84th Combat Sustainment Wing

Hill AFB HVOF Implementation
HCAT
23 Jan 07

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**Report Documentation Page**

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<td>5a. CONTRACT NUMBER</td>
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| 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 |

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| 16. SECURITY CLASSIFICATION OF: |
|a. REPORT | unclassified |
|b. ABSTRACT | unclassified |
c. THIS PAGE | unclassified |

| 17. LIMITATION OF ABSTRACT |
|Same as Report (SAR) |

| 18. NUMBER OF PAGES |
|29 |

| 19a. NAME OF RESPONSIBLE PERSON |
|                               |
HILL AFB HVOF PROGRAM

Key Personnel in attendance today from Hill AFB

- Ron Montgomery - HW Landing Gear Supervisor (not Chad’s)
- Chad Hogan - Landing Gear Lead Engineering PM
- Brian Kemp - Process Engineer, HVOF Project
- Clint Forrest - ES3 Landing Gear Engineer
- Craig Edwards - ES3 Landing Gear Engineer
- Richard Vander Straten - ES3 HVOF Program Manager

Subcontractor support to Hill AFB/ES3

- Metcut
- Kamatics
- Keeley Aerospace
- HerouxDevtek
AGENDA

- HVOF Implementation
- Qualification Spec
- Diamond Grinding
- Duplex Coating
- Bearing Wear Test
- Questions
HVOF IMPLEMENTATION

- HVOF implementation at Hill AFB
  - Program to convert all line of sight chrome plate to HVOF WC-Co coatings on landing gear components
  - Approximately 400 parts with an average of 4 surfaces per part = 1600 surfaces being converted to HVOF coatings

- Combined Effort Between
  - Hill AFB LG Engineering
  - Hill AFB Process Engineering
  - Hill AFB Production
  - ES3 and Support Contractors
HVOF IMPLEMENTATION

HVOF Program Workflow

- Component selection
- Initiate System Safety Evaluation (SSE)
  - Unique to this program
  - Review part function
  - Review stress level
- Design and manufacture tools/fixtures
- Prototype Spraying
  - Adjustments made as needed
- Final Spray off and acceptance
- Initiate tech order changes
- Production spraying begins
Field Service Evaluations (FSE) underway on B-1 MLG Axles

- Working on FSE for full ship-set on F-16
HVOF IMPLEMENTATION

- Approximately 40 components converted at this time
  - Approximately 300 components flying with HVOF coating
- Aircraft currently flying with HVOF components
  - A-10
  - B-1
  - B-52
  - C-5
  - C-130
  - F-15 C/D
  - F-16 HW
  - F-16 LW
  - KC-135
  - T-38
HVOF IMPLEMENTATION

Prioritized Parts Examples Cargo Bomber
Prioritized Parts Examples Fighter Trainer
HVOF IMPLEMENTATION

- Hill AFB currently has two HVOF production booths
  - Three additional booths on order
    - Installation June 07
    - Booth qualification begin summer 07
      - Bonds
      - Porosity
      - Hardness
      - Fatigue as required
      - Coating integrity as required
  - One additional booth thereafter per year to 2012
In addition to implementation program following projects being worked:

- Qualification specification
- Diamond Grinding of 300M steel substrate
- Duplex coating development
- Bearing wear testing
Qualification Specification

- Qualification specification
  - Establish a standard for USAF system qualification
    - Long term goal to qualify vendors for manufacture of spare parts
      - Criteria for HVOF vendors and suppliers to become qualified to spray Air Force LG components
  - Air Force specification drawing
    - Process qualification
    - Powder qualification
    - ECD Spring 07
Diamond Grinding

- **Diamond grinding**
  - Investigating grinding 300M steel with same diamond wheel used on HVOF coatings
  - Currently aluminum oxide wheels used for base metal and chrome plate, diamond wheels used for HVOF WC-Co coating
    - Using one type of wheel will prevent wheel change-out for grinding HVOF coatings
    - 180, 220 and 320 grit wheel investigated

- **MIL-STD-866, Grinding of High Strength Steels used as baseline**
  - Typical process flow
    - Surface finish measurement
    - Conduct grind operation
    - Surface finish measurement
    - Conduct temper etch
    - Conduct Barkhausen Noise Inspection (BNI)
## Diamond Grinding

### Table 1: Grinding Specimens

<table>
<thead>
<tr>
<th>Description</th>
<th>P/N</th>
<th>Material</th>
<th>Dimensions</th>
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<tr>
<td>Cylindrical</td>
<td>SK0425</td>
<td>300M</td>
<td>2&quot;OD x 1.375&quot;ID x 8&quot;L</td>
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<tr>
<td>Stepped</td>
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<td>300M</td>
<td>2&quot;OD x 1.375&quot;ID x 4&quot;L to 3&quot;OD x 1.375&quot;ID x 4&quot;L (0.090Â”/0.125&quot;transition radius)</td>
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<td>Flat</td>
<td>SK0427</td>
<td>300M</td>
<td>3&quot;W x 5&quot;L x 0.125&quot;/0.200Â”T</td>
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</table>
Diamond Grinding

- Initial results look very promising
- More work needs to be done
  - Contour grinding
- Draft copy of Air Force specification for Diamond Grinding of 300M steel is complete
  - Contour grinding not included
HVOF Duplex Coating

- Duplex coating to be used to replace chrome/nickel repair use in landing gear
  - **Phase I** showed promising results
    - Briefed in Spring 04 HCAT
    - On HCAT web page
  - **Phase II** to investigate a variety of powders for the build-up coat
    - Top coat to be WC-Co
    - Initial testing to include
      - Bond plugs
      - Porosity
      - Hardness
    - Qualification testing to include
      - Fatigue
      - Coating integrity
      - Corrosion
      - Stripping
Bearing Wear Testing

Testing to investigate interface wear of landing gear components using different finishing techniques

- HVOF and Chrome tested
- Standard landing gear joint
  - Standard Al-Ni-Bronze bushing (AMS 4640)
    - Greased
    - Un-greased
  - KArón B
    - Greased
    - Un-greased
- Shock Strut bearing
  - KArón VS
    - Lubricated with hydraulic fluid
  - Al-Ni-Bronze (AMS 4640)
    - Lubricated with hydraulic fluid
Bearing Wear Testing

- **Bearing Material**
  - AMS 4640 (15 ea 10KSI & 15 ea 30 KSI)
  - Liner KAron B (30 KSI Journal Bearing 30 ea)
  - Liner KAron VS (10 KSI Shock Strut Bearing 15 ea)

- **Pin Wear Coating**
  - Chrome (15 ea)
  - HVOF (60 ea)

- **Lubrication**
  - MIL-PRF-81322 (Journal Bearing)
  - Hydraulic Fluid

- **Finish Requirements**
  - Ra=8 max (Ground Pins)
  - Ra=4 max, Rp=8 max, Rz=40 max, Tp=70-90% @ C=5% & .25Rz (Super-finished/800 Grit Pins)
Bearing Wear Testing

**Finishing Techniques**

- Chrome 220 Grit Aluminum-Oxide Ground (15 ea)
- HVOF 220 Grit Diamond Ground (15)
- HVOF 220 Grit Diamond Ground- Stone Super-finished (15)
- HVOF 220 Grit Diamond Ground- Belt Super-finished (15)
- HVOF 800 Grit Diamond Ground (15)

Photo Provided by Supfina
Test Set-Up and Loads

- **Journal Bearing Test**
  - Bearing Pressure 30 KSI
  - Oscillatory Motion ± 25°
  - 25,000 Cycles
  - Bearing ID 1.000 inch
  - Bearing Width 0.500 inch

Images Provided by Kamatics
Test Set-Up and Loads

- **Shock Strut Bearing Test**
  - Bearing Pressure 10 KSI
  - Linear Sliding Motion ± 1.0 inch @ 17 cycles/min
  - 25,000 Cycles
  - Bearing ID 1.000 inch
  - Bearing Width 0.500 inch

Images Provided by Kamatics
# Test Results

## Journal Bearings AMS 4640- Lubricated

<table>
<thead>
<tr>
<th>Description</th>
<th>220 Grit Wheel Chrome Finish 1</th>
<th>220 Grit Wheel HVOF Finish 1</th>
<th>Super-Finish Stone HVOF Finish 2</th>
<th>Super-Finish Belt HVOF Finish 2</th>
<th>800 Grit Wheel HVOF Finish 2</th>
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<tbody>
<tr>
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<td>KPD4536-26</td>
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<td>AMS4640 - BARE</td>
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| Total Cycles                 | 8,200                           | 10,200 / 10,200             | 5,256                           | 8,000                           | 10,200}
# Test Results

## Journal Bearings Karon B- Lubricated

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<th>Description</th>
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<th>220 Grit Wheel HVOF Finish 1</th>
<th>Super-Finish Stone HVOF Finish 2</th>
<th>Super-Finish Belt HVOF Finish 2</th>
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<td>3.5</td>
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<td>Ra (µin.) After</td>
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# Test Results

## Journal Bearings Karon B- Dry

### 30 KSI Bearing Pressure Comparison Test Dry

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<th>220 Grit Wheel Chrome Finish 1</th>
<th>220 Grit Wheel HVOF Finish 1</th>
<th>Super-Finish Stone HVOF Finish 2</th>
<th>Super-Finish Belt HVOF Finish 2</th>
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*Teamwork - Integrity - Excellence*
Test Results

Shock Strut Bearings AMS 4640-Lubricated

<table>
<thead>
<tr>
<th>Description</th>
<th>220 Grit Wheel Chrome Finish 1</th>
<th>220 Grit Wheel HVOF Finish 1</th>
<th>Super-Finish Stone HVOF Finish 2</th>
<th>Super-Finish Belt HVOF Finish 2</th>
<th>800 Grit Wheel HVOF Finish 2</th>
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<tr>
<td>Ra (μin.) Before</td>
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<td>2.8</td>
<td>3.5</td>
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# Test Results

## Shock Strut Bearings Karon VS - Lubricated

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<th>Description</th>
<th>220 Grit Wheel Chrome Finish 1</th>
<th>220 Grit Wheel HVOF Finish 1</th>
<th>Super-Finish Stone HVOF Finish 2</th>
<th>Super-Finish Belt HVOF Finish 2</th>
<th>800 Grit Wheel HVOF Finish 2</th>
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<tr>
<td>Ra (μin.) Before</td>
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<td>3.2</td>
<td>2.9</td>
<td>2.9</td>
<td>3.6</td>
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<tr>
<td>Ra (μin.) After</td>
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<td>2.5</td>
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<td>2.3</td>
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<td>25,000</td>
<td>25,000</td>
<td>25,000</td>
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<td>25,000</td>
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Conclusions

- **Lubricated AMS 4640 Journal Bearing Testing @ 30 KSI**
  - HVOF super-finished pins performed poorly
    - Super-finishing does not improve wear rate
    - AMS 4640 bearing compromised during test
    - Significant surface finish degradation
    - Pin size enlarged - material transfer
  - HVOF pins finished with 220 and 800 grit wheels performed well
  - Chrome pin finished with 220 grit wheel had higher wear

- **Lubricated KAron B Journal Bearing Testing @ 30 KSI**
  - Super-finishing HVOF does not appear to improve wear rate
  - Better wear properties than AMS 4640
  - Chrome and HVOF performance equivalent

- **Dry KAron B Journal Bearing Testing @ 30 KSI**
  - Super-finishing HVOF does improve wear rate
  - Best combination for high loaded Joint
Conclusions

- **Lubricated AMS 4640 Shock Strut Bearing Testing @ 10 KSI**
  - All process exhibited equivalent wear rates except 220 grit HVOF (nearly double)
  - Baseline chrome AMS 4640 bearing performed as well as any
  - 220 grit wheel Belt super-finish had significant surface degradation

- **Lubricated KAron VS Journal Bearing Testing @ 10 KSI**
  - Super-finishing does appear to improve wear rate
  - KAron VS similar wear properties to AMS 4640
  - Surface finish degradation less on KAron VS

- **All processes tested exhibited similar performance to the baseline**

- **Tests results once approved by USAF will be placed on HCAT web site**
Questions??