

*Morphology and High-temperature
Stability of Amorphous Alumina Coatings
Deposited on Si and CeO₂-Stabilized
ZrO₂ by MOCVD*

J. D. Meyer and W. Y. Lee

Dept. of Materials Science & Engineering

Stevens Institute of Technology

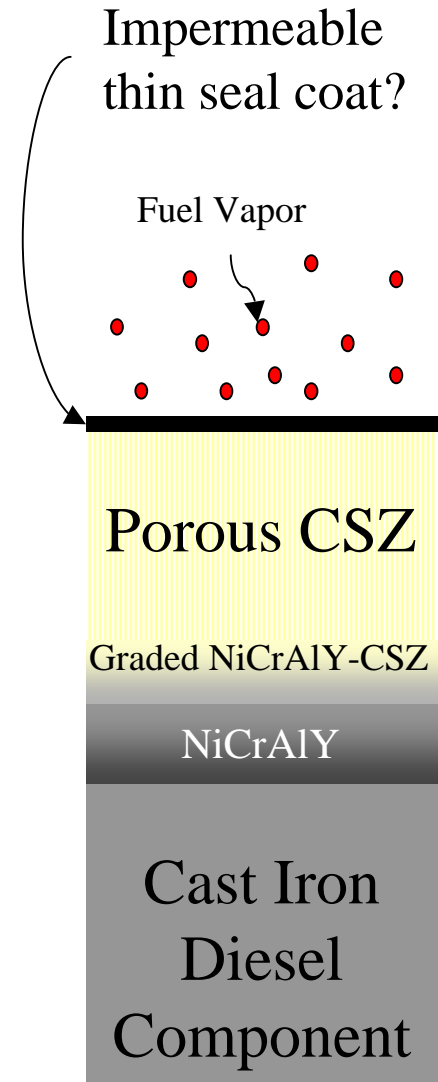
MRS 1998 Fall Meeting

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December 2, 1998

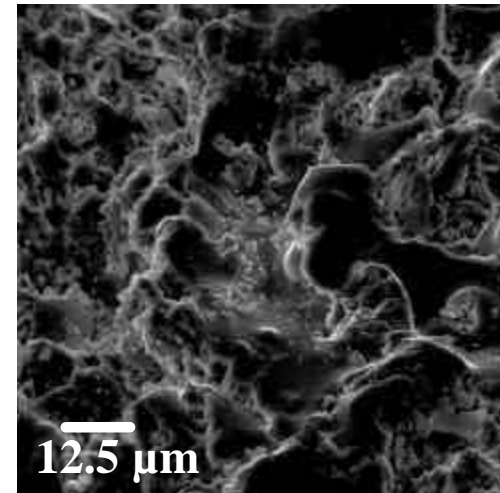
Rationale for Seal Coating

- Thermal Barrier Coatings (TBCs) are being considered to improve diesel engine efficiency
 - CeO_2 -stabilized ZrO_2 (CSZ) prepared by air plasma spray (APS) provides thermal insulation of diesel components
 - APS-CSZ is made porous for strain tolerance and enhanced thermal insulation
- Unexpectedly, testing at Caterpillar revealed a decrease in engine efficiency when components were coated with a TBC
 - One possible reason may be the porosity of the TBC, which is suspected to “entrain” fuel from the combustion chamber prior to ignition [B. Beardsley, 1990]



This Project Explores the Feasibility of Sealing the Surface of the TBC by Applying a Seal Coat

- Materials Criteria
 - Non-porous and impermeable
 - Good adhesion to CSZ
 - High thermal stability
 - No debit to CSZ strain tolerance
 - Resistance to erosion and wear
- Processing Criteria
 - Processing temperatures below 500°C to avoid tempering of iron components
 - Conformal coating on complex, porous TBC surface



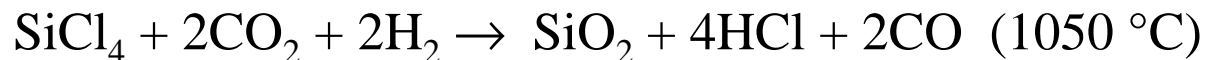
Surface morphology
of APS-CSZ
(as received)

Candidate Seal Coating Materials Were Screened Without Cast Iron Substrate

- “Free-standing” APS-CSZ coupons (1x1cm) were coated with:

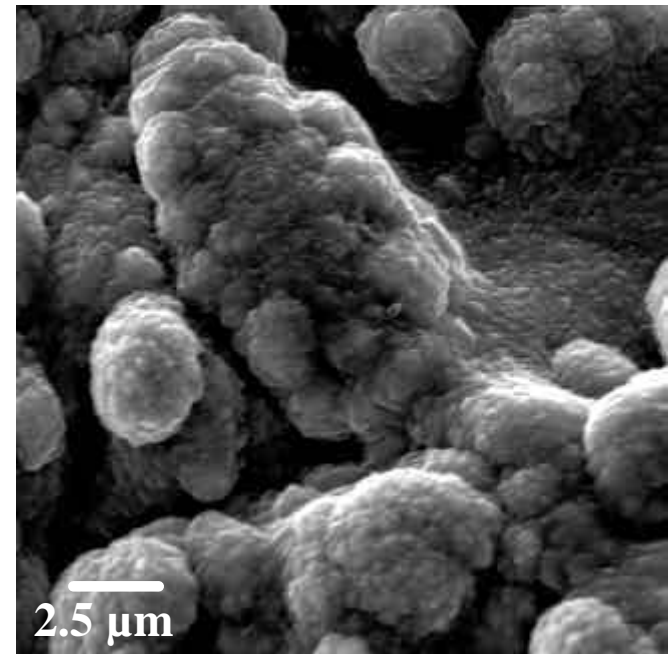
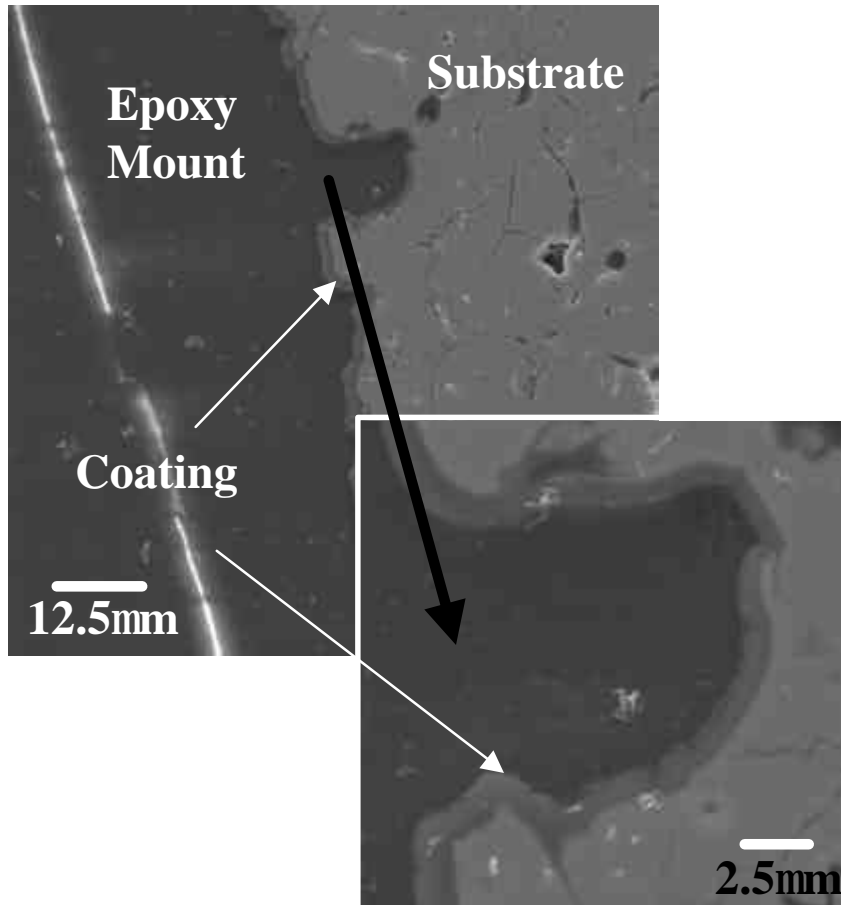
MATERIAL	CTE (x10 ⁻⁶ /K)	MODULUS (GPa)
α-Al ₂ O ₃	8	380
3Al ₂ O ₃ ·2SiO ₂	6	145
SiO ₂ (fused)	0.5	70
CSZ	~10	~200
Si	3	163

- High-temperature chloride-based CVD processes were used:



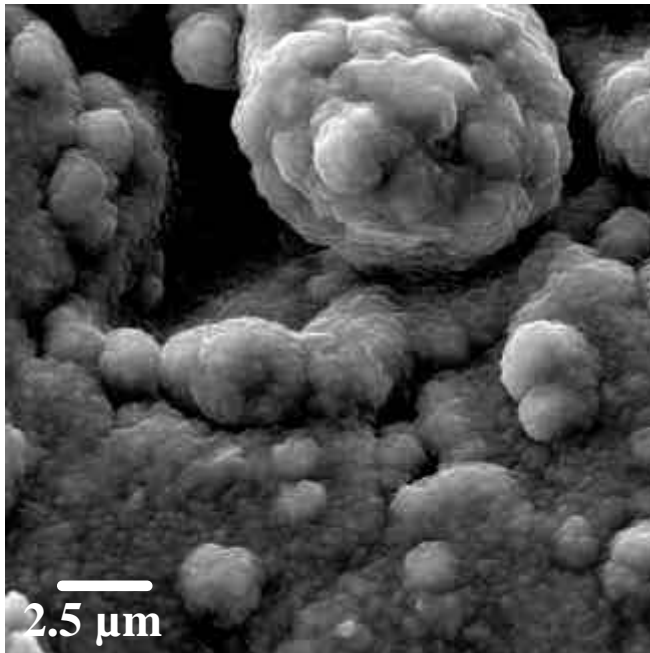
- Thermally cycled to 1150°C in air to assess seal coating/CSZ stability

Al₂O₃ Seal Coating (from Chloride Process) Was Uniform and Conformal

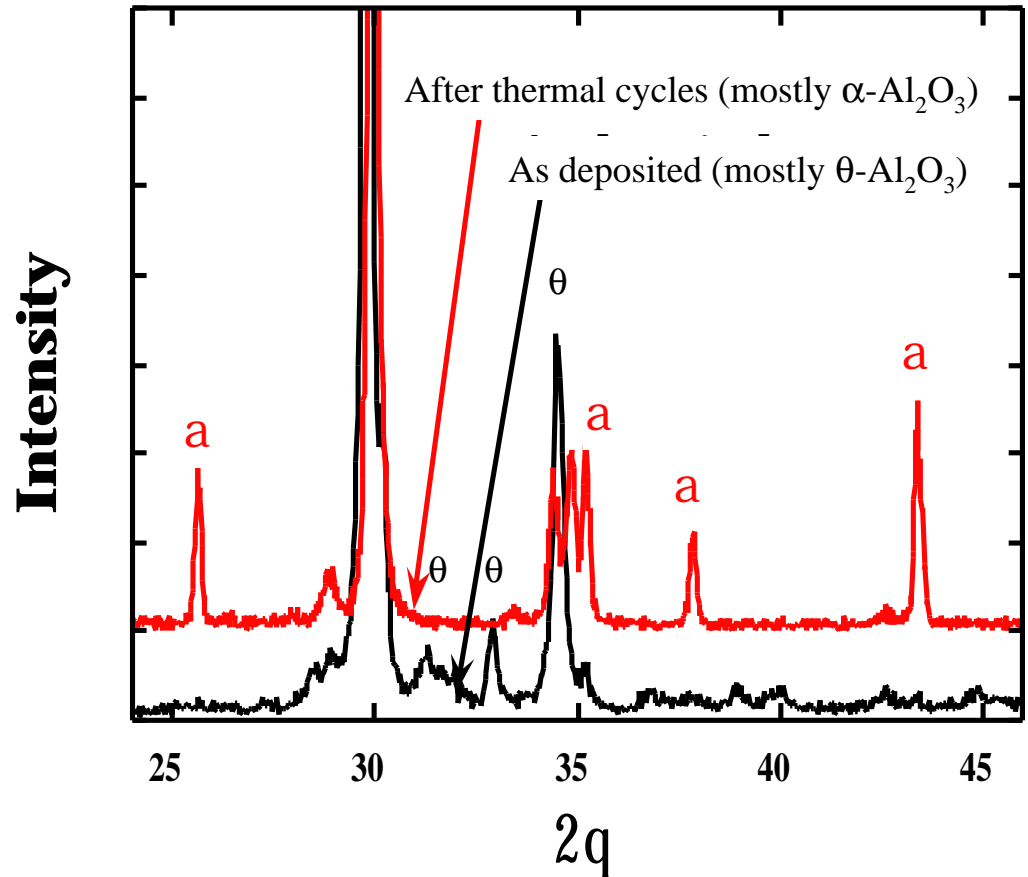


As coated

Al₂O₃ Seal Coating (from Chloride Process) Was Stable upon Thermal Cycling



After 49 1-hr. Cycles
to 1150°C



Initial Screening Results Suggest That Metastable Al_2O_3 Seal Coating May Be Useful If It Can Be Prepared at $T < 500^\circ\text{C}$

- Al_2O_3 was able to seal the porous CSZ surface
 - Although it transformed from θ - to α - Al_2O_3

Free-standing CSZ without seal coating:



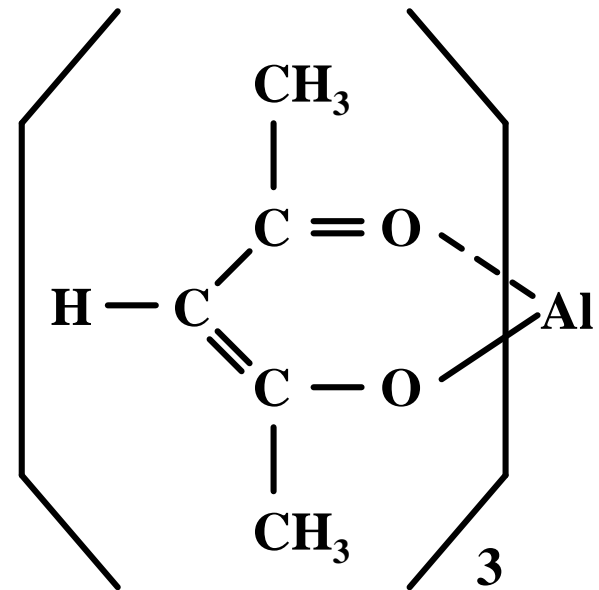
Free-standing CSZ coated and annealed:



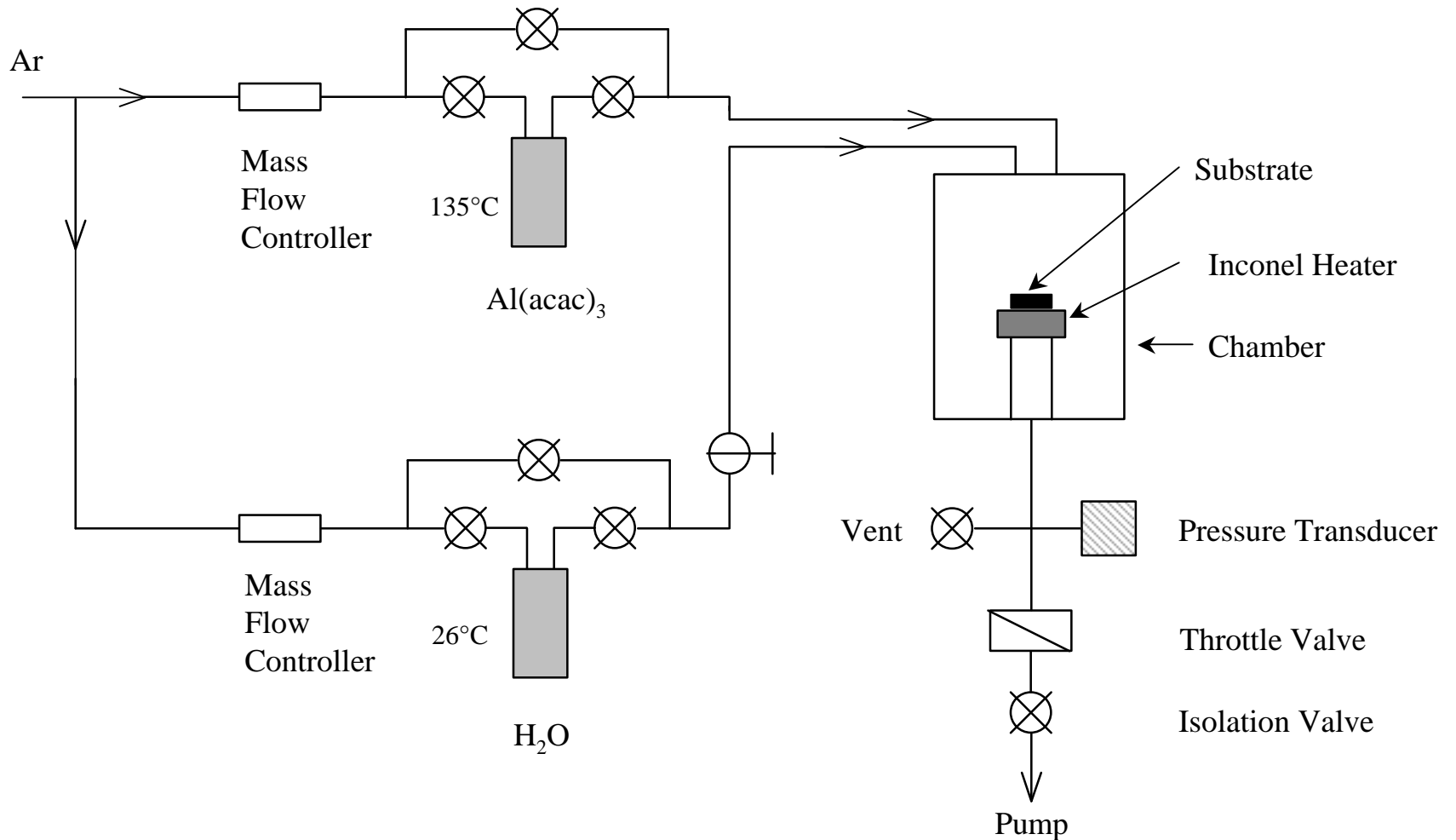
- $3\text{Al}_2\text{O}_3 \cdot 2\text{SiO}_2$ and SiO_2 spalled during thermal cycling, probably due to CTE mismatch with respect to CSZ

Al(acac)₃ and H₂O Were Selected to Prepare Low-temperature Al₂O₃ Seal Coating

- Major reasons:
 - Decomposes readily (well below 500°C)
 - Low toxicity and cost
 - Relatively moisture-insensitive
 - Stable compound at room temperature
 - Some carbon contamination observed
- Inclusion of water vapor appears to help eliminate carbon contamination [J.S. Kim, *et al.*, 1993]

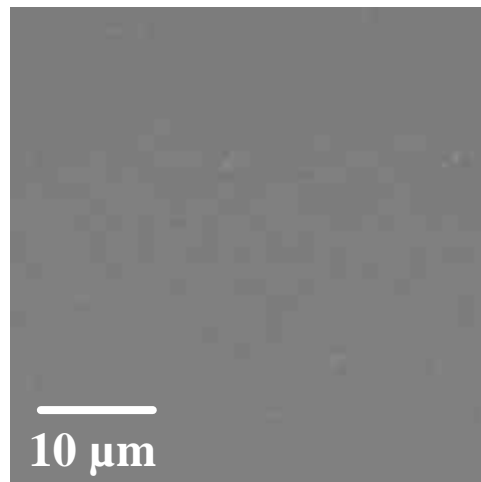


Cold-wall Al_2O_3 MOCVD System Constructed

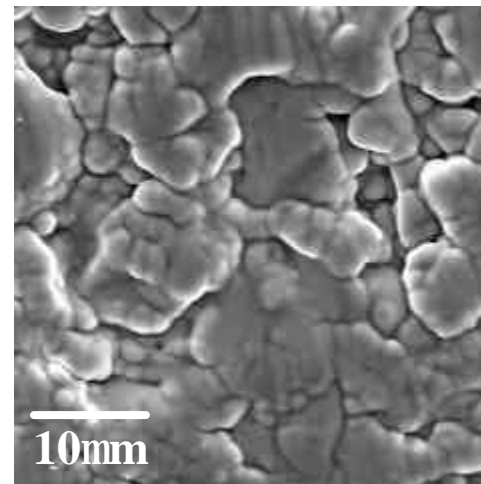


MOCVD Al₂O₃ Seal Coating Process Parameters Were Optimized

Substrate temperature	505 ±5°C
Total pressure	1.33 kPa
Argon supply rate (Al(acac) ₃ / H ₂ O)	120 / 20 cm ³ /min
Effective flow rate (Al(acac) ₃ / H ₂ O)	0.43 / 0.67 cm ³ /min
Al(acac) ₃ vaporization temperature	130-135°C



Al₂O₃ on Si

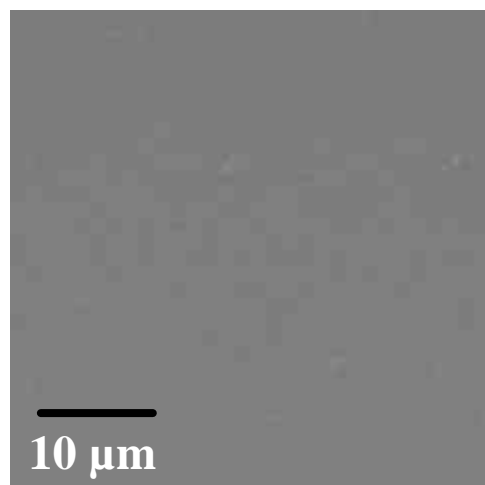


Al₂O₃ on CSZ

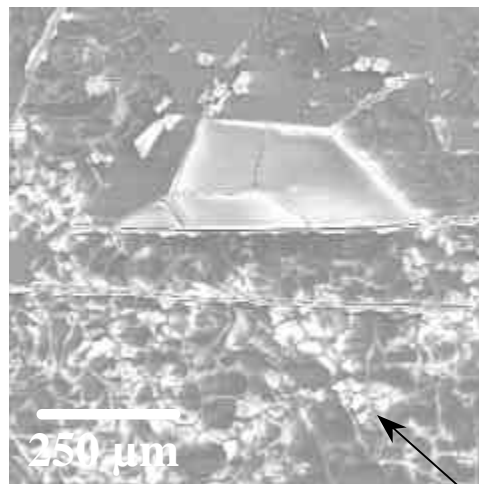
Experimental Approach to Testing MOCVD Al₂O₃ Seal Coating

- Potential problems with MOCVD Al₂O₃ coating:
 - Amorphous Al₂O₃ with possible C and H impurities
 - Significant volume shrinkage expected upon crystallization (~ -9%)
- Substrate issues:
 - CSZ-coated iron flexure bar
 - Free-standing CSZ: CSZ without iron substrate
 - Silicon: ease of characterization, but large thermal mismatch
- Thermal exposure from 700°C to 1200°C in air for 20 hrs.

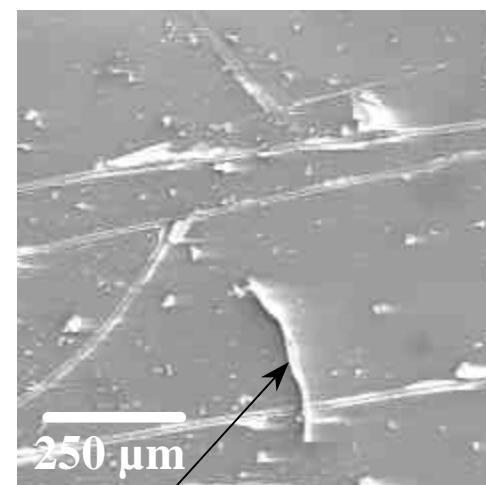
MOCVD Al₂O₃ on Silicon Spalled upon Annealing



As coated

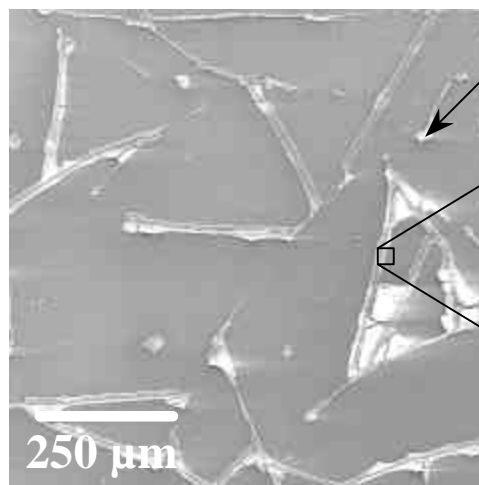
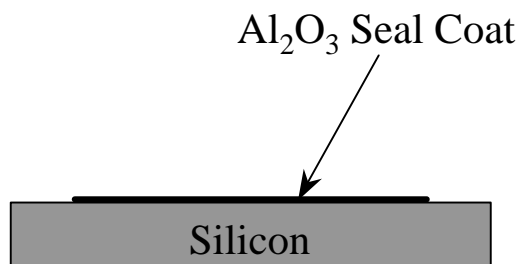


800°C



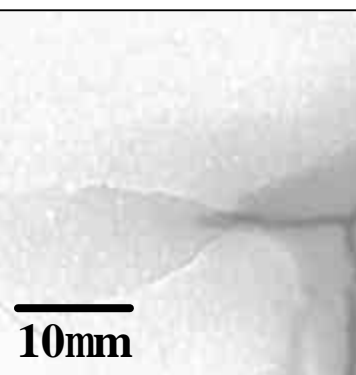
900°C

Non-spalled Al₂O₃

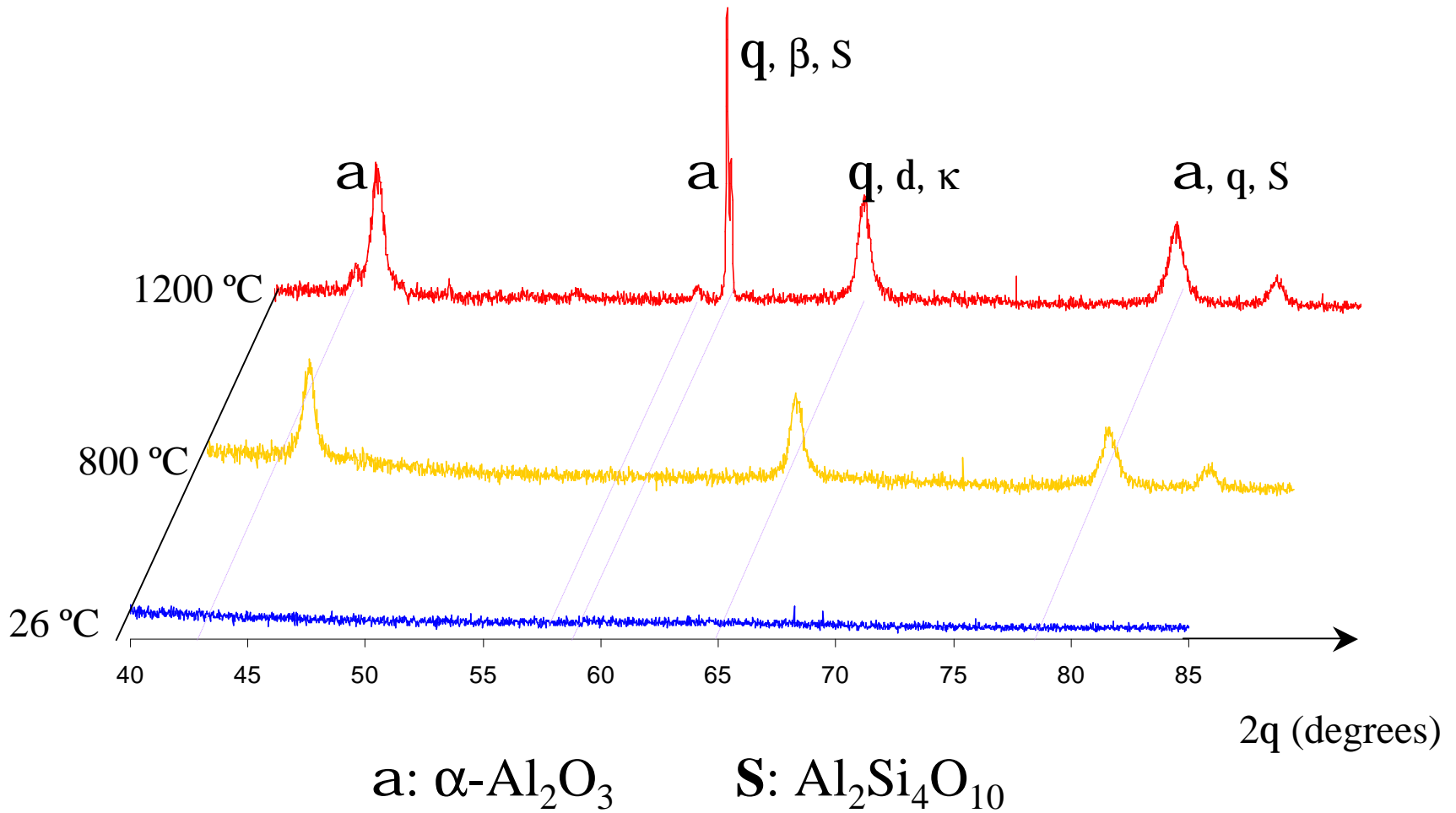


1200°C

200x

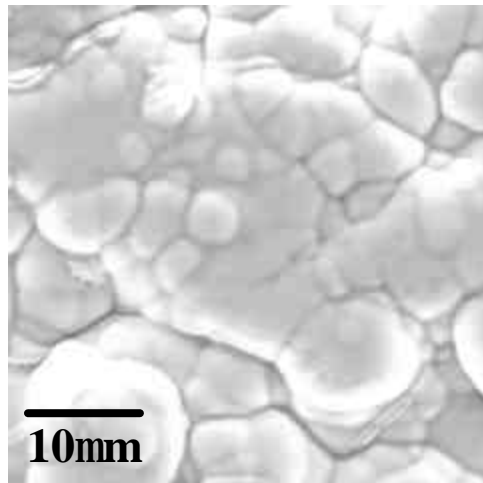


Crystallization of MOCVD Al_2O_3 Occurs Relatively Rapidly (20 Hours) at 700°C to 1200°C

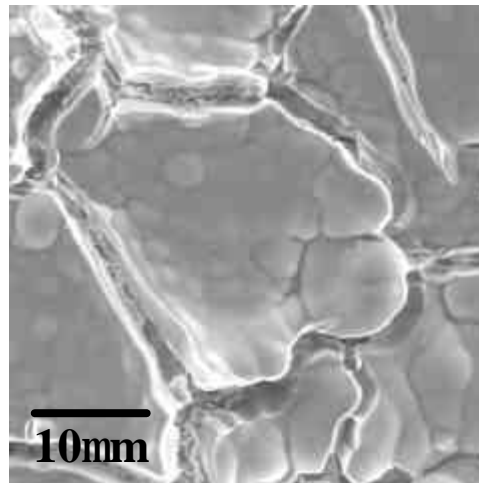


Not much Al_2O_3 remained on the substrate for XRD analysis

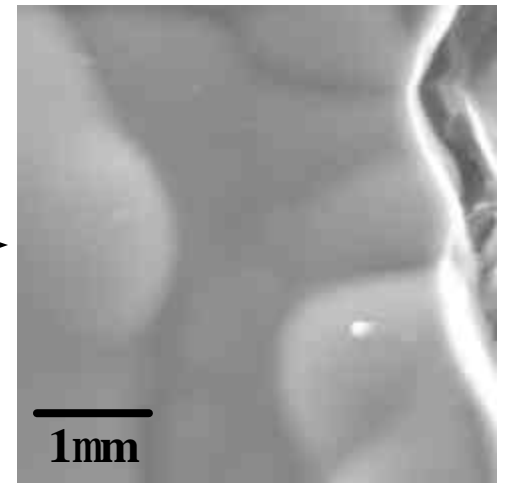
MOCVD Al₂O₃ on Constrained CSZ/Iron Cracked Upon Annealing



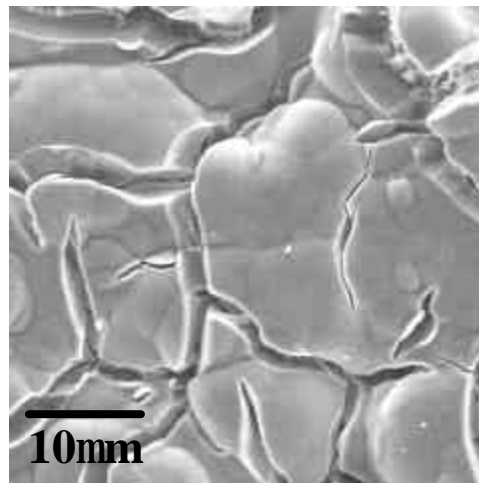
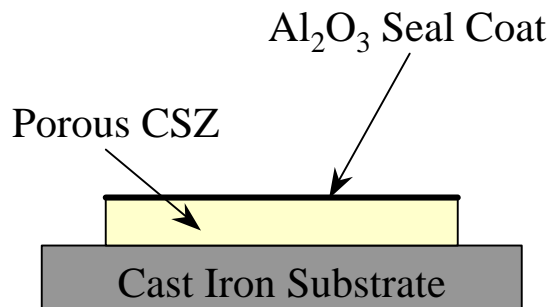
As coated.



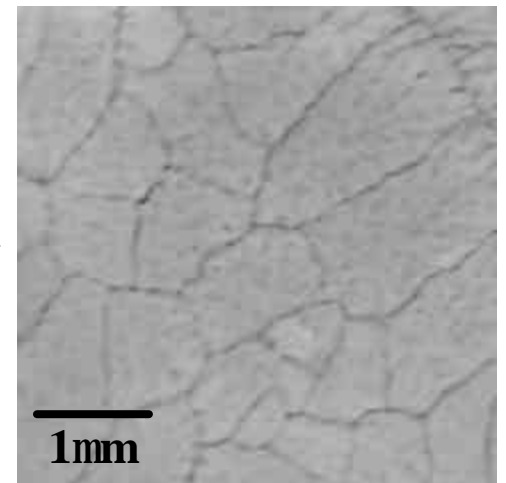
10x



900°C

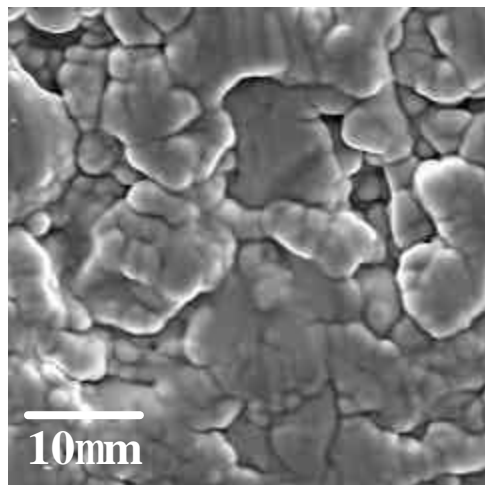


10x

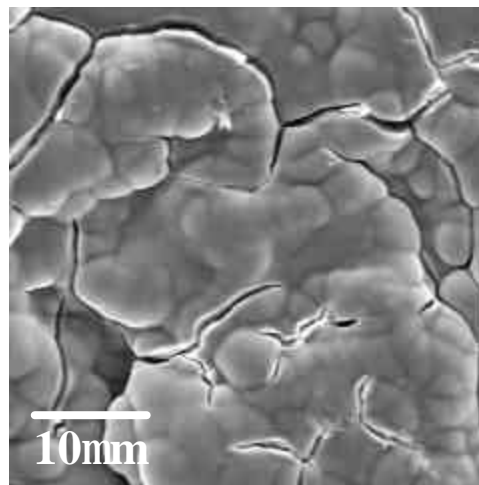


1000°C

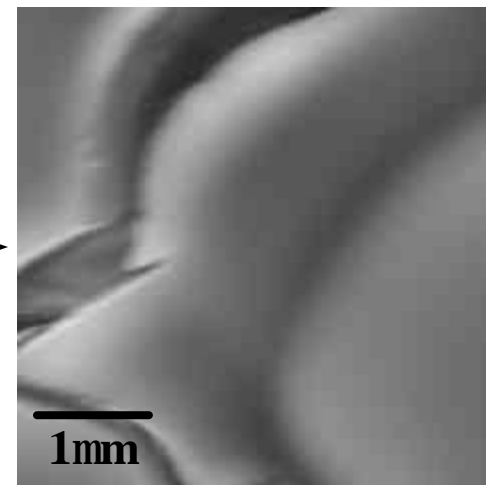
Metallic Substrate Had No Discernable Effect on Coating Behavior



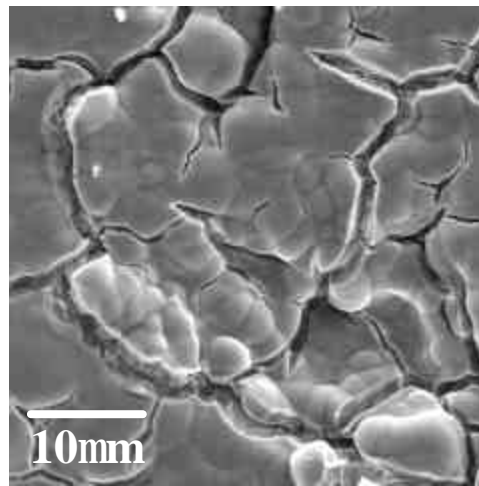
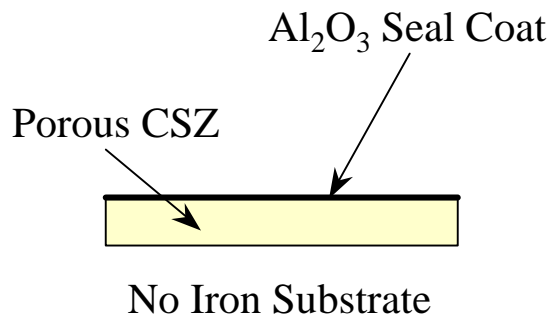
As coated.



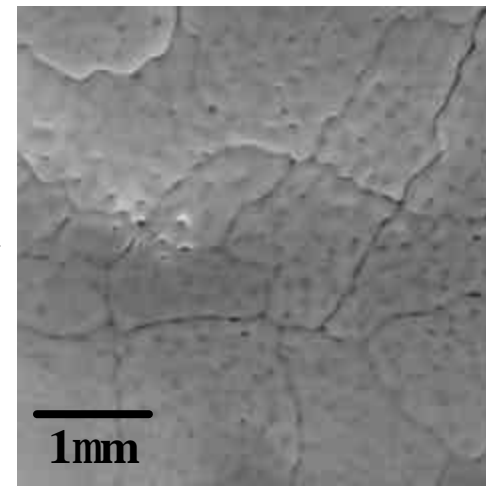
10x
→



700°C



10x
→



1100°C

Annealing of MOCVD Al₂O₃ Leads to Inadequate Adhesion and Sealing

- Considerable spallation on silicon
 - CTE mismatch
 - Volume shrinkage due to crystallization
- Adhered on CSZ, but coating cracked as crystallization occurred
 - Less CTE mismatch with CSZ than with Si
 - Better adhesion may be due to mechanical interlocking at CSZ/coating interface
 - Volume shrinkage still significant (~ 9%)

Comparison of Chloride-based Al_2O_3 vs. MOCVD Al_2O_3

	<i>Chloride-based Al_2O_3</i>	<i>MOCVD Al_2O_3</i>
<i>As prepared:</i>	Conformal, mostly metastable (θ)	Conformal, amorphous
<i>Thermally annealed:</i>	Retained adhesion & structural integrity	Severe cracking, despite adhesion
<i>Crystallization:</i>	$\theta-Al_2O_3 \rightarrow \alpha-Al_2O_3$ ($\Delta V < -9\%$)	Amorphous \rightarrow metastable, $\alpha-Al_2O_3$ ($\Delta V > -9\%$)
<i>Possible C & H impurities:</i>	Highly unlikely	Possible, but minimized
<i>Quality of sealing:</i>	“Sufficient”	Insufficient

Conclusions

- Chloride-based Al_2O_3 coating deposited at 1050°C contained significant amounts of $\theta\text{-Al}_2\text{O}_3$.
- MOCVD Al_2O_3 coating could be prepared at 500°C , but was entirely amorphous.
- Metastable Al_2O_3 coating ($\theta\text{-Al}_2\text{O}_3$ minimum?) may be required to survive annealing and crystallization.
- Literature describes no MOCVD system in which a crystalline Al_2O_3 coating can be deposited below 500°C .
- Alternative materials, along with a suitable coating process, still need to be explored.

Acknowledgments

- Current research sponsored by Brad Beardsley at *Caterpillar, Inc.*
- The results from the chloride-based Al_2O_3 coating work were obtained by W.Y. Lee at Oak Ridge National Laboratory under the sponsorship of Ray Johnson, *Heavy Vehicle Propulsion System Materials Program*, DOE Office of Transportation Technologies.