Should you print it? A look into Metal AM applications

Boothroyd Dewhurst, Inc. THE 2019 INTERNATIONAL FORUM on Design for Manufacture and Assembly

Keith Brady

Regional Manager / Additive Manufacturing Renishaw Inc.



01/10/2019



Renishaw Corporate Headquarters: Wotton-under-Edge; UK

Renishaw

- 77 Locations in 35 countries
- 4800+ Employees
- 1,600+ Patents



Renishaw Inc. West Dundee, IL



Industrial Metrology

Process control products



CMM probes, software and retrofits









Encoders and Medical Products



Position and Motion Control: Laser, Magnetic and Optical Encoders



Medical: Surgical Robots, Ramen Spectroscopy

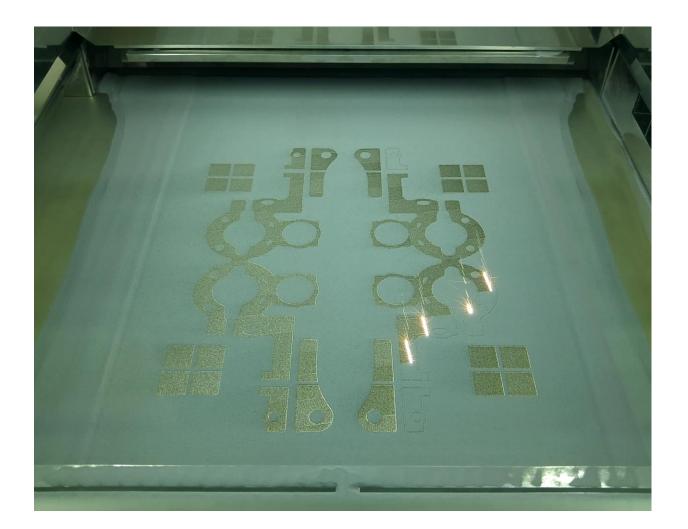


Metal AM – Laser Powder Bed Fusion (LPBF) RenAM500Q





Should You Print It ???





01/10/2019



Bracket produced by Mark Kirby and Carl Hamann – Renishaw, CN

It Depends

Chris Tsai's Boat Bracket

• Talking points:

- Basic geometry, easily fabricated. Why would you print this ??
- Would sand/die cast or machining from a solid make more sense ? If this is a "production" part all these options would be considered. Key in this conversation would be what "production" equates to.
- If lead-time is crucial and machine and powder are available...does this change the equation? Sure it does, so "It Depends"





It Depends

Water Charge Air Cooler: Automotive

• Benefits:

- Design provides light weighting
- Increases vehicle performance
- Provides part and systems integration
- Engineered performance in part design opens up opportunities and re-defines how we think about making parts along with providing AfAM / DfAM design opportunities.

HiETA: Case study found online at: https://www.hieta.biz/casestudies/water-charge-air-cooler/



It Depends

When we say "It Depends" it opens up a world of application and design *opportunities*:

- Do you have design authority ?
- Do you have an understanding of the technology and key process parameters that would inform the decision making process?
- Next we'll discuss an application and some design talking points that surround most metal additive discussions, some substance behind the "It Depends" conversation



Application Discussion



- Ben Ainslie Racing
- Land Rover America's Cup Yacht – Team UK
- GC32 Class Catamaran
- **Opportunity:**
- Wing / Rudder Manifold; weight reduction, consolidation and performance improvements.



Presentation Overview

Design Opportunity

- AfAM or DfAM?
- Wing / Rudder Manifold Attributes

Process Engineering

- Overview of LPBF
- Process parameter basics
- Finding the process "window"
- Multi-laser considerations

Process Monitoring and Control

- Data and Connectivity
- AM process monitoring and control





AfAM vs. DfAM

Adaptation for AM (AfAM):

-The re-design or modification of an existing product design to better suit the design constraints imposed by the additive manufacturing process. This is an area where we can leverage AM specific benefits

- Existing product design specification and system level design will reduce available 'design space'.

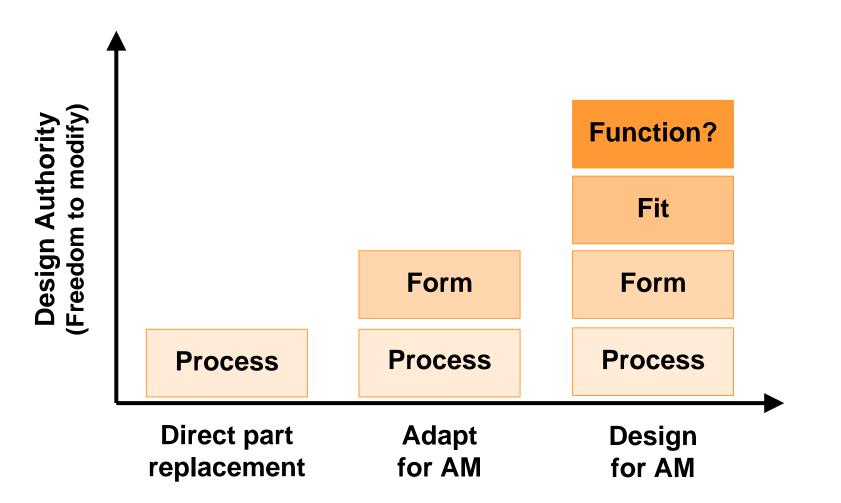
Design for AM (DfAM):

- The wholesale 'blank sheet' design and development of a new product; fully leveraging the opportunities that additive technology provides

- Considerably more open design space and the ability to influence system-level design decisions



AfAM vs. DfAM – Design Space





AfAM Process flow

Efficiency reducing crossdrilling replaced with swept pathways

Valve body positioning remains as per original design

Self-supporting scaffold structures are created to enable build and increase part rigidity

Solid material added to meet minimum specified for application through 1D or FEA analysis

Extraction

Wall material

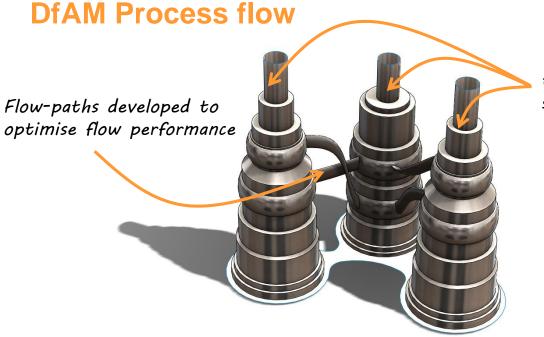
As-finished

As-built

Machined Surfaces are modelled to meet specification

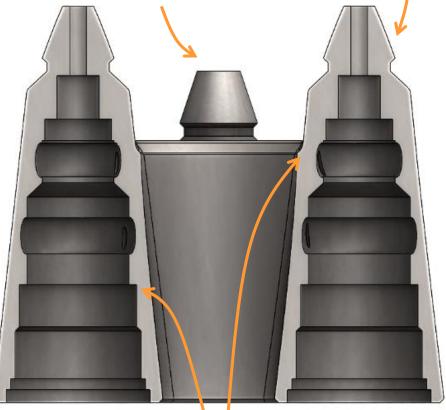
Self-supporting machining stock is incorporated





Central "spine" ties together ports, simultaneously shrouding flow paths and increasing rigidity Valve bodies orientated co-planar to improve packaging and simplify post-machining

Hydraulic fittings incorporated into the part, consolidating the assembly



Wall thickness is absolute minimum required



Wing Manifold





Conventionally Machined





Wing Manifold



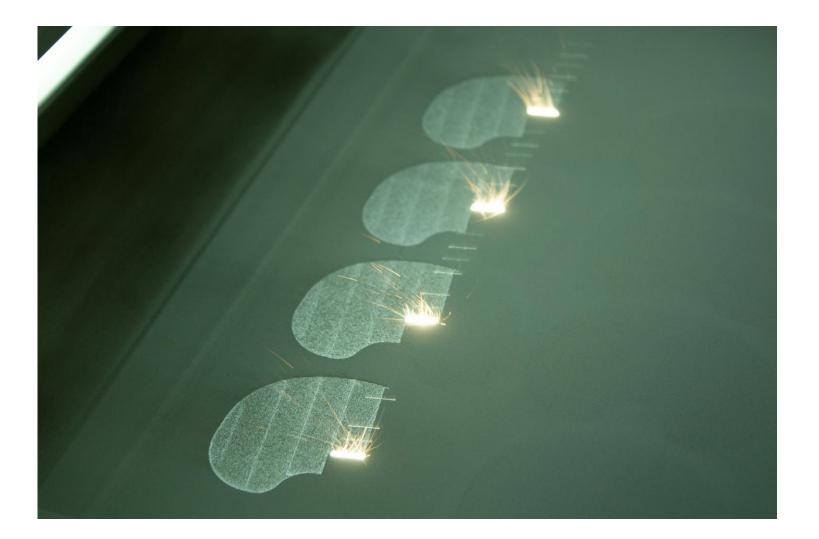


Printed and Machined





Key Process Parameters





01/10/2019

Laser powder bed fusion overview

Un-melted

powder

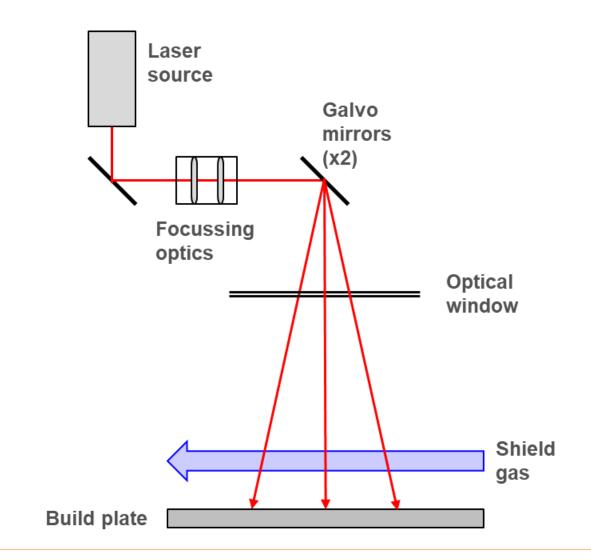
- Fibre laser focussed to a small spot on the top surface of the powder bed
- Galvanometer mirrors move the laser across the powder bed in a series of scan vectors

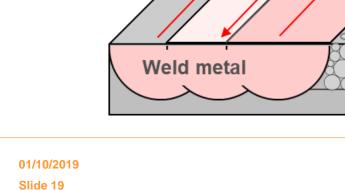
Laser

Melt pool width typically 2 – 3 times spot size

Current

scan vector



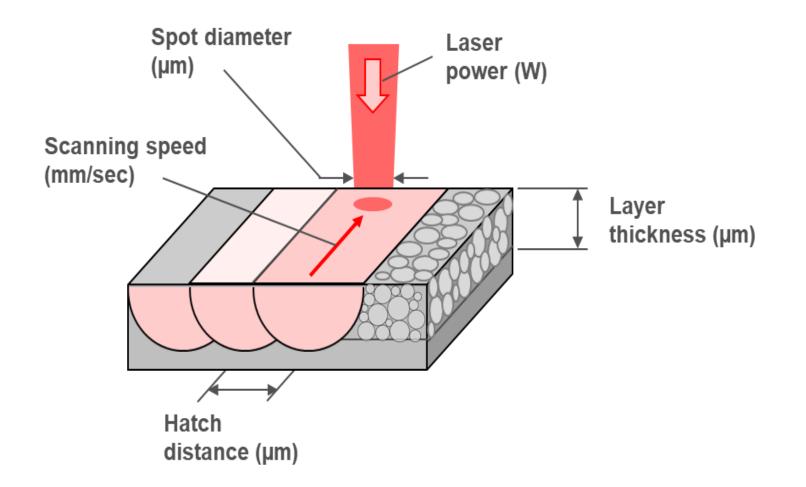


Previous

scan vectors



Process parameter basics





01/10/2019 Slide 20

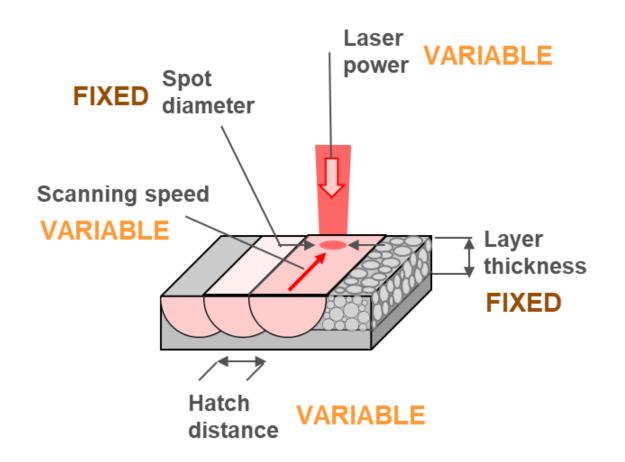
Finding the 'Process Window'

First objective is to achieve good density...

 Porosity will weaken the material, reduce strength, ductility and fatigue / creep performance

Simplify the optimization task

- Fix key variables spot size and layer thickness
- Laser power, scanning speed and hatch distance remain variables

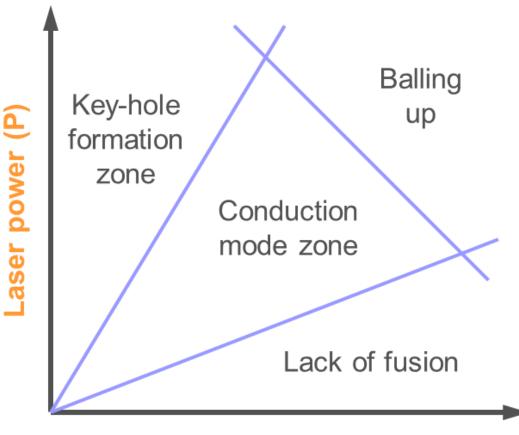




Process parameter impact on laser melting outcomes

For a given material, spot size and layer thickness...

- Insufficient power results in lack of fusion
- Too much power leads to keyhole formation
- Too much power and speed combined leads to break-down of the weld pool – 'balling up'
- Conduction mode zone where full
 melting occurs without keyhole formation



Scanning velocity (V)

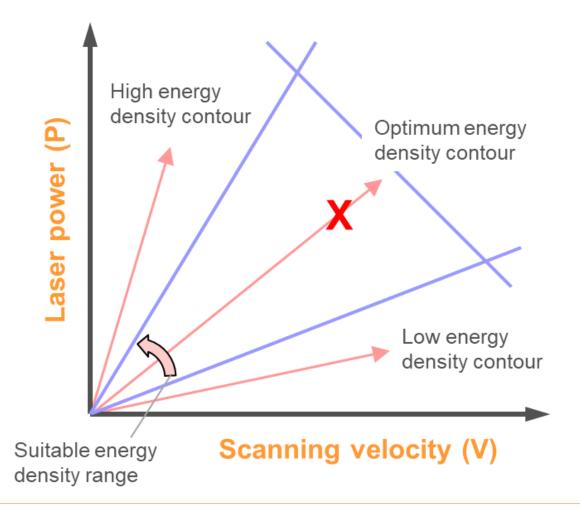


01/10/2019 Slide 22

X-Marks The Spot

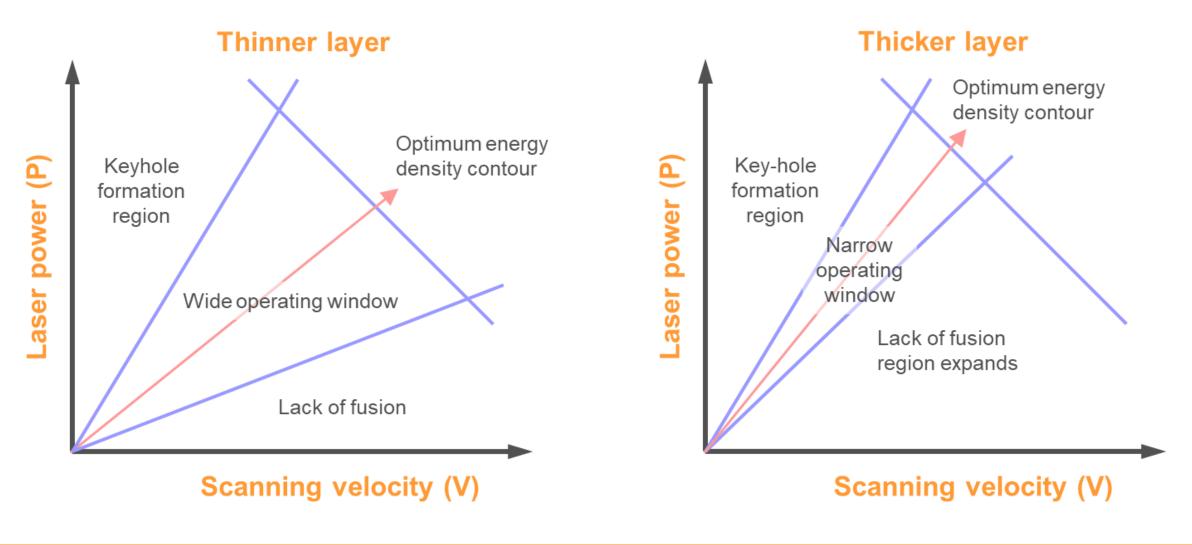
Energy Density (heat flux)

- Amount of energy applied per unit volume
- Energy density contours radiate from the origin in P-V space
- Each material will have a range of energy densities that it can absorb
- An optimum contour provides efficient processing and will deliver the best material properties
- X is the 'Ideal' processing point





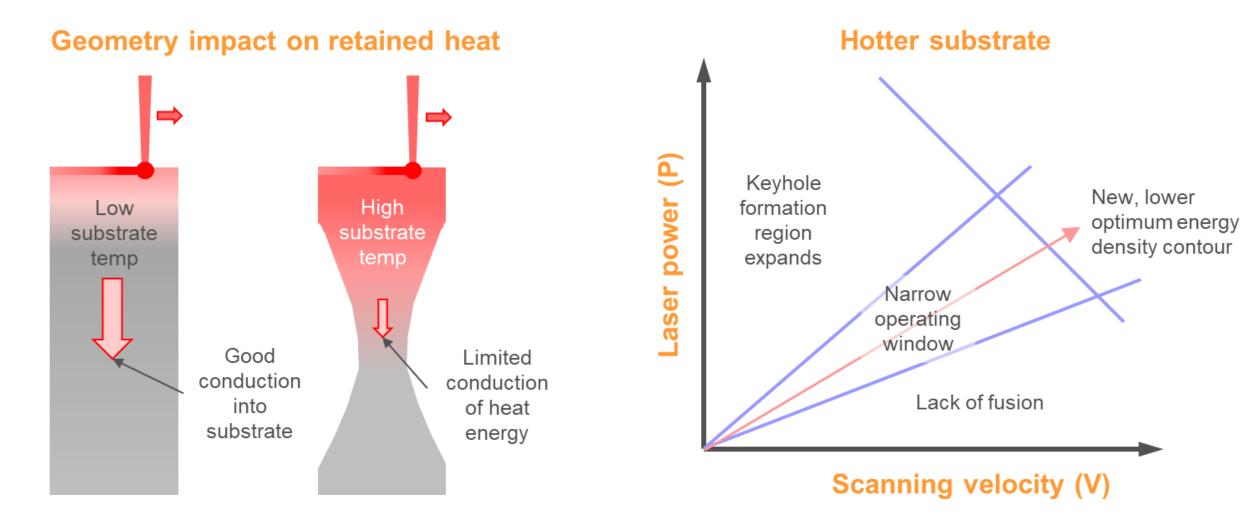
Changing Layer Thickness





01/10/2019 Slide 24

Importance of Design Safety Factors

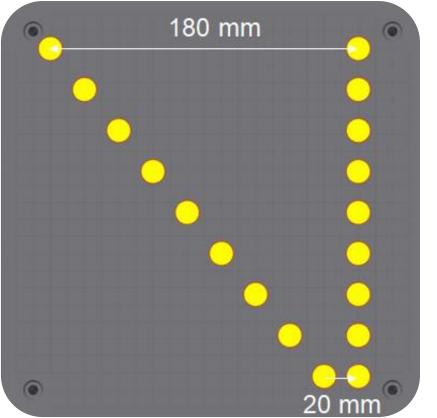




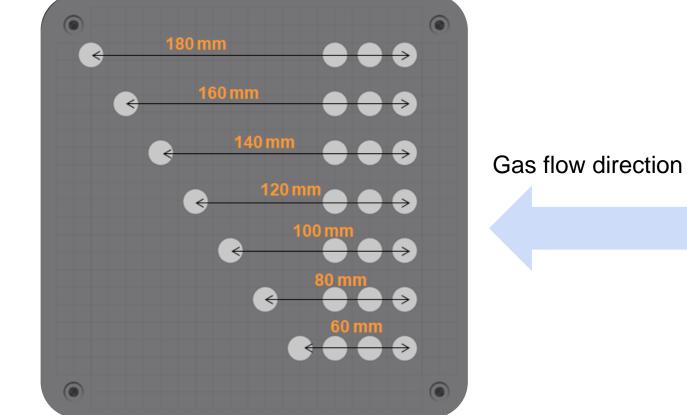
01/10/2019 Slide 25

Multiple Lasers

One upwind

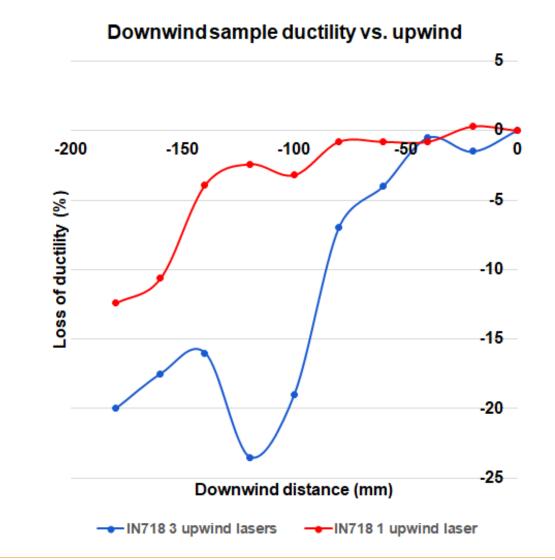


Three upwind





The number of upwind laser interactions matters

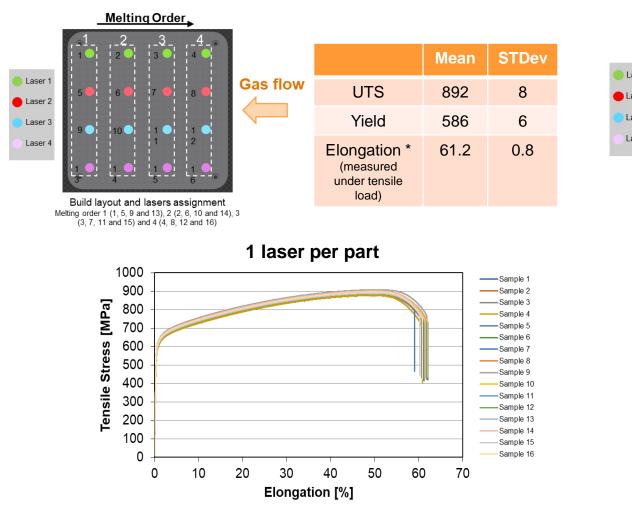


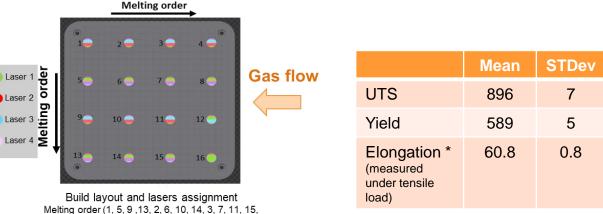


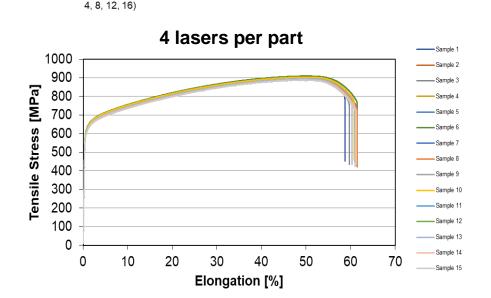
01/10/2019

Impact of "multiple-lasers per part" strategy

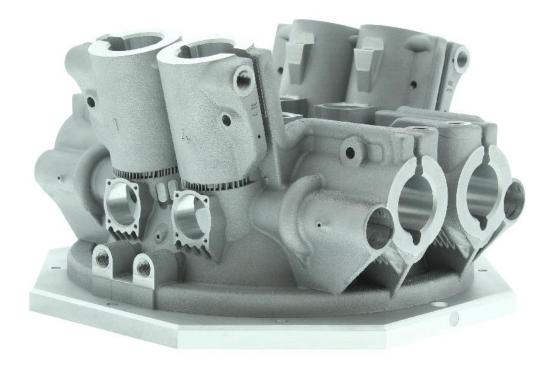
- 1 laser per part and 4 lasers per part show similar mechanical properties (Inconel 625)
- Part quality is not affected when lasers are closer.





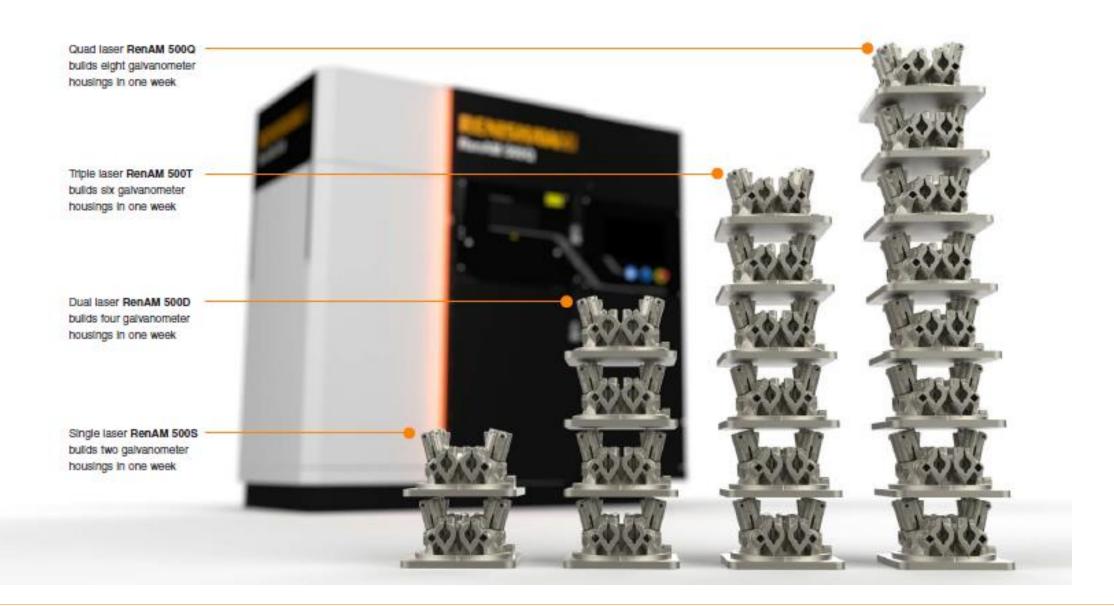


Multi-Laser Produced Part - 500Q Galvanometer Block



- Heart of the system
 - Tightly packed and integrally mounted galvo assemblies improve system performance and accuracy.
 - Conformally cooled to optimize performance
 - Designed for AM process



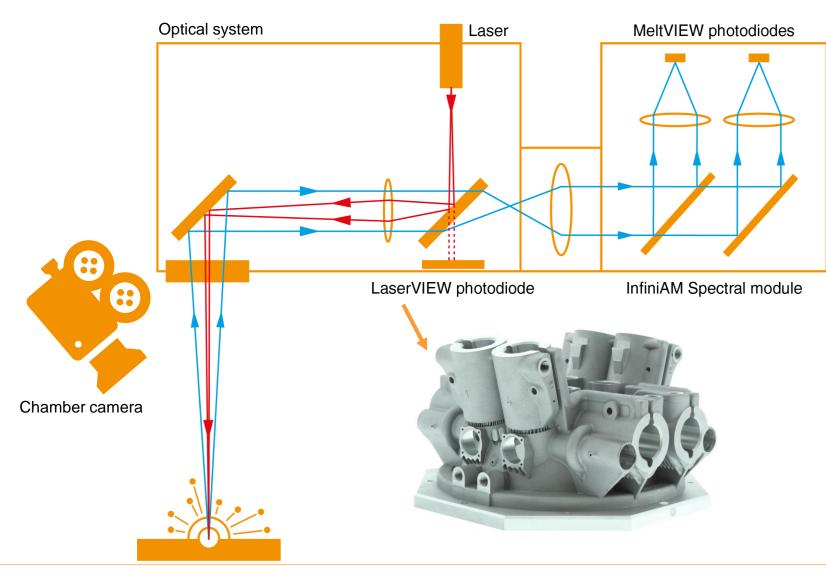




Process Monitoring and Machine Reporting

- Provides near real time documentation/logging of process
- Provides confidence in comparing finished parts to in-process data
- Informs ongoing manufacturing and design process
- Provides central monitoring and reporting capabilities which are key to serial AM production operations.

Process Monitoring: The Hardware



InfiniAM Spectral / MeltVIEW

- Twin photodiodes sampling at 100kHz
- Plasma emissions @ 700 to 1050nm
- Melt-pool emissions @ 1080 to 1700nm
- Integration with RenAM system controller to synchronize sensors with motion control

InfiniAM Spectral / LaserVIEW

- Captures sample of laser energy during every pulse
- Samples at up to 2MHz
- Relative measurement of laser power for comparison to calibration data

Chamber camera

- Images taken after each dose
- Can be used to aid build failure analysis



01/10/2019

Process Monitoring: The Software



Near real-time 2D image viewing

Post-build 3D rendering of data captured voxel by voxel



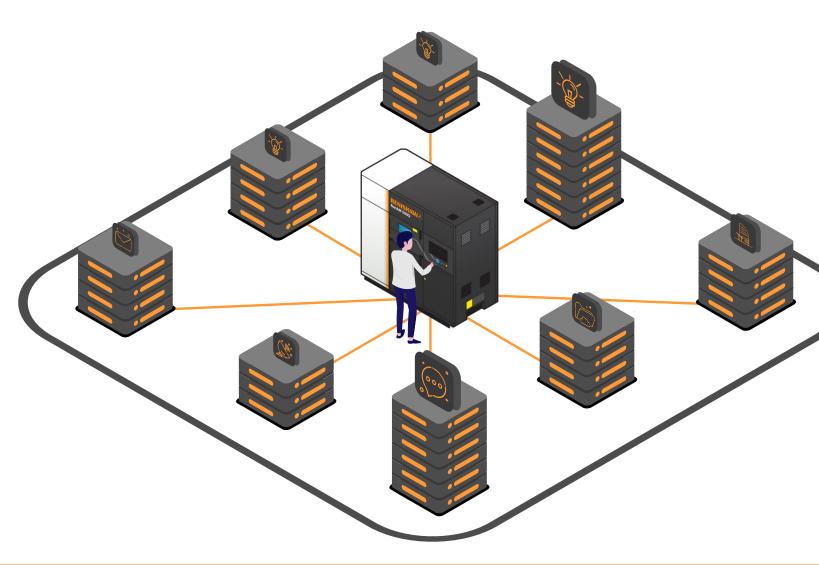
Process monitoring and control

InfiniAM Central

- Machine productivity and status monitoring
- Real-time performance monitoring
- Post-process data harvesting

InfiniAM Spectral

- Camera analysis
- LaserVIEW
- MeltVIEW
- DataHUB





InfiniAM Central



Taking a global over-view of machine variables

Taking an in-depth view of a single layer



Thank you!

Keith Brady

Regional Manager – AMPD

Keith.brady@renishaw.com

