

Investigating different rapid alloy prototyping approaches to develop alloys to allow for higher scrap steel content

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Sample Slide – Agenda / Summary slide

1	Introduction
2	Process one – 20g
3	Process two – 140g
4	Process three – remelt
5	Application and conclusion

Introduction

Overview and relevance

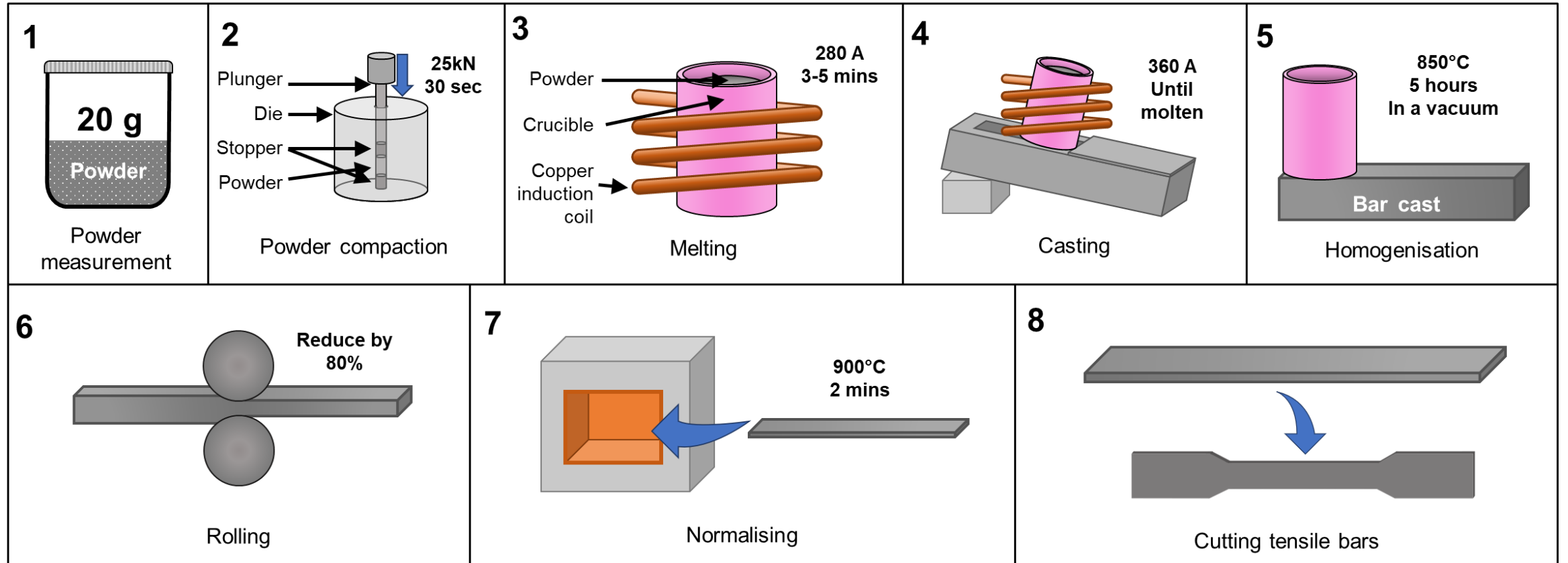
- Scrap steel is a key component of the steel making process, but it introduces unwanted elements known as residuals or tramp elements
- Residuals alter the mechanical properties of the final product
- Increasing scrap content in new steel has economical and environmental benefits
- Future predictions show an increase in residual content in scrap, requiring a better understanding of potential effects
- Many tramp elements are very difficult to remove from the melt so the effects are important to study

RAP research

- Rapid alloy prototyping (RAP) allows for faster alloy development by accelerating the production of test specimens
- Mechanical properties of RAP specimens are not exactly the same as samples from full scale trials but they do show trends
- There are different RAP approaches with different advantages and disadvantages, these will be discussed

Process one – 20g

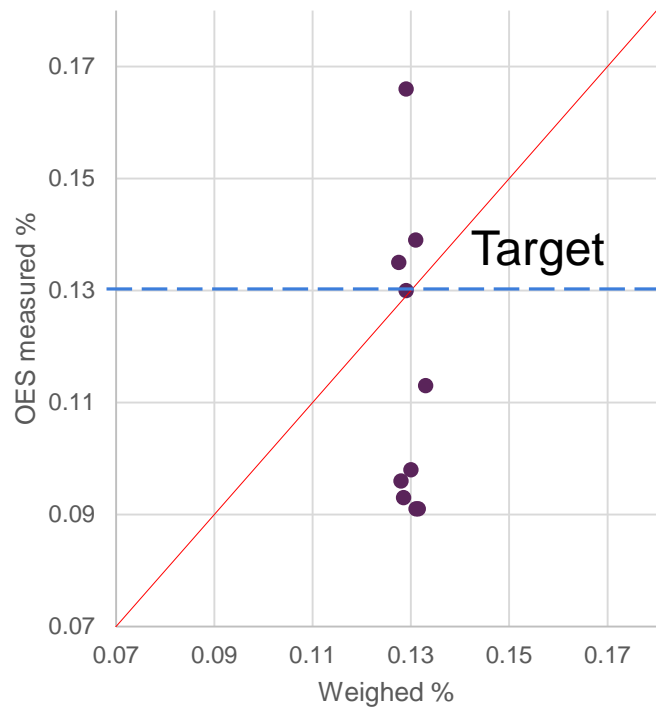
Methodology



Process one – 20g

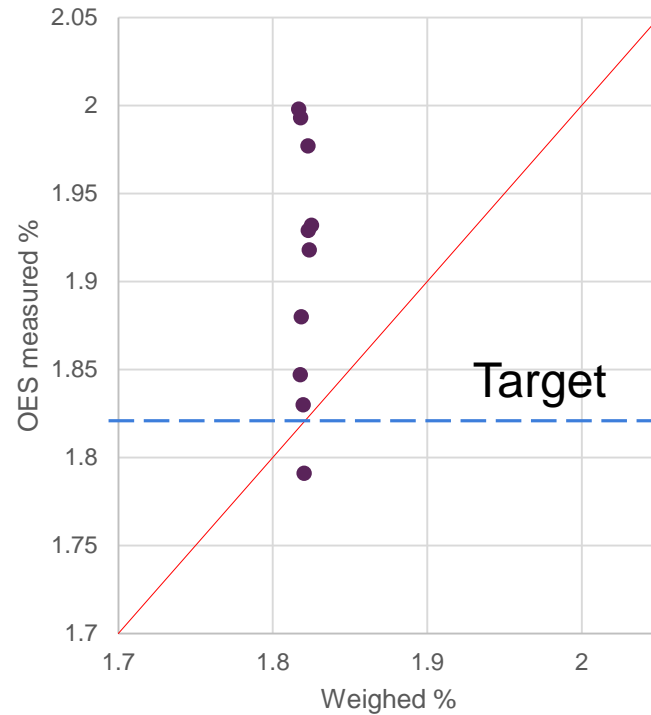
Red line is $x=y$

Composition



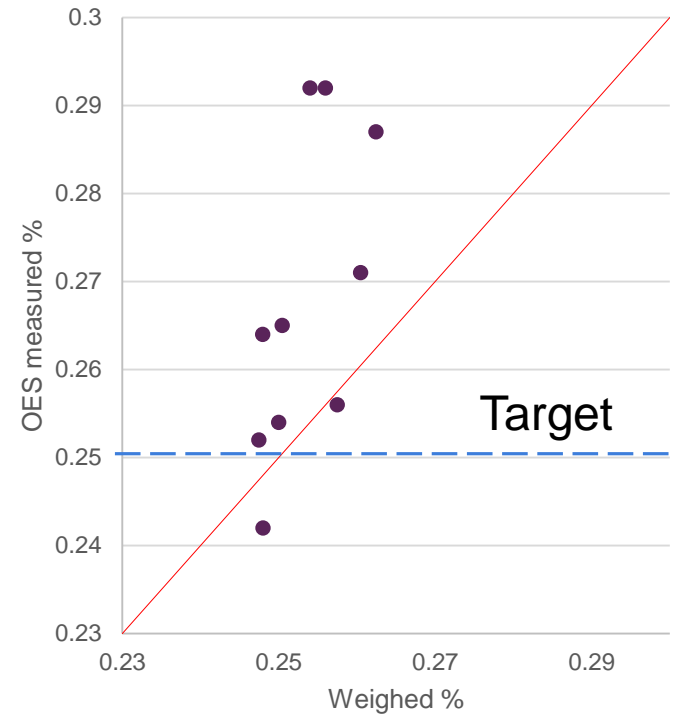
Carbon

Varies by +/-30%



Manganese

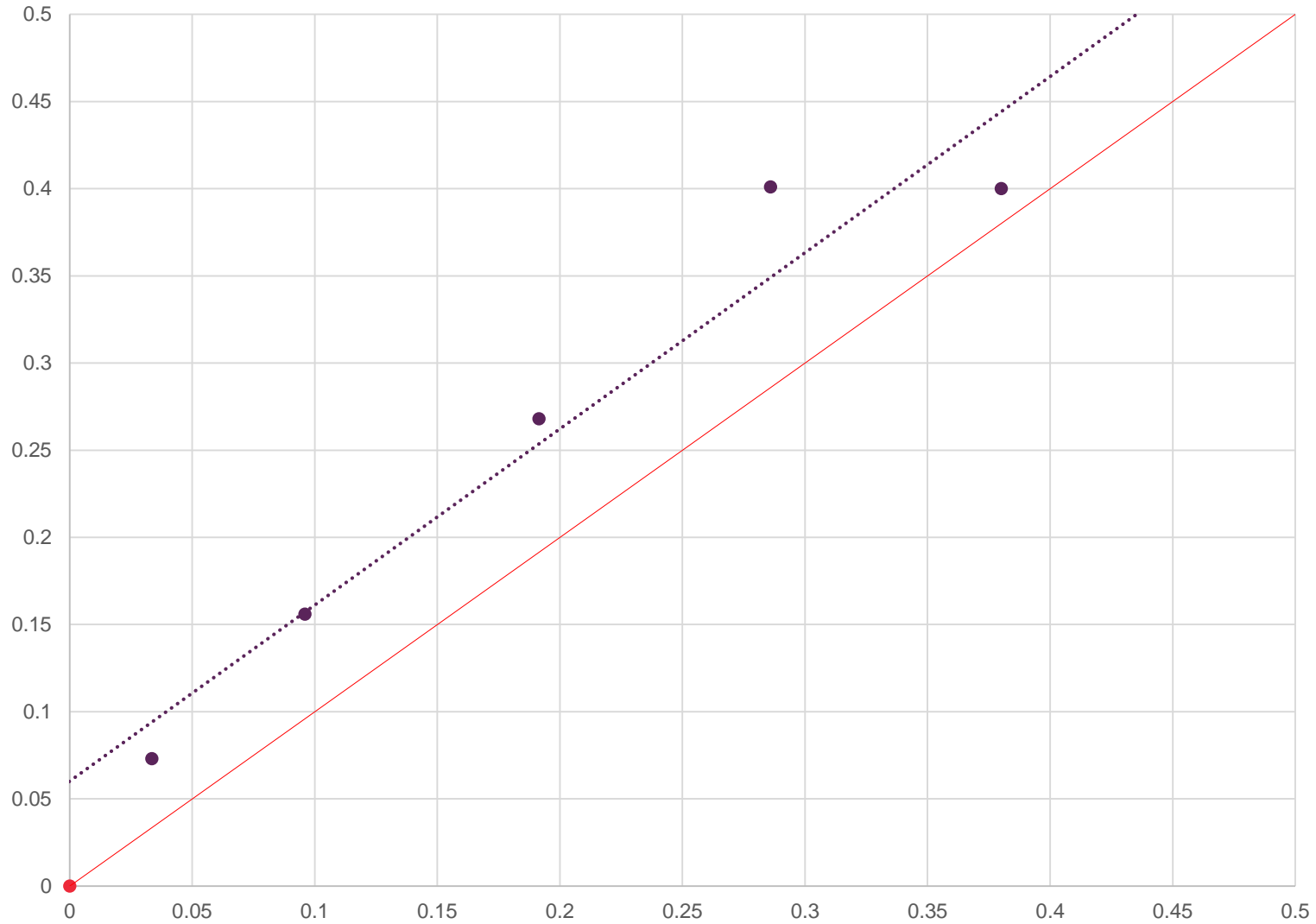
Varies +/-10%



Silicon

Varies +/-7%

Process one – 20g



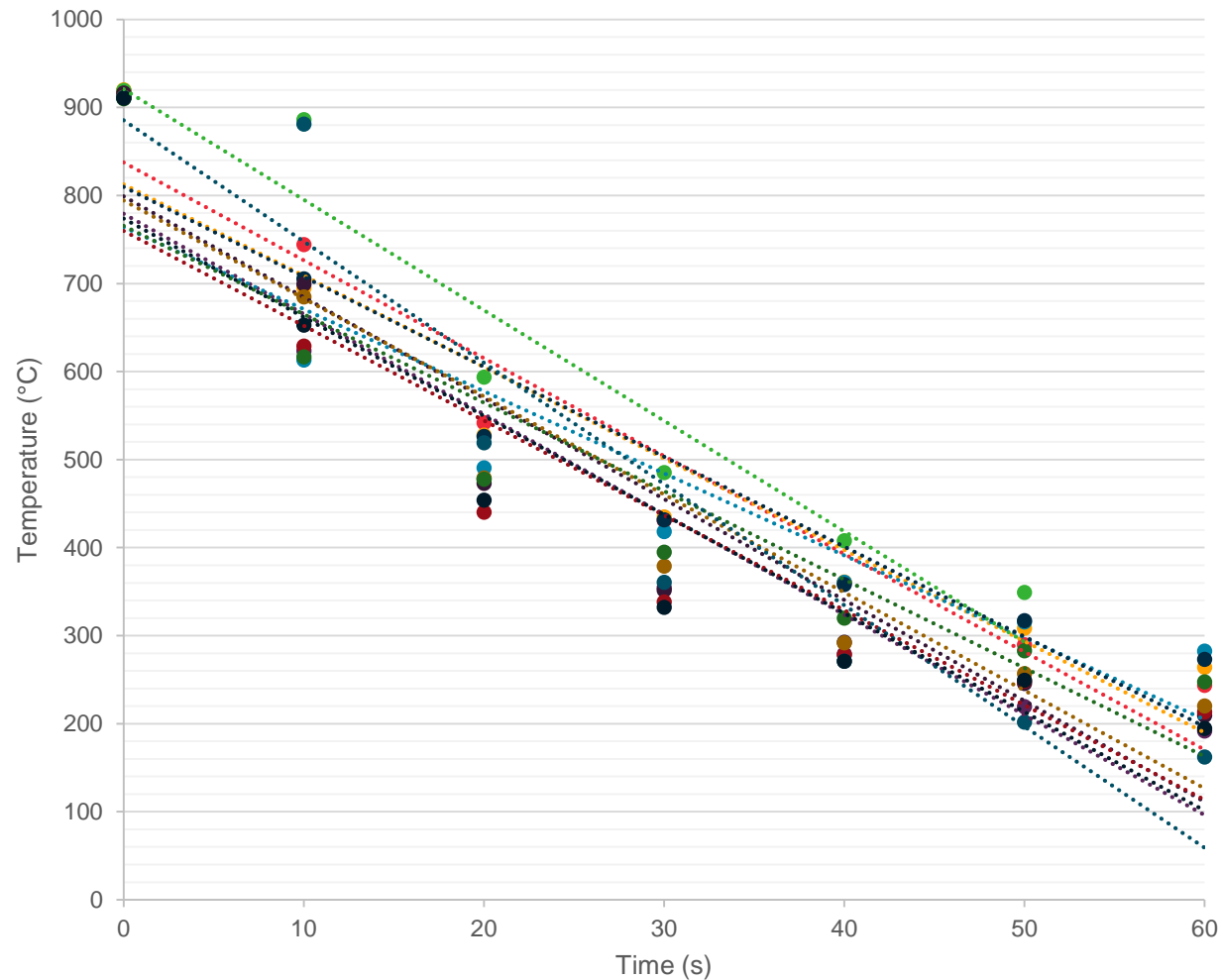
Copper

Good correlation

Predictable and can be accounted for

Process one – 20g

Cooling rate after normalisation over first minute



DP800 Cooling rate after normalisation

Cooling rate (°C/s)

Average 11.114

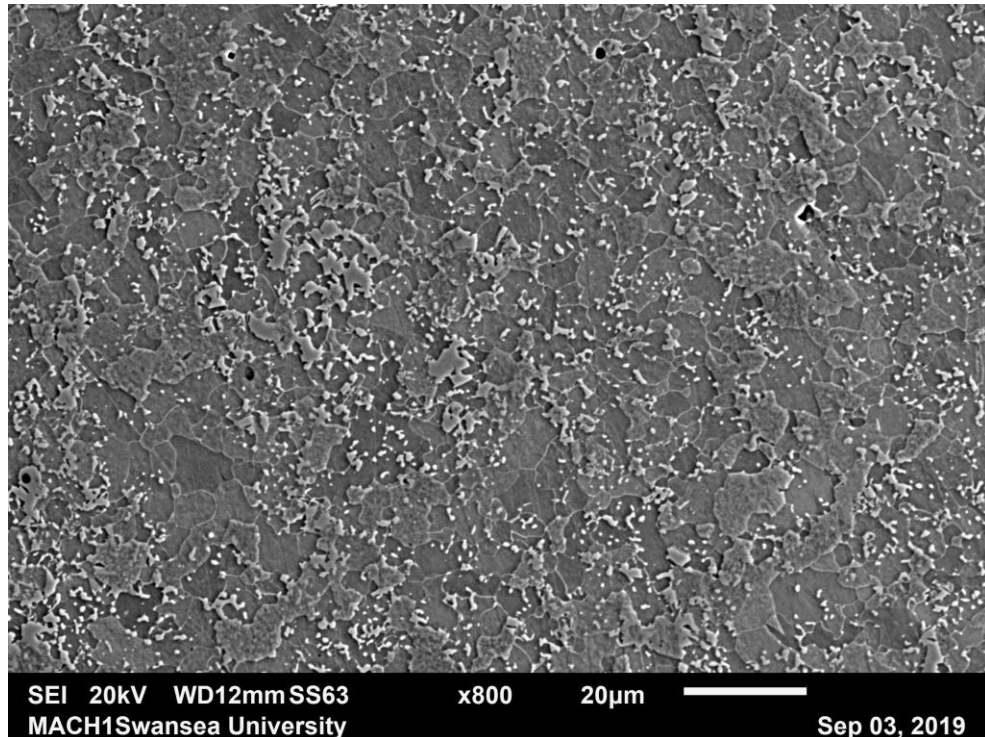
Range 4.440

Standard deviation 1.122

Process one – 20g

Advantages

- Quick process
- Minimal material wastage
- Produces unique alloys



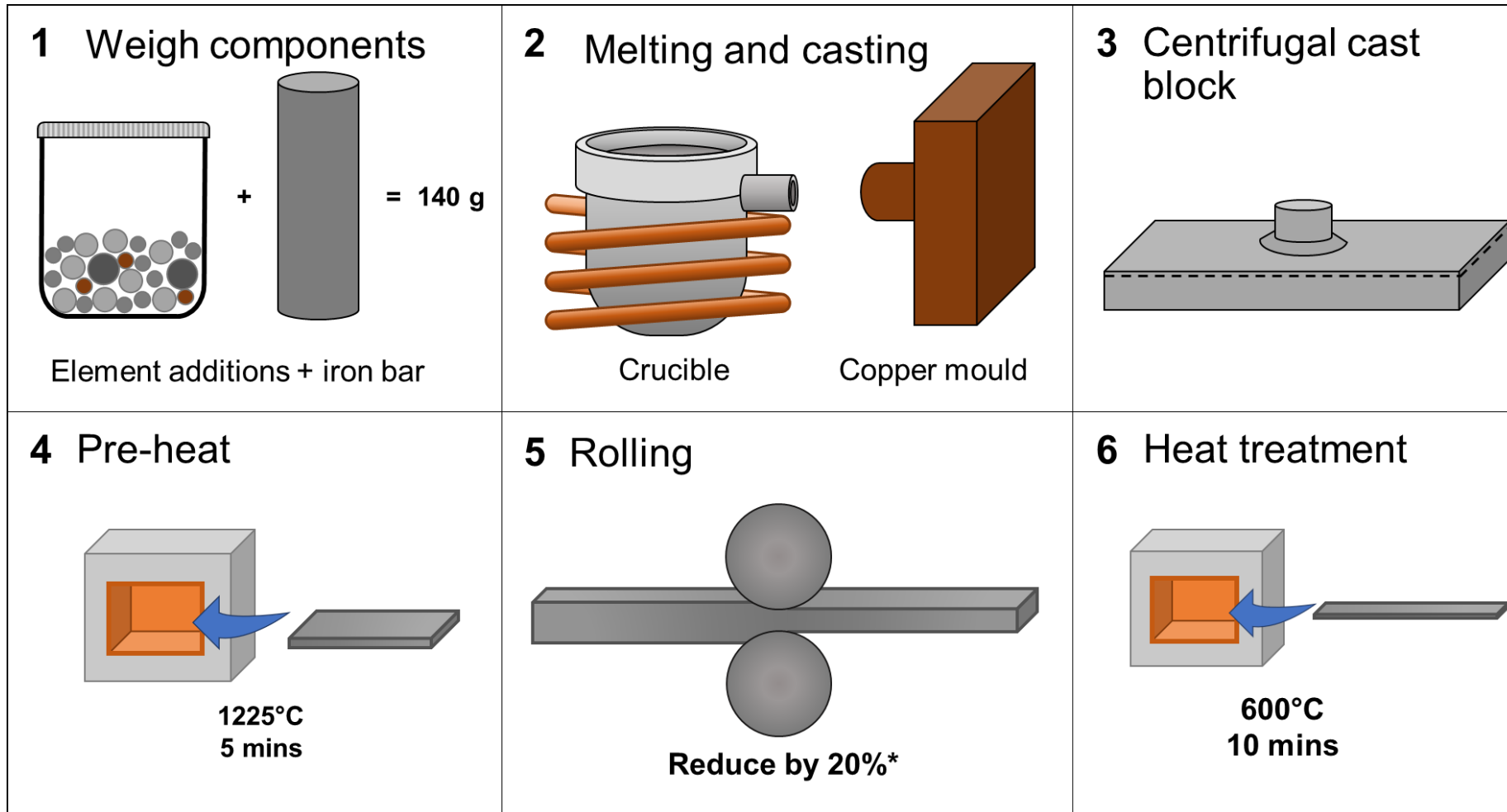
Disadvantages

- Hot rolling is challenging
- No repeats per sample
- Composition accuracy is difficult
- Method has many sources of inconsistency
- Composition is a simplified version of industrial grade

Synthetic automotive steel +0.268wt% Cu after 80% cold rolling and normalising heat treatment

Process two – 140g

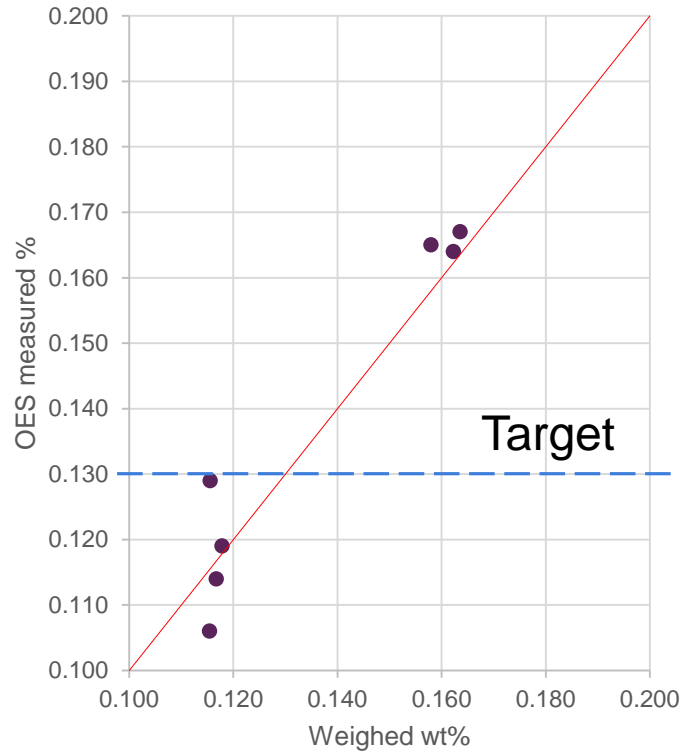
Methodology



Process two – 140g

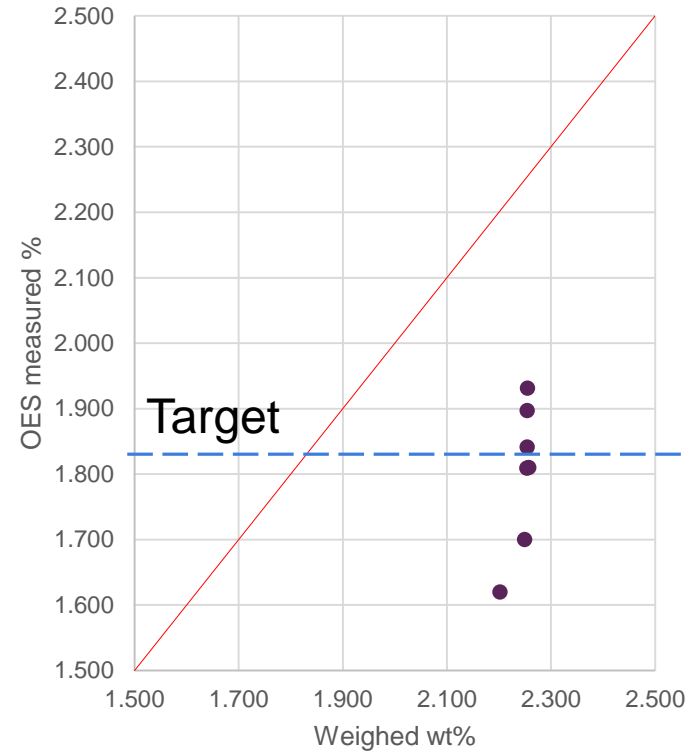
Red line is $x=y$

Composition



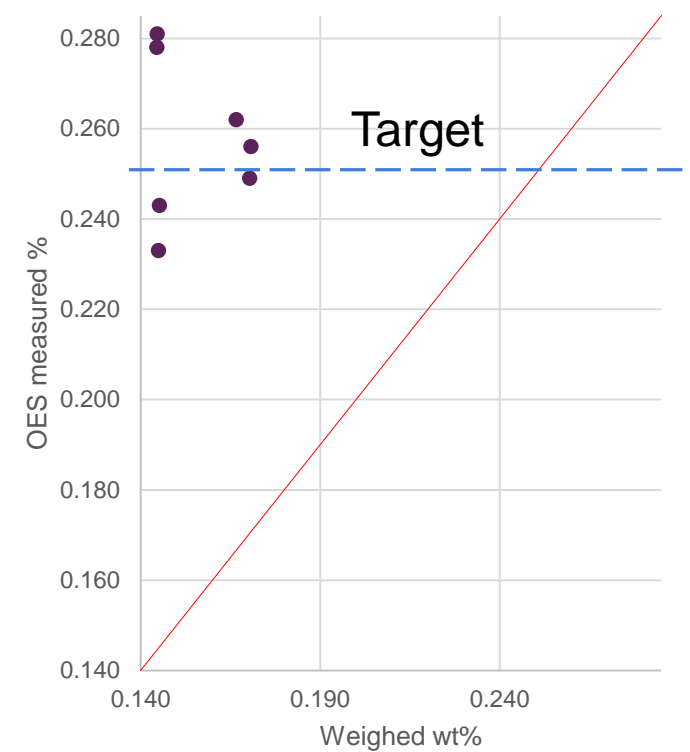
Carbon

Varies +/-30%



Manganese

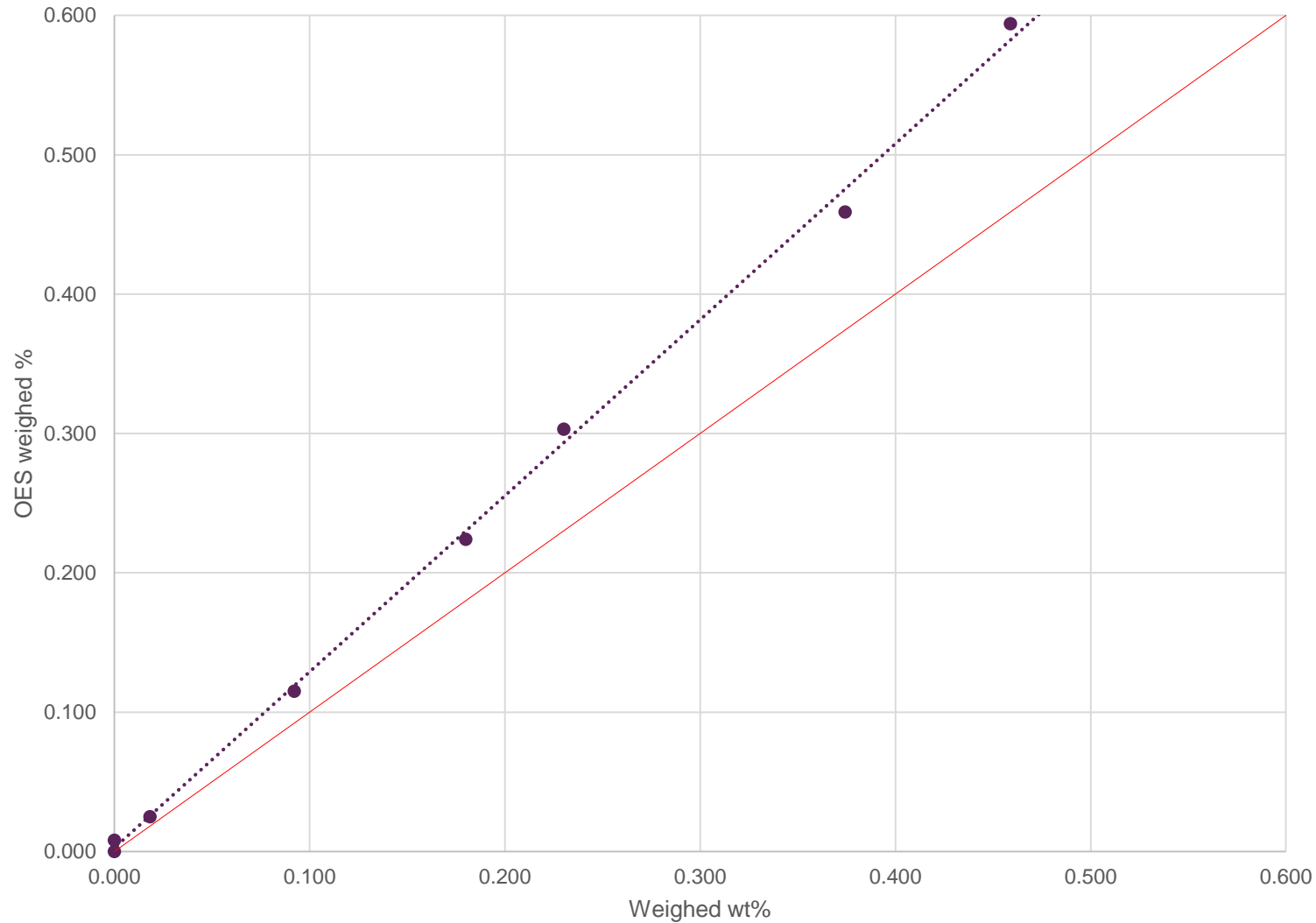
Varies +/-7%



Silicon

Varies +/-27%

Process two – 140g



Copper

Good correlation

Still varies but less critical

Copper is the only intended variable

Process two – 140g

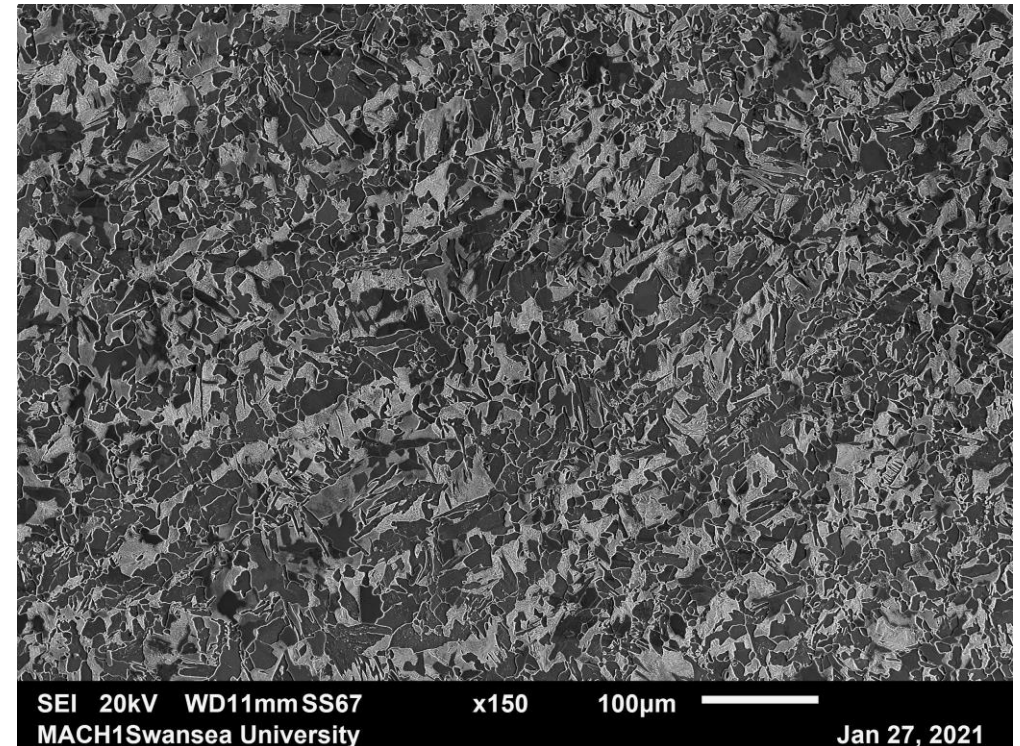
Advantages

- Faster sample production
- Sample repeats from one sample
- Easier to adjust composition
- Hot rolling possible

Disadvantages

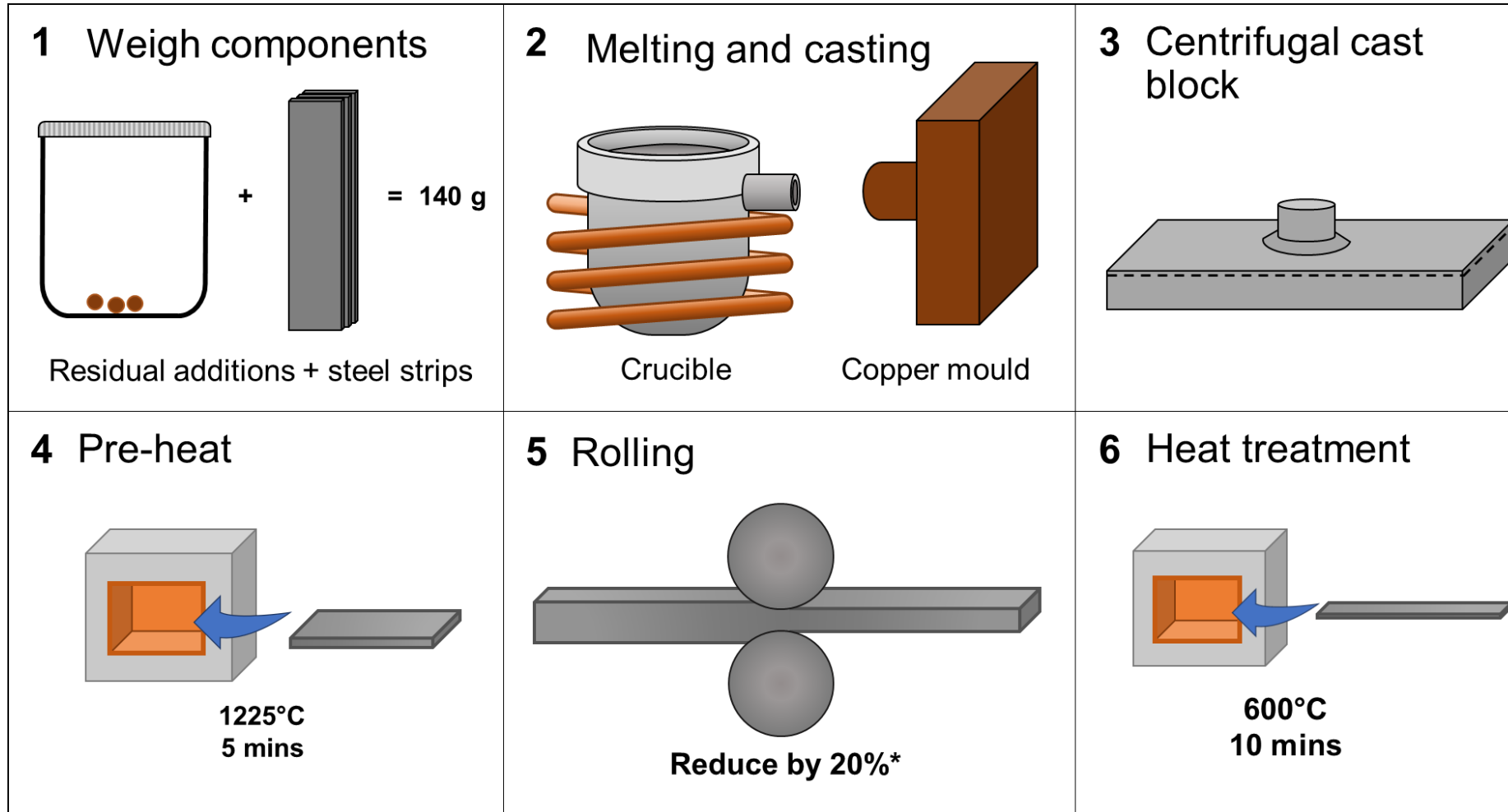
- Composition inconsistencies still present
- Composition is a simplified version of industrial grade

*Synthetic automotive steel +0.6wt% Cu
after 20% hot rolling preheated to 1225°C*



Process three – remelt

Methodology



Process three – remelt

	% change
C	-9.09
Si	-5.33
Mn	+2.40
P	+10.00
S	+12.82
Cr	-3.91
Ni	+31.15
Al	-14.86
Co	+18.97
Ti	-14.74
V	-8.70
W	-1.23
Fe	-0.21

Composition accuracy

- Less composition variation
- Reduced element losses
- Improved consistency expected

Advantages

- Less element loss
- Very quick process
- Sample size allows for repeats

Disadvantages

- New alloys are more difficult – existing base alloy is required
- Composition still is not predictable and consistent

Composition change of Tata produced steel and remelted steel with copper additions

Application and conclusion

Application

- This work contributes towards raising the limits of copper and other residual elements in steels
- Increasing residual limits will allow for more use of scrap steel leading to significant environmental benefits

Conclusion

- 20g samples are challenging to get a good composition but are best suited to tests that do not require specific microstructures
- The 140g route is an improvement on 20g route in most regards and would be best for investigating new alloys not based on existing compositions
- Remelting provides the best composition accuracy so far and, when possible, provides the best possible route



Conclusion

Thank you for listening - any questions?



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