

STUDY ON TRIBOLOGICAL AND SURFACE REPAIRING PERFORMANCES OF HYBRID NANOLUBRICANTS

Problem/Topic Statement of Proposed Research

Lubricants are substances that are used to reduce wear between sliding parts. Engine oil is such a lubricant that could be used to reduce wear between sliding parts of the engine and could also be used as a coolant by carrying excessive heat away from the moving parts of the engine. Usually heat stored in bulk of the engine oil is higher than its thermal conductivity which may result in the formation of oil sludges inside the engine at extreme conditions and increases the chances of the engine oil getting burnt thereby producing a large amount of smoke. Also, when the engine oil is subjected to elevated temperature its viscosity decreases and thickness of the lubricating layer eventually shrivels thereby causing high wear and tear between the rubbing surfaces. This reduces the lifetime of the engine body. Various techniques are being developed to cope up with this situation. Since it's an era of nanotechnology recent trends in the field of nanotechnology includes usage of nanoparticles as new generation additives in the engine oil because of their tendency to improve its tribological and heat transfer properties.

The novel properties of nanoparticles such as size, ionic state, distribution and morphology of the particles are considered and based on this facts in this work chemically synthesized nanoparticles are preferred.

Research Background

Nanotechnology is defined as the manipulation of matter with at least one dimension in the range of 1 to 100 nanometers by the National Nanotechnology Initiative. On this scale, quantum mechanical properties of matter can significantly deviate from continuum-based physics. Nanotechnology has broad ranging applications in industrial, military, medical, and

currently unimagined realms. The measurement, quantization and understanding of these nanoscale properties is essential to the advancement of all nanotechnology applications, and the promises of nanotechnology have persuaded world governments to invest billions of dollars into research and development. Nanotechnology has already had significant and permanent impact on society and its effects will grow.

Nanotribology is developing as a key strategy for minimizing frictional power losses, excessive heat generation and the wear on the contact surface. In such a norm, various metal oxide nanoparticles including CuO, Al₂O₃ were used for earlier.

Hybrid nanolubricant is a spotless strategy to deliver various types of nanoparticles. It is a perfect method in light of the fact that there is no use of dangerous chemicals. Here the tribological efficiency of different nanoparticles are utilised. There is no requirement of high temperature, weight and vitality.

Objectives of the work

Though the major drawbacks associated with the usage of engine oil were solved on dispersion of nanoparticles, there were few other setbacks which had to be taken into consideration. The main problems were the high cost of the nanomaterial and the loss of stability of the prepared nano engine oil over prolonged usage due to aggregation by sedimentation and agglomeration. Though many surfactants are used to solve the problems of agglomerations of nanoparticles.

In the present study, an attempt was made to overcome this problem by using a very small volume fraction of nanoparticles hybrid. This makes the process cost effective. Also owing to the small volume fraction of nanoparticles in the base fluid, coagulation in the micro channels of the engine is minimised both at static and running conditions. Dispersion of hybrid

nanoparticles in the engine oil was expected to partially enhance thermal conductivity of engine oil and nanoparticles added was expected to provide a partial compensation for the decrease in the thickness of the lubricating layer which occurs due to increase in temperature.

Recent developments in the area of project

Y.Y. Wu, W.C. Tsuia, T.C. Liub [1] examined tribological properties of two lubricating oils, an API-SF engine oil (SAE30LB51153) and base oil (SAE30LB51163-11) with CuO, TiO₂ and Nano-Diamond nanoparticles used as additives. Glycol was used as the solvent, for CuO and TiO₂ nanoparticles in order to prevent the nanoparticles from oxidizing with air. Each lubricant comprised 90% standard oil and 10% additive solution (lubricants modified with CuO and TiO₂ were composed of 9.9% glycol and 0.1% nanoparticles). Friction and wear experiments were performed by using Plint-TE77 reciprocating sliding friction tribotester.

He-long YU, Yi XU, Pei-jing SHI, Bin-shi XU, Xiao-li Wang, Qian LIU [2] studied wear and friction properties of surface modified Cu nanoparticles used as an additive in 50CC. The effect of temperature on tribological properties of Cu nanoparticles was investigated on a four-ball tester. The morphologies, typical element distribution and chemical states of the worn surfaces were characterized by SEM, EDS and XPS, respectively. In order to further investigate the tribological mechanism of Cu nanoparticles, a nano-indentation tester was utilized to measure the micro mechanical properties of the worn surface. The results indicate that the higher the oil temperature applied, the better the tribological properties of Cu nanoparticles are. It can be inferred that a thin copper protective film with lower elastic modulus and hardness is formed on the worn surface, which results in the good tribological performances of Cu nanoparticles, especially when the oil temperature is higher.

H.L. Yu , Y. Xu, P.J. Shi, B.S. Xu, X.L. Wang, Q. Liu, H.M. Wang, [3]investigated Cu nanoparticles dispersed into SN 650 oil to improve the lubricating properties of the oil. SEM,

XPS and nano-indentation tester were utilized to investigate the morphology, chemical state and nano-mechanical properties of the film, respectively. Results show that the friction-reducing and anti-wear properties of SN 650 oil have been improved by adding Cu nanoparticles.

Y. Choi, C. Lee, Y. Hwang, M. Park, J. Lee, C. Choi, M. Jung [4] investigated the friction coefficient for raw oil and nano-oil mixed with copper nanoparticles by using a disc-on-disc tribotester between mixed and full-film lubrication regime. The friction surfaces are investigated by using scanning electron microscopy (SEM), energy-dispersive spectroscopy (EDS), and atomic force microscopy (AFM). The results show that the average friction coefficient for nanooil with 25 nm and 60 nm copper nanoparticles under a load of 3000 N is decreased by 44% and 39%, respectively.

Bekir Sadik Unlu, [5] investigated, tribological properties like friction coefficient and wear losses of bearing-journal samples of alloy CuSn10 bronze, CuZn30 brass, Zn Alzamac, AlCuMg2 duralumene, and SnPbCuSb white metal specimens manufactured from metals like Copper, aluminum, zinc and tin-lead were determined by wearing on radial journal bearing wear test rig designed specially for this purpose. He has used SAE 1050 steel shaft as counter abrader. Experiments were carried out in every 30 min for a total of 150 min by using radial journal bearing wear test rig.

GU Cai-xiang, ZHU Guan-jun, LI Lei, TIAN Xiao-yu and ZHU Guang-yao [6] enhanced the tribological properties of lubricating oil (500SN Base Oil) containing CeO₂ and TiO₂ nanoparticles with suitable surfactants such as Tween-20, Tween-60, Span-20 and Sodium dodecyl benzene sulfonate. In the experiment 40 kinds of lubricating oils were prepared, according to different weight fractions (0.2%, 0.4%, 0.6%, 0.8%, 1.0%, respectively) and different weight proportions of CeO₂ and TiO₂ nanoparticles (0:1, 1:1, 1:2, 1:3, 1:4, 3:1, 2:1,

1:0, respectively). The morphology and size of CeO₂ and TiO₂ nanoparticles were examined with a transmission electron microscope (TEM). The tribological properties of the oils were tested using a MRS-1J four-ball tribotester. The research results show that when the proportion by weight of CeO₂ nanoparticles to TiO₂ nanoparticles is 1:3, and the total weight fraction is 0.6%, the lubricating oil has optimal anti-wear and friction reducing properties. The addition of CeO₂ nanoparticles reduces the required amount of TiO₂ nanoparticles.

T. Rameshkumar, I. Rajendra, A. D. Latha[7] investigated the Mechanical and Tribological properties of plain bearing alloys used especially in internal combustion engines. Pin material selected as shaft material AISI D3 (high carbon high chromium steel), having a diameter of 5.041 mm and hardness range 720 BHN. The sliding friction and wear properties of aluminium, tin alloy against high carbon high chromium steel were investigated at different normal loads as (29.43 N, 33.35 N and 36.25 N). Tests were carried by using Pinon-disc equipment in oil lubricated conditions with a sliding speed of 1m/s. Prior to experimentation, the circulating engine oil 20w40 was heated to temperature of 80°C using heater. The frictional behavior and wear property of aluminium-tin alloy were studied by means of pin-on-disk tribometer. The weight loss of the specimen was measured and wear and friction characteristics were calculated with respect to time, depth of wear track, sliding speed and bearing load. Friction coefficient & wear of aluminum-based alloy bearings is less than that of pure aluminum bearing. To determine the wear mechanism, the worn surfaces of the samples were examined using Scanning Electron Microscope (SEM). The optimum wear reduction was obtained at different normal loads and at same sliding speed.

References

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Significance of undertaking the project in the context to current status

Like any other country India has its own unique environment. It is one of the largest democratic countries in the world, with vast untapped natural and human resource. It is the third country in the world (After U.S.A. and Russia) having scientific and technical manpower. It has well developed infrastructure and Research and development facilities. India is being viewed by the many foreign countries as a growing super power of Asia; India provides most favorable atmosphere and resources for technology growth and expansion. In

order to develop our indigenous technologies in many fields, more specific, materials for defense related applications, etc, the government agencies have started a major level R&D schemes. There is increasing interest in using new materials to achieve developments in various areas such as automobile, aircraft, marine and space applications. It would be a platform for tribology research field to showcase the importance of nanotechnology in Automobile sector. The proposed work will be giving a platform to young Indian researchers to update their knowledge in the area of synthesis and development of hybrid nanolubricants in Automotive sector.

Activities and Timetable

To accomplish the proposed research goal, I propose the following specific activities:

Activity 1: Selection of Alloy

The main criteria for the selection of alloy is that it should have the properties like thermal resistance, wear resistance, Cost and availability of the alloy. On this aspects Al-316 is selected for this experiment

Activity 2: Nano Particle Selection

The main criteria for the selection of nano particles are generally the availability of Nano particles and cost of the nanoaprticles. Cu, TiO₂, Al₂O₃ nano particle of size 40-60nm is selected for this experiment.

Activity 3: Lubricant selection and input parameters

The main criteria for the selection of lubricant are the availability and cost of the commonly available lubricant. Viscosity index of the lubricant was also a selection factor. Based on this factors 10W-40(Semi synthetic) is selected. Input parameters such as velocity, time and load are also selected.

Activity 4: Nanolubricant preparation

The lubricant and nano particles are mixed together in the sonicator for around one or two weeks. Lower weight percentage of (0.1%, 0.2%, 0.3%) are selected in order to avoid aggregation.

Activity 5: Measurement of Tribological properties

Tribology is the study of interacting surfaces in relative motion. It involves friction, wear and lubrication. Properties of the engine oil containing hybrid nanoparticles are estimated using Pin on Disc Tribometer. All the testing sections are rinsed thoroughly with plain engine oil. Pin on Disk Tribometer consists of a stationary pin under applied load in contact with a rotating disc with required lubrication. The set up resembles the piston and cylinder of the four stroke engine where the piston slides over the cylinder with engine oil as the lubricant. The test has to be carried out by comparing the nano lubricant engine oil and the sample oil.

Activity 6: Analysis of Thermal conductivity and Viscosity

Redwood Viscometer can be used to determine the kinematic viscosity of normal engine oil and prepared nano lubricant at various temperature ranging from 35⁰C to 100⁰C. Thermal conductivity of a fluid is its ability to conduct heat. Addition of nanoparticles to a base fluid usually improves its thermal conductivity. This arises due to the microscopic motion and the surface properties of added nanoparticles. There is an inverse relationship between thermal conductivity and heat stored in the fluid. Due to this formation of oil sludge on the inner surface on the engine can be prevented. Also shriveling of thickness of the lubricating layer with increase in temperature can be partially reduced. Also the engine oil becomes less prone to getting burnt owing to the limited heat storage.

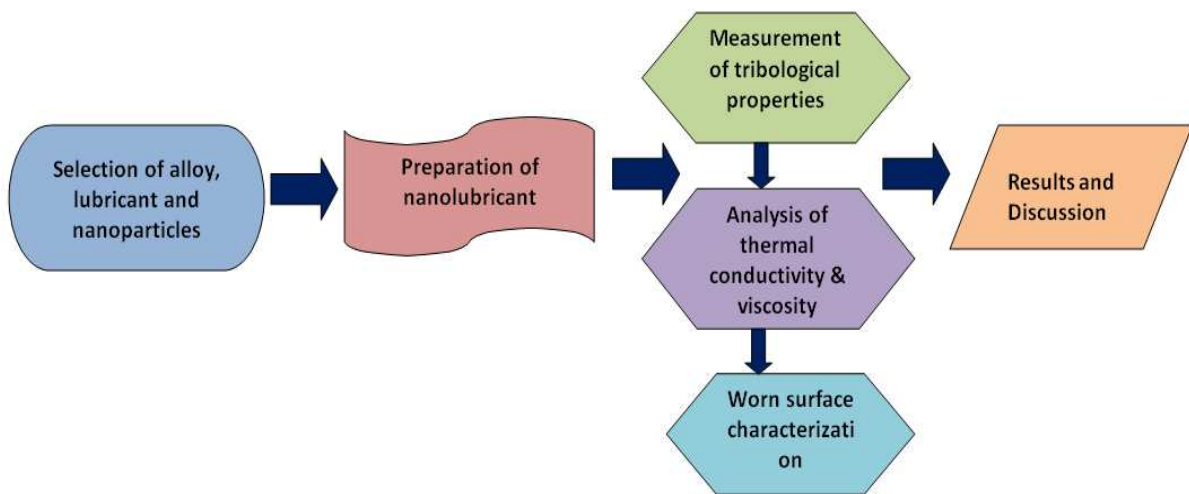
Activity 7: Analysis of flash and fire point

The flash point of the two samples is measured using flash-fire point apparatus

Activity 8: Morphology Analysis

The QUANTA Scanning Electron Microscope (SEM) can be used for observing the microphologies of worn surfaces lubricated with hybrid nano lubricating oil containing different weight percentages of Aluminum, Copper and Titanium nano particles.

Proposed work plan along with network of activities



Student Goals

Although the work is representing the Nanotechnology Engineering department, the theoretical nature of the research requires strong mechanical understanding. As a Mechanical engineering student with deep interest in nanotechnology, I feel this research project is uniquely tailored to my strengths and interests. A research position that delves into both of my majors is an exceptional opportunity for me. I am committed to working an organized, efficient and insightful research project and capping my accomplishments with a published article. In addition to strengthening my appeal to graduate schools, publishing an article would be an exceptional growth opportunity for me personally and would help professionally prepare me to pursue a career in research and development of emerging technologies. In addition, many opportunities for research and development will be in the field of

nanotechnology. Developing mechanical applications of nanoparticles would prepare me for those opportunities in a way that classes alone cannot.

Does the project have any commercial application

Yes, Nanotechnology gained wide popularity in present research community, as it exhibits unique and outstanding mechanical and tribological properties depending on the size and orientation. Hybrid nanolubricant offers a kind of diverse tribological properties due to its particle size and shape. A great deal of research on Automobile is focused by synthesizing nanohybrid with the aim of improving the mechanical, thermal and tribological properties. Reports showed that addition of nanoparticles enhances the mechanical and tribological properties. In the present work, it is proposed to synthesize and characterize nanolubricant so as to achieve very low wear and friction between the engine parts which can become a work horse for both automotive and aero industry.

Scope of the work

A remarkable result is required for studying the sustainability of the engine oil along with the influence of other parameters. As lubrication oils are popularly used to reduce friction, prevent wear and carry loads needed to keep the machines operating at top efficiency. The above research shows that the mechanisms of friction-reduction and anti-wear properties of nano particles in lubricant would be an innovative technology in the current technological filed. Nano particles put into lubricating oils can improve the properties of extreme pressure, anti-wear and friction reducing. Nano particles can form self-repairing film in lubrication oil which availably separates the friction materials in friction process, so we can analyse structure and properties of the self repairing film. Hence the efficiency and service life of the machines could be improved.

Sponsorship / support from industry / other sources, if any (please specify):

NIL