

Presented by

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With the support of the FOT members



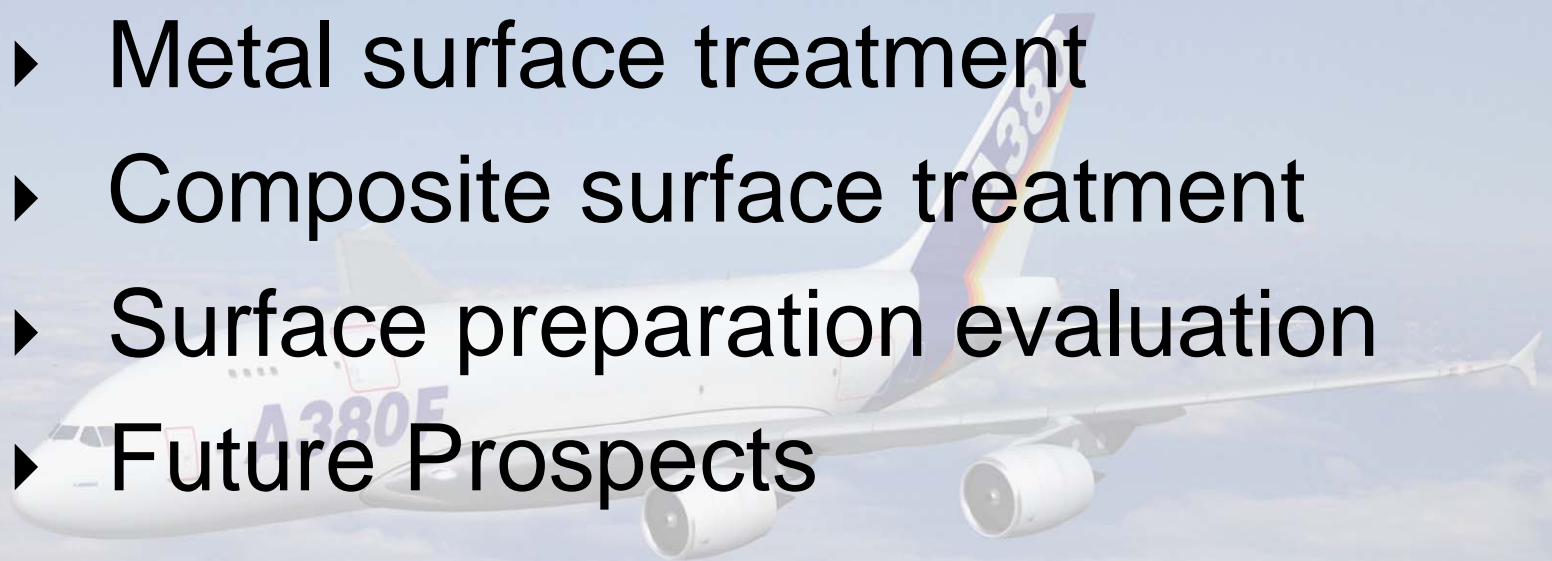
acrobat Document

Pre –treatment for bonding Composites/Metal

FAA Bonded Structures Workshop
October 26-27, 2004



TOPICS

- ▶ Introduction
 - ▶ Metal surface treatment
 - ▶ Composite surface treatment
 - ▶ Surface preparation evaluation
 - ▶ Future Prospects
- 

Original Bonding Process

- Bonding of metallic structure was introduced from the beginning of A300 manufacture
 - ▶ Longitudinal Joint (Lap Joint)
- Modification 2727 after MSN 157
- Periodic inspection using service bulletins
 - ▶ Longitudinal joints
 - ▶ Stringer
 - ▶ Doubler



History and Service Experience

- **Historical Causes of Failure**

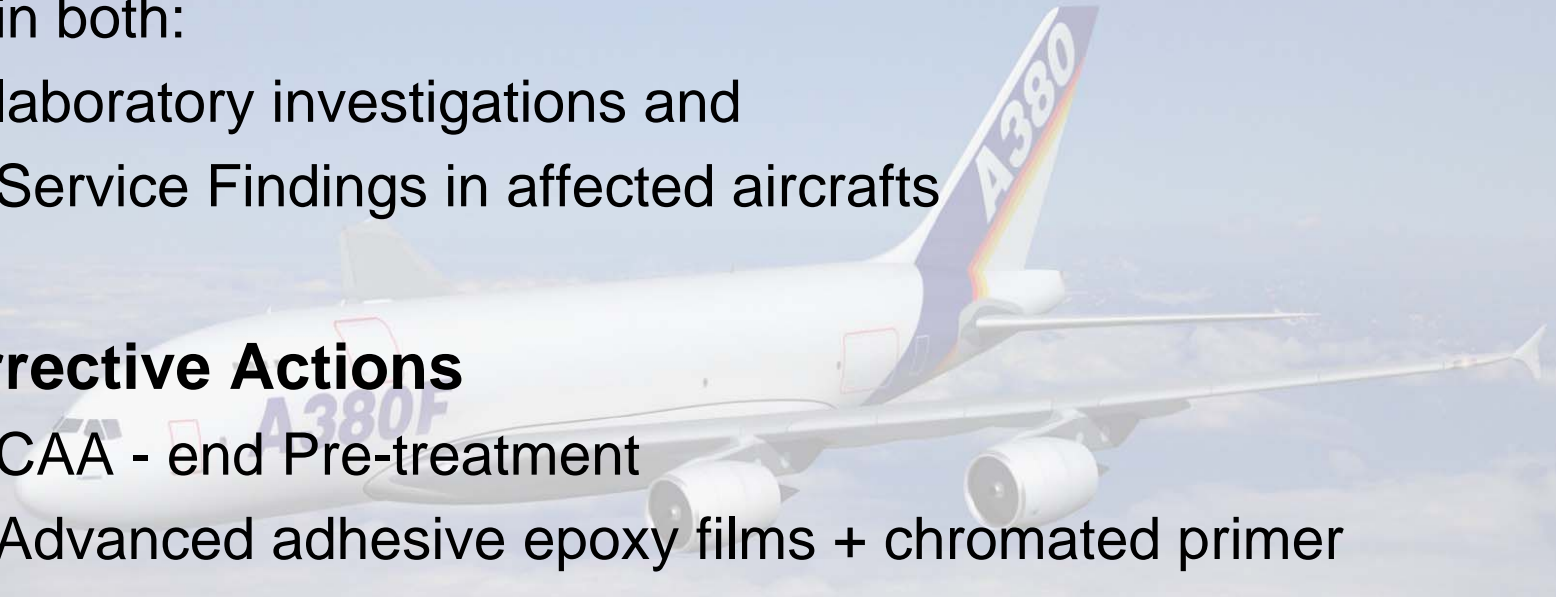
- ▶ Improper Surface treatment

Failure mechanism was determined by Bondline Corrosion in both:

- ▶ laboratory investigations and
- ▶ Service Findings in affected aircrafts

- **Corrective Actions**

- ▶ CAA - end Pre-treatment
- ▶ Advanced adhesive epoxy films + chromated primer
- ▶ Design changes



State of the Art - Processes

For Bonding Application

1

Alkaline degreasing

2

Alkaline Etching

3

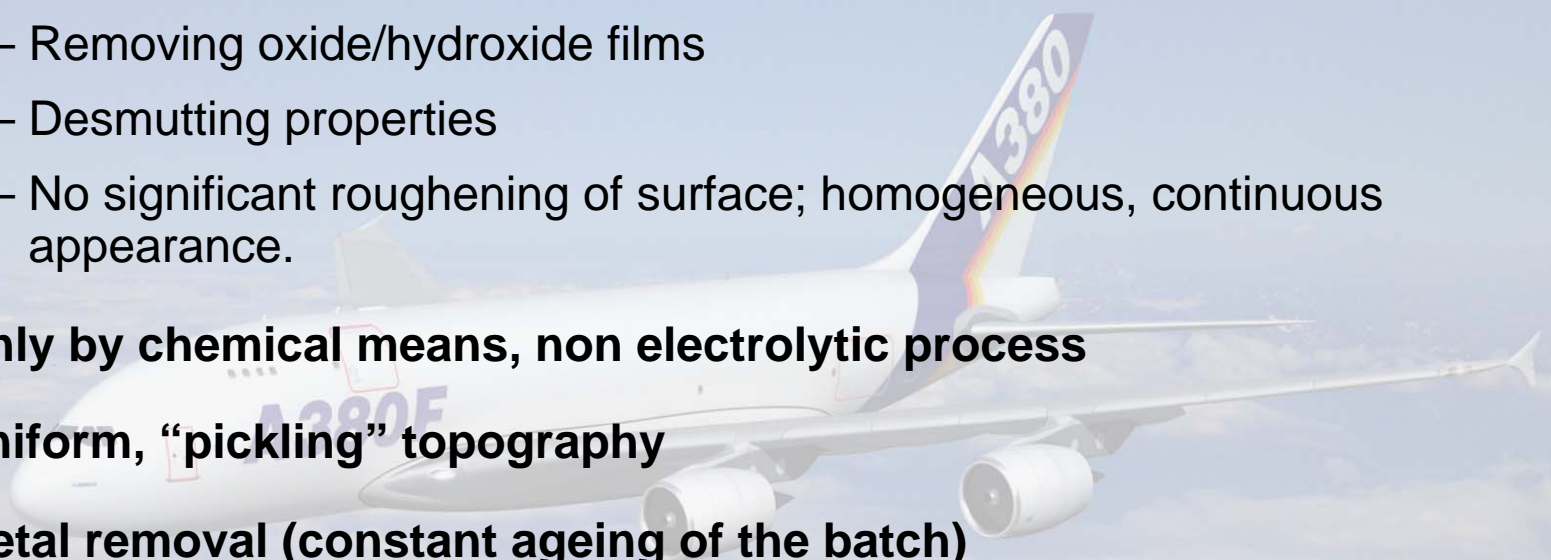
Acid Pickling

4

Chromic Acid Anodizing

Pickling
"grain boundary
etching"

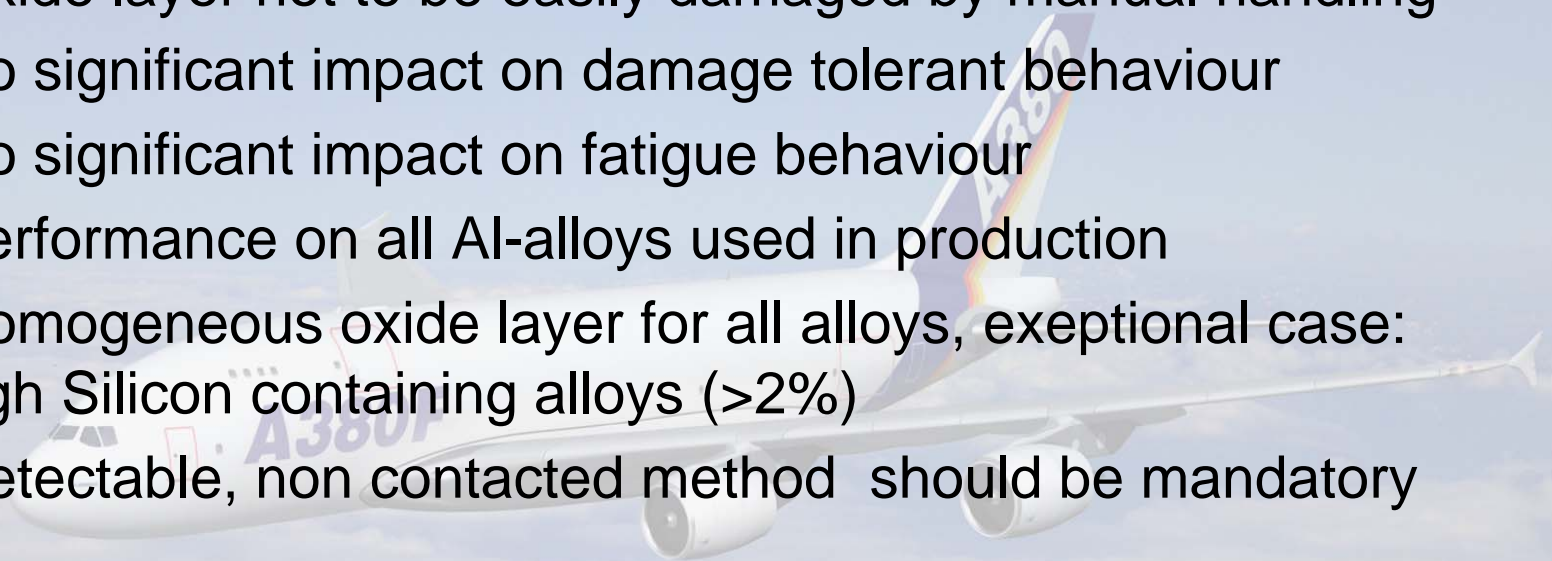
Acid Pickling Requirements

- ▶ **Applicable for Bonding processes**
 - ▶ **Performance on all used Al-alloys nearly equivalent**
 - ▶ **Activation of Al surfaces**
 - Removal of marking inks (still remaining after degreasing)
 - Removing oxide/hydroxide films
 - Desmutting properties
 - No significant roughening of surface; homogeneous, continuous appearance.
 - ▶ **Only by chemical means, non electrolytic process**
 - ▶ **Uniform, “pickling” topography**
 - ▶ **Metal removal (constant ageing of the batch)**
 - ▶ **Surface has to be compatible with post treatments**
 - ▶ **No electrochemical deposition of Cu, Zn & Fe from the solution of the Al-surface**
 - ▶ **No deposition of metal salts or hydroxides from the solution to the Al-surface**
- 

Metal Removal before CAA

Bonding (NOR)		Metal removal
<i>Alk. Cleaning</i>	Metaclean T 2001	~ 0,25 μm
<i>Alk. Pickling</i>	Almecco 51	~ 1-3 μm
<i>Acid Pickling</i>	CSA	~ 2-4 μm
In total		~ 4-6 μm

Anodising Requirements (i)

- ▶ General Requirements
 - ▶ Applicable for Bonding processes
 - ▶ Oxide layer not to be easily damaged by manual handling
 - ▶ No significant impact on damage tolerant behaviour
 - ▶ No significant impact on fatigue behaviour
 - ▶ Performance on all Al-alloys used in production
 - ▶ Homogeneous oxide layer for all alloys, exceptional case: high Silicon containing alloys (>2%)
 - ▶ Detectable, non contacted method should be mandatory
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Anodising Requirements (ii)

Process Requirements

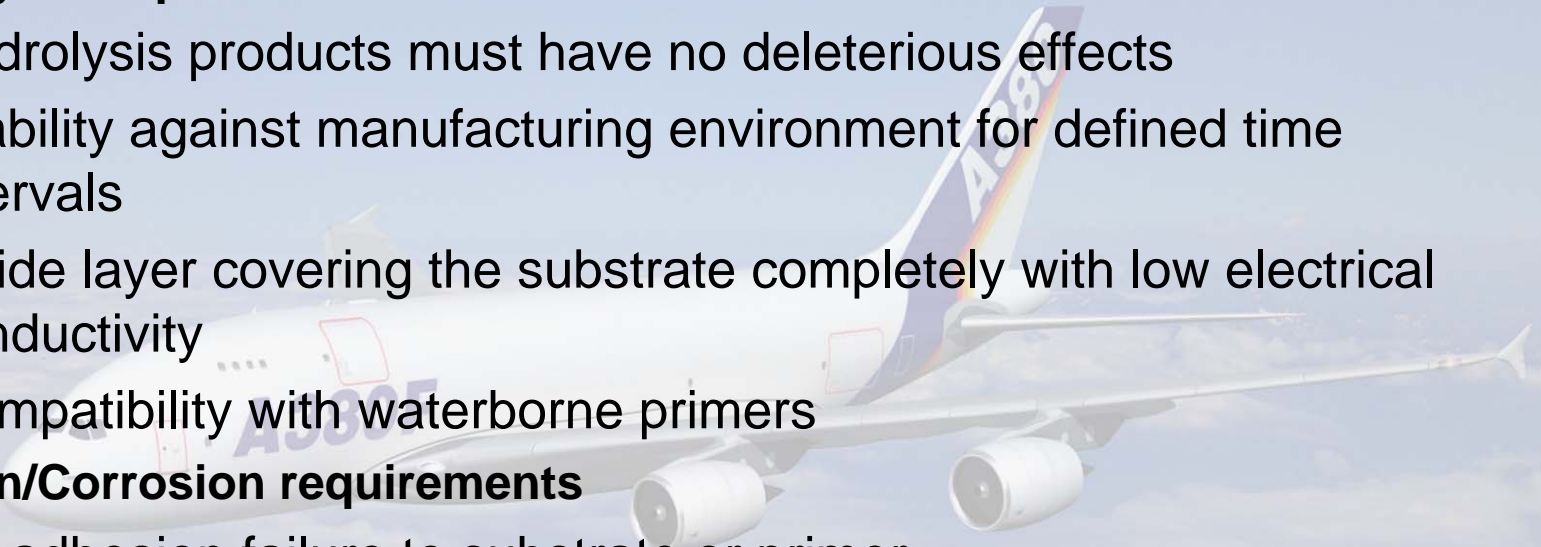
- ▶ Chemical solution (bath) should be stable for extended periods
- ▶ Quality easily controlled by defined levels

Oxide layer Requirements

- ▶ Hydrolysis products must have no deleterious effects
- ▶ Stability against manufacturing environment for defined time intervals
- ▶ Oxide layer covering the substrate completely with low electrical conductivity
- ▶ Compatibility with waterborne primers

Adhesion/Corrosion requirements

- ▶ No adhesion failure to substrate or primer
- ▶ Oxide layer must be as porous as possible
- ▶ Bondline-Corrosion resistant



Chromic Acid Anodising: Porous Structure

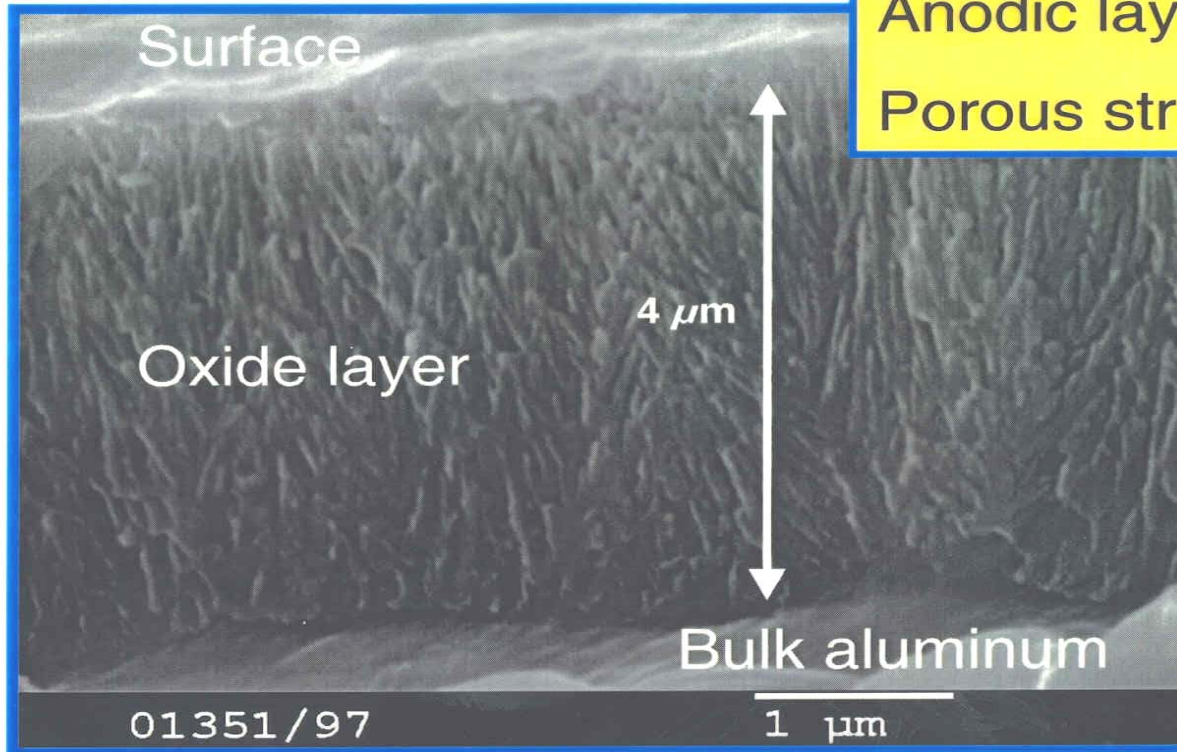
CAA: 40V, 25 min + 50V, 5 min Bengouth Cycle

oxide layer with wide pores

sealable

good adhesion for bonding

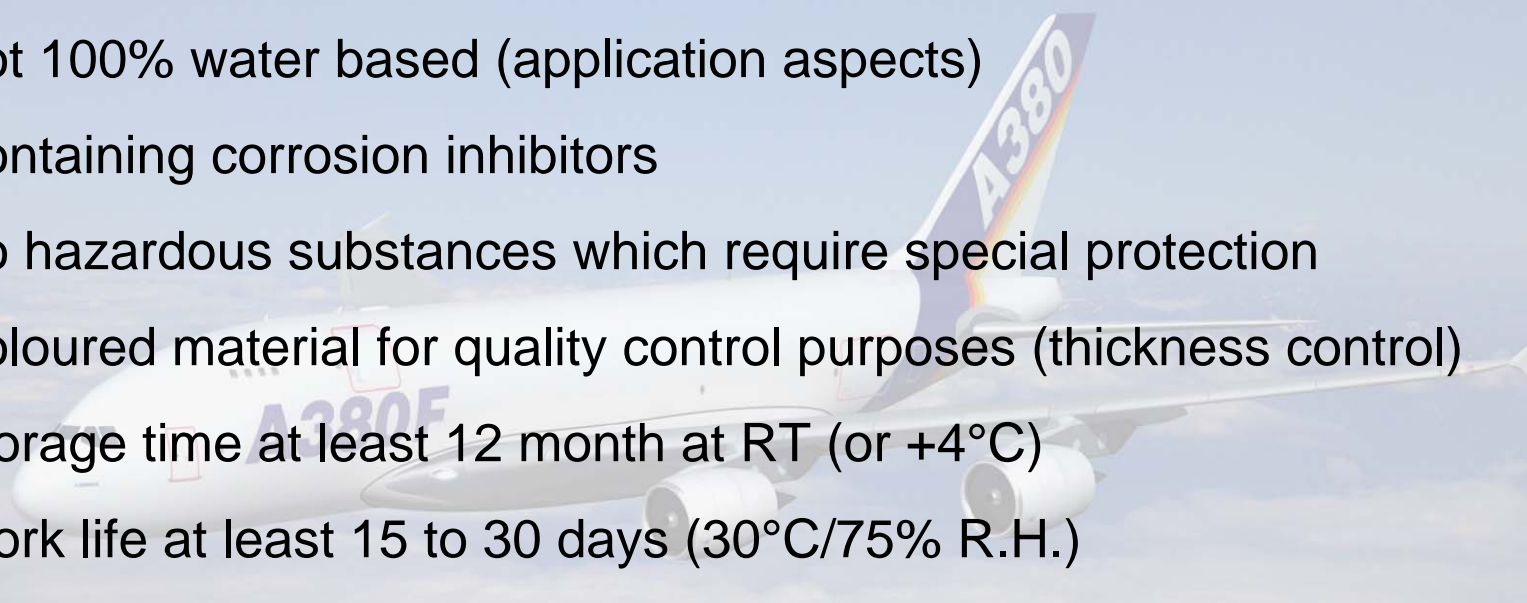
good corrosion behaviour



Section of CAA specimen.
Anodic layer app. 4μm
Porous structure

Bonding-Primer (i)

- **Material Properties**

- ▶ One component epoxy system
 - ▶ Low VOC (less 250g/l), 10 to 30% solid content
 - ▶ Not 100% water based (application aspects)
 - ▶ Containing corrosion inhibitors
 - ▶ No hazardous substances which require special protection
 - ▶ Coloured material for quality control purposes (thickness control)
 - ▶ Storage time at least 12 month at RT (or +4°C)
 - ▶ Work life at least 15 to 30 days (30°C/75% R.H.)
 - ▶ Compatible with all qualified structural bonding adhesive film or paste (use as standard primer)
 - ▶ Compatible also with 175°C curing adhesives and basic primer/top coats
 - ▶ Penetration of bonding primer in oxide layer (viscosity behaviour)
- 

Bonding-Primer (ii)

• Mechanical Properties

- ▶ Multiple curing (up to 5 times) without any degradation in performance
- ▶ Primer layer thickness tolerance between 2 and 15 μm without degrading the quality of adhesive joint (e.g. peel load)
- ▶ Fulfill the requirements AIMS 10-01-001 and 10-01-002 together with the appropriate adhesive film or paste.
- ▶ Bondline corrosion:

90 days:	$\leq 10\%$
180 days:	$\leq 20\%$
300 days:	$\leq 30\%$
- ▶ Work life at least 15 to 30 days (30°C/75% R.H.)
- ▶ Resistance to filliform corrosion (EN 3665)
- ▶ Good adhesion on surface oxide layer

Critical Issues

- Replace current situation by a chromate free process
 - ▶ Pre-treatment
 - ▶ Primer
- What are the real criteria for implementation




Objectives

- ▶ Current projects intend to find systems for preparing the surface of carbon fibre composite elements before bonding.
- ▶ Especially focused on:
 - Structural bonding
 - Elements with big size areas to be bonded
 - Parts made off thermoplastic matrix composites
- ▶ The aim is to develop automated technologies
 - Reproducible
 - Accurate
 - Quality assessed
 - Easy to control and inspect
 - Ecologically favourable
 - Applicable for automation



Composite Surface Treatments

- ▶ Composite structures can have bonded joints fabricated by three different processes:
 - Secondary bonding
 - Co-bonding
 - Co-curing
 - ▶ Surface preparation is a critical step in any bonded joint and must be clearly defined before any bonding is performed.
 - ▶ Particularly important for:
 - Secondary and co-bonding processes.
- 
- A large white Airbus A380 aircraft is shown in flight against a light blue sky with soft clouds. The aircraft is viewed from a slightly elevated rear-quarter perspective. The tail fin is dark blue with a rainbow-colored stripe and the text 'A380' in white. The fuselage also has 'A380' written on it. The aircraft is positioned behind the main text of the slide.

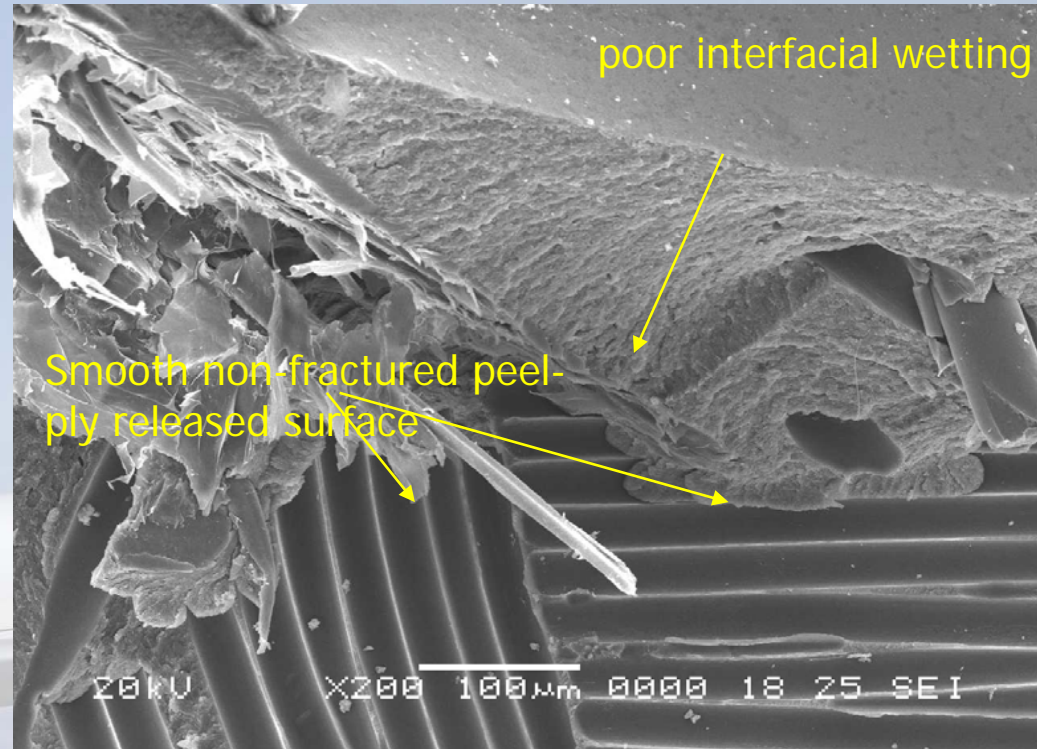
Composite Surface Preparation Methods

- ▶ Peel ply
 - Dry
 - Wet
- ▶ Peel ply + additional surface preparation
- ▶ Plasma and Corona treatments
- ▶ Abrasion by means of blasting techniques



Peel Ply Surface Preparation

- Widely used within AIRBUS
- Probably the most effective and repeatable pre-treatment at the present time



Peel Ply Surface Preparation

- **Object**

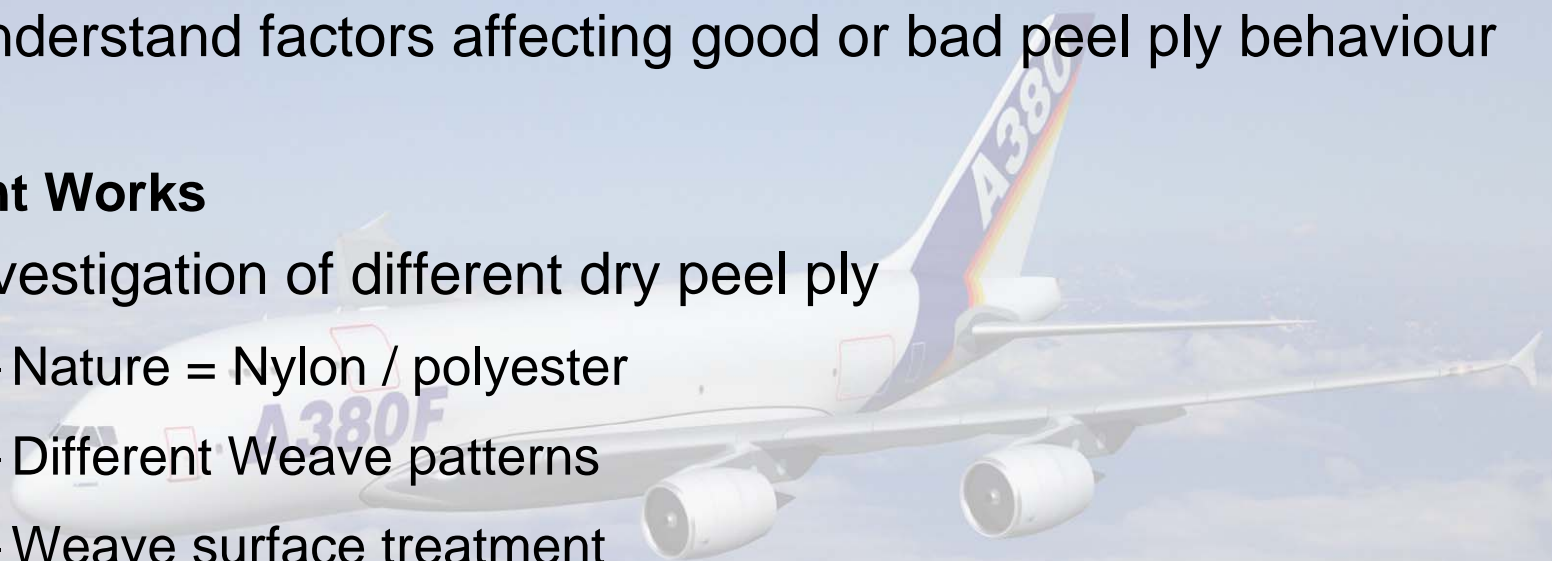
- ▶ Finding more efficient peel ply to be used as a pre-bond treatment without subsequent abrasion.
- ▶ Understand factors affecting good or bad peel ply behaviour

- **Recent Works**

- ▶ Investigation of different dry peel ply
 - Nature = Nylon / polyester
 - Different Weave patterns
 - Weave surface treatment

- ▶ Evaluation of wet peel ply

⇒ The best peel ply depends on the laminate type as well as the adhesive used.



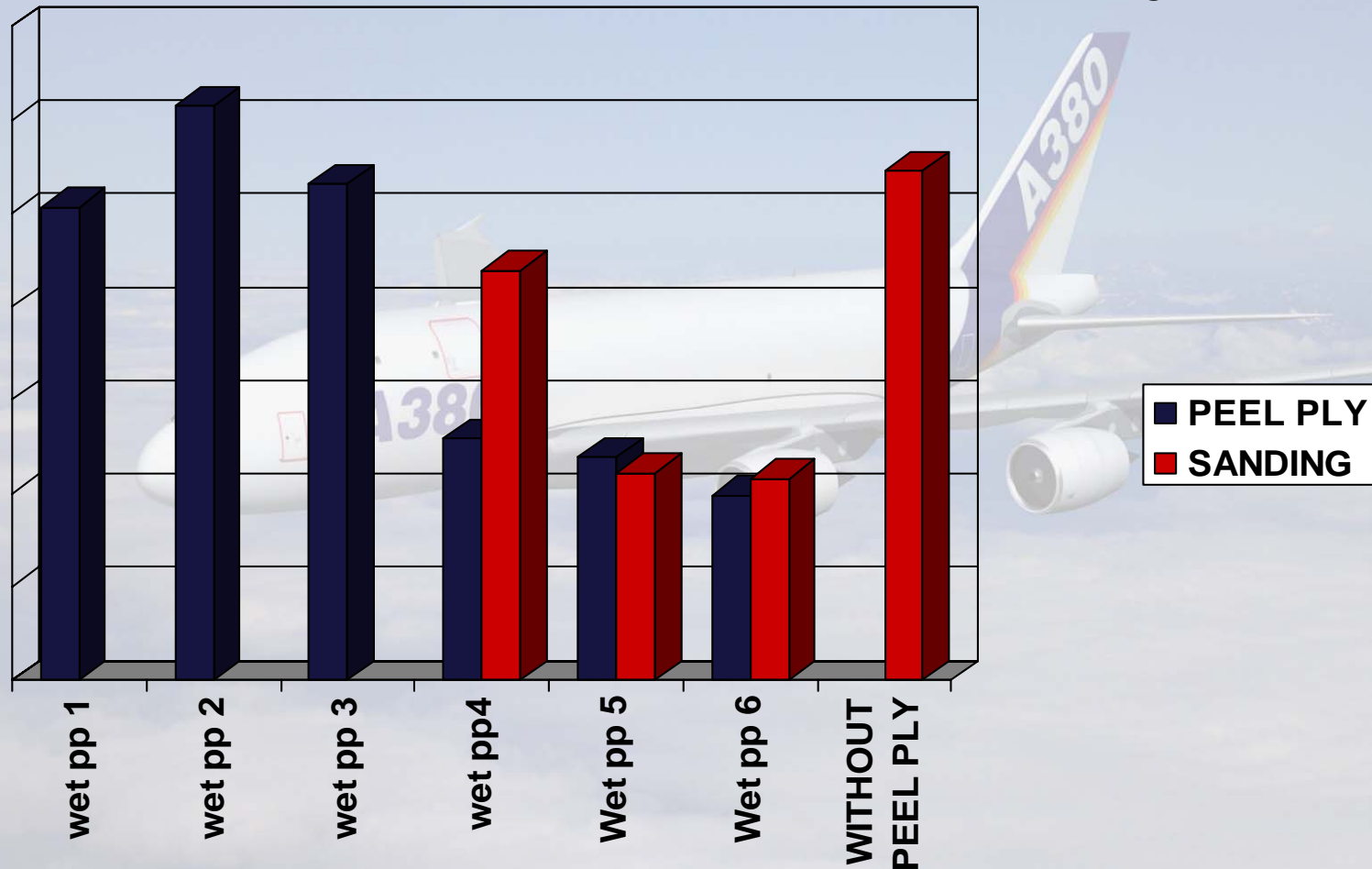
Composite Surface Treatments

WET PEEL PLIES

LAMINATE: 8552/AS-4 UD

ADHESIVE: FM 300 K .05

FRACTURE TOUGHNESS (G_{IC})



Plasma and Corona Treatments

- **Object**

- ▶ Basic research on the effects of different types of source of plasma as well as corona discharge.
- ▶ Mainly focused on the thermoplastic matrices composites.

- **Testing**

- ▶ Shear strength Dry, Hot / Wet and exposure in hydraulic fluid.
- ▶ Toughness (G_{IC}), Dry, Hot / Wet and exposure in hydraulic fluid.
- ▶ Micro analytical investigations.



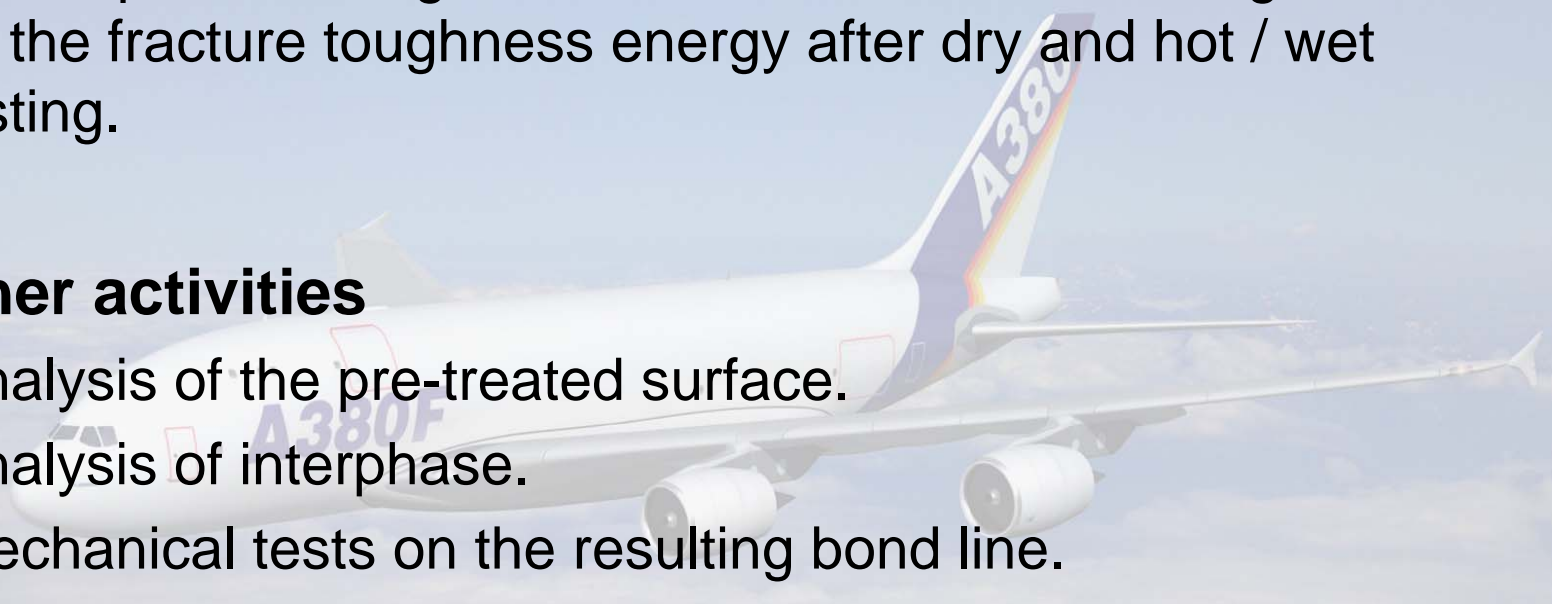
Plasma and Corona Treatments

- **Intermediate conclusions**

- ▶ The study of different physical based pre-treatments showed for ND plasma a significant increase of shear strength as well as the fracture toughness energy after dry and hot / wet testing.

- **Further activities**

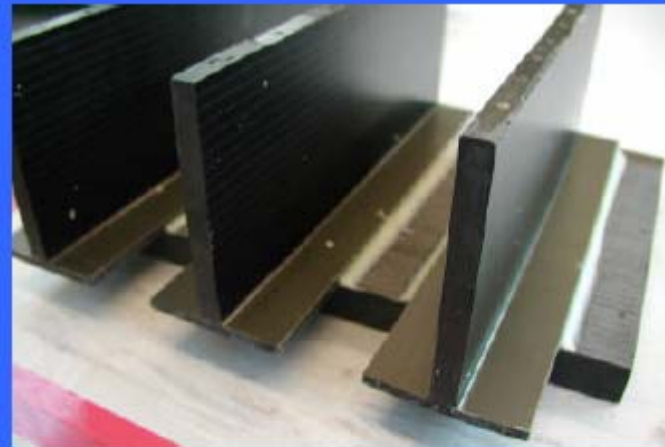
- ▶ Analysis of the pre-treated surface.
- ▶ Analysis of interphase.
- ▶ Mechanical tests on the resulting bond line.



Abrasion of means of blasting

- **Object**

- ▶ Define the best parameters to define a suitable and efficient pre-bond treatment by blasting techniques.



Preliminary Tests Conclusions

▶ Treatment of carbon tape laminates

Dry blasting surface preparation increase the G_{IC} and SLS test results values

Failure mode are predominantly cohesive.

Using appropriate blasting parameters, carbon fibres of the laminates are not damaged.

▶ Treatment of non-crimp fabric laminates

First investigation confirms the same trend.

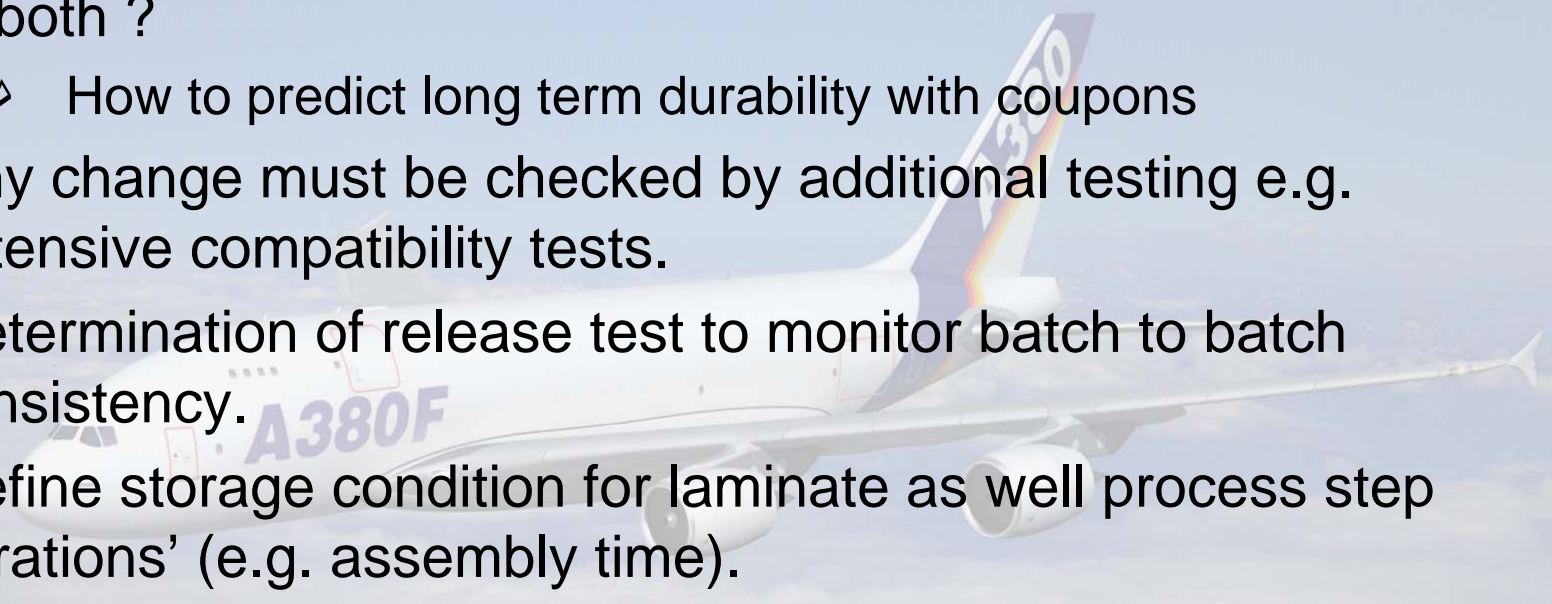
Application of grid blasting increase the sear strength and the fracture toughness energy.

▶ Further activities

- Investigations of different grid materials and processes variables (e.g. distance, angle) on different substrate has to be performed.
- Optimum dry blasting parameters shall be determined in future tests.

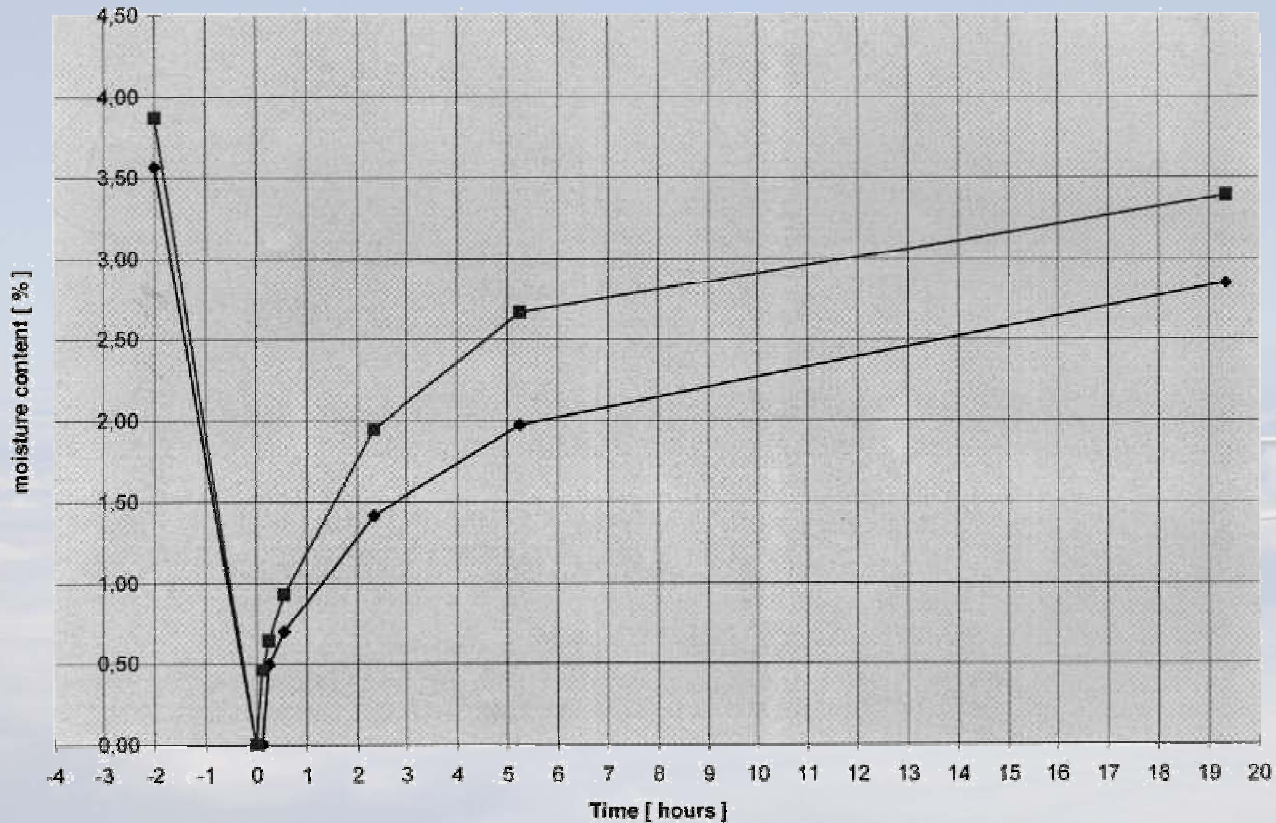


Critical Issues

- ▶ Which criteria does the modified surface have to fulfill
 - ▶ Do we have to require a type of failure mode ? A Measured strength or both ?
 - ⇒ How to predict long term durability with coupons
 - ▶ Any change must be checked by additional testing e.g. extensive compatibility tests.
 - ▶ Determination of release test to monitor batch to batch consistency.
 - ▶ Define storage condition for laminate as well process step durations' (e.g. assembly time).
 - ▶ Study effects of pre-bond humidity.
 - Laminate
 - Honeycomb
- 

Moisture pick-up in Nomex honeycomb

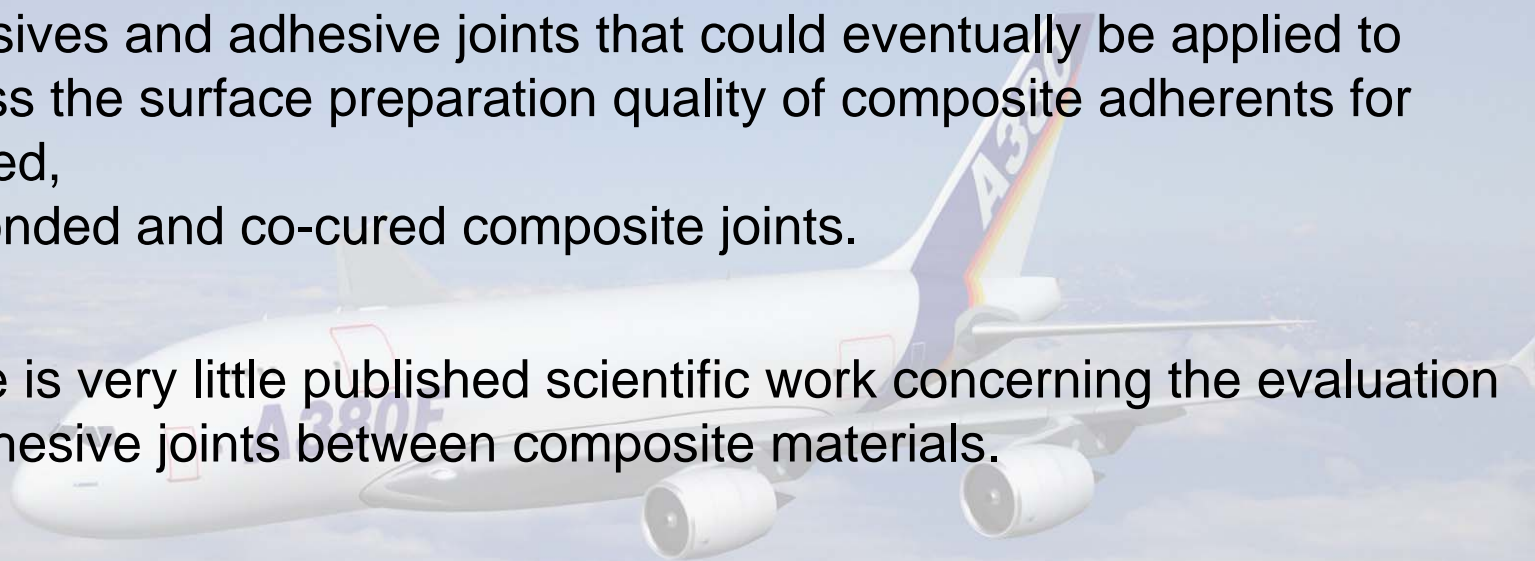
Moisture Pick-up in Nomexhoneycomb to MLG Door (Hus 195)
(Drying Zh@120°C then moisture pick-up in clean room H195, 20-21°C/ 45-47% RF)



HRH-10-3/16-3,0 4-48
HRH 10-1/8-3,0 3-48



Surface Preparation Evaluation

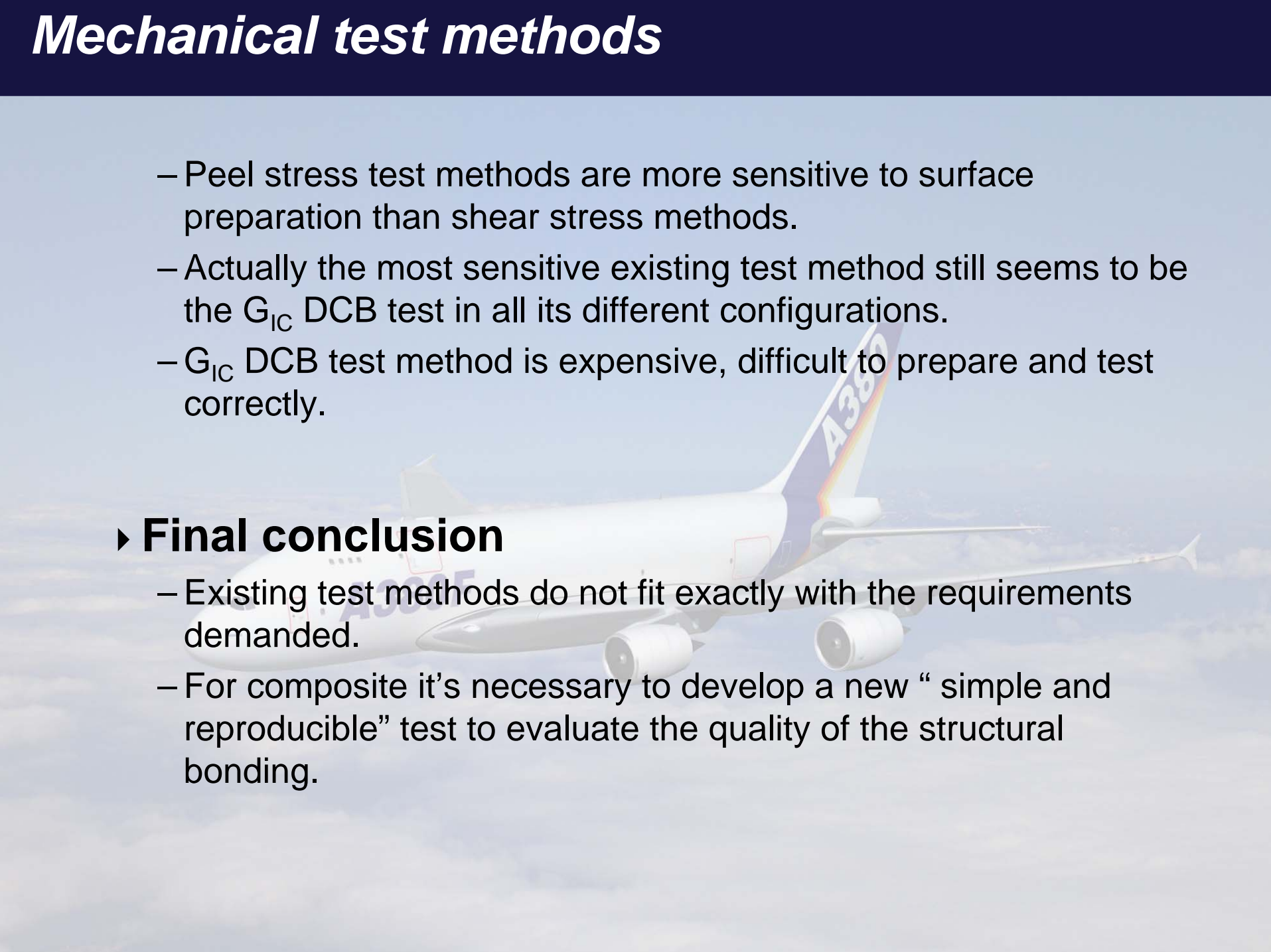
- Deep "academic" work has been performed regarding test methods for adhesives and adhesive joints that could eventually be applied to assess the surface preparation quality of composite adherents for bonded, co-bonded and co-cured composite joints.
 - There is very little published scientific work concerning the evaluation of adhesive joints between composite materials.
 - Most of the existing work is related to standards or international committees for standardization.
- 

Mechanical test methods

- Peel stress test methods are more sensitive to surface preparation than shear stress methods.
- Actually the most sensitive existing test method still seems to be the G_{IC} DCB test in all its different configurations.
- G_{IC} DCB test method is expensive, difficult to prepare and test correctly.

► Final conclusion

- Existing test methods do not fit exactly with the requirements demanded.
- For composite it's necessary to develop a new “ simple and reproducible” test to evaluate the quality of the structural bonding.

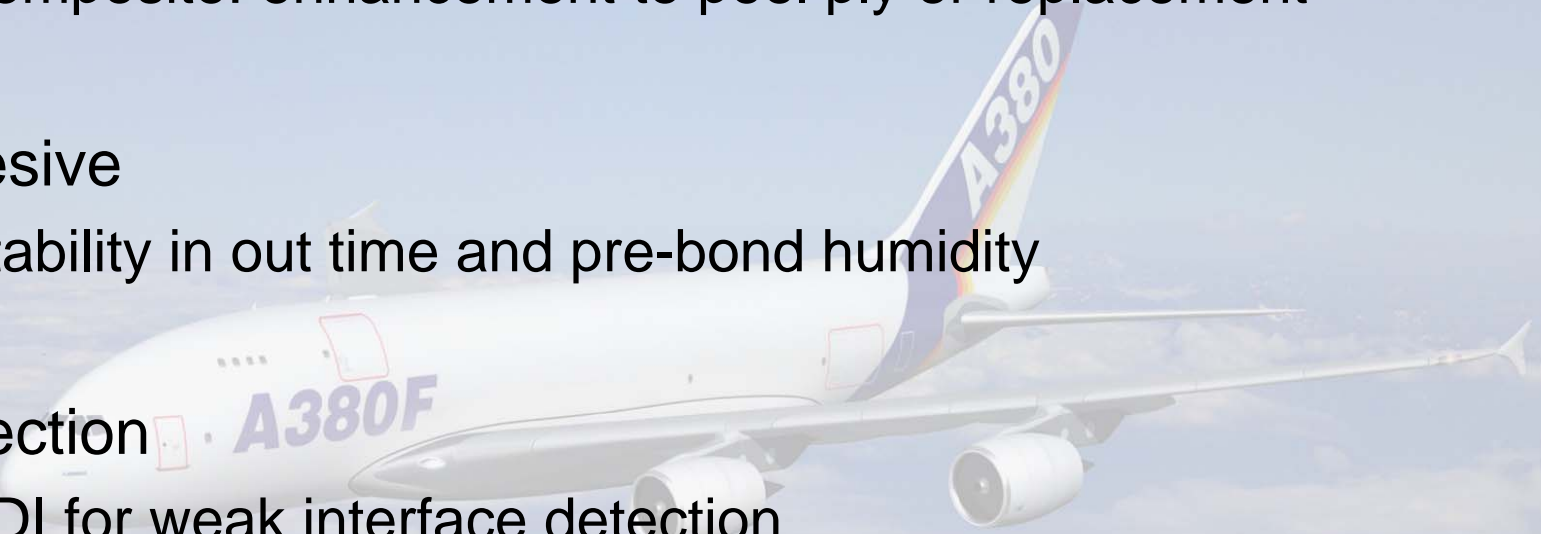


Physical test methods

- ▶ No direct correlation has been found between percentage of Si and mechanical behaviour of the bond line by means of G_{IC} .
- ▶ No direct correlation has been found between percentage of F and mechanical behaviour of the bonding line by means of G_{IC} in the percentages found in the laminate.
- ▶ Direct correlation has been found at higher values of F content (due to other ancillaries contamination).
- ▶ Direct correlation has been found between failure mode and extractable residue.

Future Prospects

- Surface preparation
 - ▶ Metal: substitution of chromate (Surface treatment + primer)
 - ▶ Composite: enhancement to peel ply or replacement
- Adhesive
 - ▶ Stability in out time and pre-bond humidity
- Inspection
 - ▶ NDI for weak interface detection
 - ▶ Strong request to define the equivalent to the wedge test for composite.



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