust “performance QMU.”

Thanks for Your Attention

From “Metallurgy of the RMS Titanic,” NIST Internal Report 6118, by Tim Foecke:

Conclusions

- The steel used to construct the RMS Titanic’s hull, though **adequate in strength**, possessed a **very low fracture toughness** at ice water temperatures
- The low toughness was likely due to a complex combination of factors, including **low Mn content**, a **low Mn/C ratio**, a **large ferrite grain size** and **large and coarse pearlite colonies**.
- There is evidently a **large variation in properties** among the 2000 plates that made up the hull of Titanic. This conclusion is based on the **very different microstructures** and fracture behavior observed in the two plate samples recovered to date. This is a **normal result of the variability of feedstock and rolling conditions** in turn-of-the-century ironworks.

...

- The microstructure of the rivets that evolved during their being driven into place, with the slag stringers oriented perpendicular to the tensile axis, may have been a direct contributor to the type and distribution of damage to the hull. This aspect is under further investigation.
- Given the knowledge base available to engineers at the time of the ship’s construction, it is the author’s opinion that **no apparent metallurgical mistakes were made** in the construction of the RMS Titanic.

