

Wear Behavior of Magnesium Based Nanocomposites	العنوان:
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ABSTRACT (ENGLISH)

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Thesis Title : WEAR BEHAVIOR OF MAGNESIUM BASED
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In the present work, wear behavior of magnesium based nanocomposites reinforced with different nanoparticles were investigated by using pin-on-disc configuration under dry sliding conditions.

In the first group of materials, dry sliding wear behavior of AZ31 magnesium alloy and its nanocomposites reinforced with 1.5 vol.% Al_2O_3 and 1 vol.% CNT were studied within a load range of 5-20 N at sliding speeds of 1, 2 and 5 m/s for sliding distance up to 2500 m. The test results showed that the wear rates of the magnesium alloy increases with the addition of reinforcement. Scanning electron microscopy (SEM) identified abrasion, oxidation, delamination, adhesion and thermal softening as the dominant wear mechanisms. The high wear rates in the nanocomposites were attributed to higher ductility, porosity and mismatch of thermal expansion coefficients between the reinforcement and matrix alloy.

In the second group of materials, dry sliding wear behavior of $\text{Mg/Y}_2\text{O}_3$ nanocomposites reinforced with varying amounts of nickel from 0.3-1.0 vol.% were studied within a load range of 5-30 N at a constant sliding speed 0.5 m/s for sliding distance up to 1000 m. The test results showed that the wear rates of the $\text{Mg/Y}_2\text{O}_3$

nanocomposites decreases with increase in amount of Ni. The improvement in wear resistance of the nanocomposites was attributed to the improved hardness and strength of the material with increase in Ni content. Scanning electron microscopy (SEM) identified abrasion, oxidation, delamination, adhesion as the dominant wear mechanisms.

In the third group of materials, dry sliding wear behavior of Mg/Y₂O₃ nanocomposites reinforced with varying amounts of copper from 0.3-1.0 vol.% were studied within a load range of 5-30 N at a constant sliding speed 1 m/s for sliding distance up to 1000 m. The test results showed slight improvement in the wear resistance of Mg/Y₂O₃ nanocomposite with 1.0 vol.% Cu. The improvement in wear resistance of the nanocomposites was attributed to the improved hardness of the material with increase in Cu content. Scanning electron microscopy (SEM) identified abrasion, oxidation, adhesion and mild delamination as the dominant wear mechanisms.

ABSTRACT (ARABIC)

ملخص العربية

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عنوان الرسالة : سلوك البرى لمادة ملماغنسيومو النانو مركبة
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في هذا العمل، تم دراسة سلوك البرى للمواد النانو مركبة / الماغنسيومو والمدعمة بجسيمات نانوية مختلفة باستخدام دبوس على قرص تحت ظروف الانزلاق الجافة.

في المجموعة الأولى من المواد ، تمت دراسة سلوك البرى لسبائك AZ31 من خليط الماغنسيومو والمدعمة بجسيمات نانوية مختلفة 1،5 Al 1،0vol.% و 1،0vol.% من انابيب الكربون نانوية باستخدام حمل في مدى 5-20 نيوتن وسرعة الانزلاق 1، 2 و 5 m/s ومسافة انزلاق تصل إلى 2500 م. وأظهرت نتائج الاختبار أن معدلات البرى لسبائك المغنسيومو زادت بزيادة نسبة المواد الداعمة. وحدد المسح الضوئي المجهر الإلكتروني (SEM) ان آليات البرى هي التاكل و الأكسدة، والالتصاق وتليين الحرارية. ان معدلات التاكل العالية في المواد النانومركبة ترجع الى الممتوليه العاليه ، المسامية وعدم تطابق معاملات التمدد الحراري بين المواد الداعمة و مصفوفة السبيكة.

في المجموعة الثانية من المواد، تمت دراسة سلوك البرى الجاف لمواد نانو مركبة من Mg/Y_2O_3 مدعمة بمقادير متفاوتة من النيكل من 0،3-1،0vol.% تمت الدراسة باستخدام باستخدام حمل في مدى 5-30 نيوتن وسرعة ثابتة للانزلاق 0،5 m/s ومسافة انزلاق تصل إلى 1000 م. اوضحت نتائج الاختبار ان معدل التاكل يتناقص مع زيادة نسبة النيكل. تحسين مقاومة البرى للمواد النانو مركبة يعزى إلى تحسين صلابة ومقاومة المواد مع زيادة نسبة النيكل. وحدد الميكروسكوب الإلكتروني اوضحت ان آليات البرى هي التاكل و الأكسدة، والالتصاق

في المجموعة الثالثة ، تمت دراسة سلوك البرى الجاف لمواد نانو مركبة من Mg/Y_2O_3

مدعمة بمقادير متفاوتة من النحاس بنسب ٣,٠-٠,١ vol.% تمت الدراسة باستخدام باستخدام حمل فى مدى ٥-٣٠ نيوتن وسرعة ثابتة للانزلاق ١ m/s ومسافة انزلاق تصل إلى ١٠٠٠ م. أظهرت نتائج الاختبار تحسنا طفيفا في مقاومة البرى مع ١,٠ vol.% Cu. تحسين مقاومة للمواد نانو مركبة يعزى إلى تحسين صلادة المواد مع زيادة في محتوى Cu. المسح الضوئي المجهر الإلكتروني (SEM) حدد البرى و الأكسدة والالتصاق وتنسل الأطراف كاليات للبرى .

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TABLE OF CONTENTS

LIST OF TABLES	x
LIST OF FIGURES	xi
ABSTRACT (ENGLISH).....	xvi
ABSTRACT (ARABIC)	xviii
CHAPTER 1 INTRODUCTION	1
CHAPTER 2 LITERATURE REVIEW	4
2.1 Metal Matrix Composites and Nanocomposites	5
2.2 Tribology of particulate reinforced metal matrix composites	6
2.3 Wear behavior of Mg based MMCs	8
2.3.1 Mg – SiC MMCs.....	9
2.3.2 Mg – Al ₂ O ₃ MMCs	10
2.3.3 Mg reinforced with other particulate reinforcements	11
2.4 Wear regimes	12
2.5 Wear Mechanisms in MMCs.....	14
2.6 Summary	18
CHAPTER 3 EXPERIMENTAL PROCEDURE	20
3.1 Materials	20
3.2 Processing Technique.....	21

3.2.1 Disintegrated Melt Deposition Technique for AZ31/Al ₂ O ₃ and AZ31/CNT Nanocomposites	21
3.2.2 Powder Metallurgy Technique for Mg/(Y ₂ O ₃ +Cu) and Mg/(Y ₂ O ₃ +Ni) Hybrid Nanocomposites.....	24
3.3 Material Characterization	24
3.4 Experimental Apparatus	26
3.4.1 Pin-on-Disc tribometer.....	26
3.5 Wear Tests	29
3.5.1 Pin Specimen Preparation.....	29
3.5.2 Disc Preparation.....	29
3.5.3 Experimental Conditions	29
3.5.4 Experimental Procedure.....	30
3.5.5 Wear measurements	31
3.5.6 Scanning Electron Microscopic and Energy Dispersive X-ray Analysis	32
3.6 Uncertainty Analysis	32
CHAPTER 4 RESULTS.....	39
4.1 Magnesium alloy (AZ31) based Nanocomposites.....	39
4.1.1 Wear Rate of AZ31 and its AZ31/Al ₂ O ₃ nanocomposite	39

4.1.2	Wear Mechanisms in AZ31 and its AZ31/Al ₂ O ₃ nanocomposite.....	43
4.1.3	Wear Rate of AZ31 and its AZ31/CNT nanocomposite.....	55
4.1.4	Wear Mechanisms in AZ31 and its AZ31/CNT nanocomposite	58
4.1.5	Comparison between AZ31/Al ₂ O ₃ and AZ31/CNT Nanocomposites.....	67
4.2	Magnesium/(yttria + nickel) Hybrid Nanocomposites	69
4.2.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	69
4.2.2	Wear Mechanisms in Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	71
4.3	Magnesium/(yttria + copper) Hybrid Nanocomposites	79
4.3.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Nanocomposites.....	79
4.3.2	Wear Mechanisms in Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Nanocomposites	81
4.4	Comparison between Mg/(0.7Y₂O₃ + (0.3-1.0Ni) and Mg/(0.7Y₂O₃ + (0.3-1.0Cu) Hybrid Nanocomposites	88
	CHAPTER 5 DISCUSSION.....	90
5.1	Magnesium alloy (AZ31) based Nanocomposites	90
5.1.1	Wear Rate for AZ31 and its AZ31/Al ₂ O ₃ Nanocomposite.....	90
5.1.2	Wear Mechanisms in AZ31 and its AZ31/Al ₂ O ₃ Nanocomposite.....	92
5.1.3	Wear Rate for AZ31 and its AZ31/CNT Nanocomposite	95
5.1.4	Wear Mechanisms in AZ31 and its AZ31/CNT Nanocomposite	96

5.1.5	Comparison between AZ31/Al ₂ O ₃ and AZ31/CNT Nanocomposites.....	99
5.2	Mg/(0.7Y₂O₃ + (0.3-1.0Ni) Nanocomposites.....	101
5.2.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	101
5.2.2	Wear Mechanisms in Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	101
5.3	Mg/(0.7Y₂O₃ + (0.3-1.0Cu) Nanocomposites.....	103
5.3.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Hybrid Nanocomposites	103
5.3.2	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Hybrid Nanocomposites	103
5.4	Comparison between Mg/(0.7Y₂O₃ + (0.3-1.0Ni) and Mg/(0.7Y₂O₃ + (0.3-1.0Cu) Hybrid Nanocomposites	105
CHAPTER 6 CONCLUSION AND RECOMMENDATIONS.....		107
6.1	Recommendations for Future Work	109
REFERENCES.....		110
VITAE.....		119

LIST OF TABLES

Table 2.1 Difference between mild and severe wear	13
Table 3.1 Some important properties of pin materials used in the present work.....	25
Table 3.2 Bias, Precision and Nominal values for different variables.....	38

LIST OF FIGURES

Figure 3.1 Schematic Diagram of DMD process	23
Figure 3.2 Pin-on-Disc tribometer at KFUPM	28
Figure 4.1 Variation of wear rate with applied load at different sliding speeds for AZ31 and its AZ31/Al ₂ O ₃ nanocomposite.	41
Figure 4.2 Effect of sliding speed on the wear rate at various applied loads for AZ31 and its AZ31/Al ₂ O ₃ nanocomposite.....	42
Figure 4.3 Grooves and scratches on the pin surface indicating abrasive wear for the AZ31/Al ₂ O ₃ nanocomposite at 2 m/ sliding speed and 5 N applied load.	44
Figure 4.4 Difference in extent of abrasion on the pin surfaces of (a) unreinforced alloy and (b) Al ₂ O ₃ reinforced nanocomposite at 1 m/s sliding speed and 10 N applied load...	44
Figure 4.5 Magnesium ribbon shaped strips in the wear debris of AZ31/Al ₂ O ₃ nanocomposite showing cutting action of an abrasive particle at 10 N and 2 m/s.	45
Figure 4.6 Steel strip in the wear debris of the AZ31/Al ₂ O ₃ nanocomposite due to abrasive wear of tool-steel counterface at 2 m/s sliding velocity and 10 N applied load...	46
Figure 4.7 Long and small wear particles formed due to breaking of ridges showing ploughing action of AZ31 at 10 N and 5 m/s.....	47
Figure 4.8 Series of cracks perpendicular to the sliding direction indicating delamination in the AZ31/Al ₂ O ₃ nanocomposite under a load of 15 N at 2 m/s sliding speed.	48

Figure 4.9 Large crater on the pin surface due to delamination for (a) AZ31/Al ₂ O ₃ at a load of 10 N and 5 m/s sliding speed. (b) AZ31 magnesium alloy at a load of 15 N and 2 m/s sliding speed.....	49
Figure 4.10 Wear debris of the AZ31/Al ₂ O ₃ nanocomposite showing large sheet-like wear particles at 10 N and 5 m/s.....	49
Figure 4.11 Rows of furrows indicating adhesive wear of AZ31/Al ₂ O ₃ nanocomposite under a load of 10 N and 2 m/s sliding speed.....	50
Figure 4.12 Optical microscopic examination of the wear track indicating transfer of material from the surface of AZ31/Al ₂ O ₃ nanocomposite at a normal load of 20 N and 2 m/s sliding speed.....	51
Figure 4.13 Material extrusion from the interface that have re-solidified around the periphery of AZ31/ Al ₂ O ₃ nanocomposite under a load of 20 N and 2 m/s sliding speed.	52
Figure 4.14 Presence of oxide particles on the surface of AZ31 nanocomposite at a load of 10 N and 2 m/s sliding speed.....	53
Figure 4.15 EDX analysis of oxide particles indicating presence of magnesium oxide on the surface of AZ31/AL ₂ O ₃ nanocomposite at a load of 10 N and 5 m/s sliding speed.....	54
Figure 4.16 Variation of wear rate with applied load at different sliding speeds for AZ31 and its AZ31/CNT nanocomposite.....	56
Figure 4.17 Effect of sliding speed on the wear rate at various applied loads for AZ31 and its AZ31/CNT nanocomposite.....	57
Figure 4.18 Grooves and scratches on the pin surface indicating abrasive wear for the AZ31/CNT nanocomposite at 1 m/ sliding speed and 5 N applied load.....	59

Figure 4.19 Magnesium ribbon shaped strips in the wear debris of AZ31/CNT nanocomposite showing cutting action of an abrasive particle at 10 N and 5 m/s.	59
Figure 4.20 Series of cracks perpendicular to the sliding direction indicating delamination in the AZ31/CNT nanocomposite under a load of 10 N at 2 m/s sliding speed.	60
Figure 4.21 Large crater on the pin surface due to delamination for AZ31/CNT at a load of 10 N and 2 m/s sliding speed.	61
Figure 4.22 Rows of furrows indicating adhesive wear of AZ31/CNT nanocomposite under a load of 10 N and 5 m/s sliding speed.	62
Figure 4.23 Optical microscopic examination of the wear track indicating transfer of material from the surface of AZ31/CNT nanocomposite at a normal load of 15 N and 5 m/s sliding speed.	65
Figure 4.24 Material extrusion from the interface that have re-solidified around the periphery of AZ31/ CNT nanocomposite under a load of 20 N and 1 m/s sliding speed.	64
Figure 4.25 Presence of oxide particles on the surface of AZ31/CNT nanocomposite at a load of 10 N and 2 m/s sliding speed.	65
Figure 4.26 EDX analysis of oxide particles indicating presence of magnesium oxide on the surface of AZ31/CNT nanocomposite at a load of 10 N and 2 m/s sliding speed.	66
Figure 4.27 Variation of wear rate with applied load at different sliding speeds for AZ31/Al ₂ O ₃ and its AZ31/CNT nanocomposite.	68
Figure 4.28 Variation of wear rate with applied loads at a constant sliding speed of 0.5 m/s for Mg/(Y ₂ O ₃ + Ni) nanocomposites.	70

Figure 4.29 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Ni) indicating abrasion at a load of 5 N. ..	73
Figure 4.30 EDX analysis of fine particles indicating oxidation of the pin surface at a load of 5 N.	73
Figure 4.31 Perpendicular cracks indicating delamination in Mg/(0.7Y ₂ O ₃ + 0.3Ni) at 10 N.....	74
Figure 4.32 Shallow craters on the pin surface indicating severe delamination with applied loads for Mg/(0.7Y ₂ O ₃ + 0.3Ni) at (a) 15 N; (b) 20 N; and (c) 25 N.....	75
Figure 4.33 Presence of large flakes in the wear debris of Mg/(0.7Y ₂ O ₃ + 0.3Ni) at 15 N.....	76
Figure 4.34 EDX analysis of flakes in the wear debris indicating increase in oxidation of the pin surface with increase in load (a) 15 N and (b) 30 N.....	76
Figure 4.35 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Ni) at 25 N.....	77
Figure 4.36 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Ni) at 30 N.....	77
Figure 4.37 Large sheet of wear debris collected from wear track indicative of adhesion for Mg/(0.7Y ₂ O ₃ + 1.0Ni) at 30 N.	78
Figure 4.38 Variation in wear rate with applied load at a constant sliding speed of 1 m/s for Mg/(Y ₂ O ₃ + Cu) nanocomposites.....	80
Figure 4.39 Grooves and scratch marks on the pin surface indicating abrasion for Mg/(0.7Y ₂ O ₃ + 0.3Cu) at 10 N.....	83
Figure 4.40 Flake like wear particles in the wear debris of Mg/(0.7Y ₂ O ₃ + 1.0Cu) due to delamination of oxidized surface layers.	83

Figure 4.41 Steel strip in the wear debris of the Mg/(0.7Y ₂ O ₃ + 0.3Cu) due to abrasive wear of tool-steel counterface at 10 N.	84
Figure 4.42 Oxidation of the Mg/(0.7Y ₂ O ₃ + 0.3Cu) hybrid nanocomposite pin surface at 10 N.....	84
Figure 4.43 Optical microscopic examination of the wear track indicating transfer of material from the surface of Mg/(0.7Y ₂ O ₃ + 0.3Cu) nanocomposite at 25 N.	85
Figure 4.44 Series of cracks perpendicular to the sliding direction indicating delamination for Mg/(0.7Y ₂ O ₃ + 1.0Cu) at 15 N.	85
Figure 4.45 Large crater on pin surface due to delamination for Mg/(0.7Y ₂ O ₃ + 1.0Cu) at 20N.....	86
Figure 4.46 SEM image indicating softening for the Mg/(0.7Y ₂ O ₃ + 0.3Cu) at 30 N.	86
Figure 4.47 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Cu) hybrid nanocomposite at 30 N.....	87
Figure 4.48 SEM image of Mg/(0.7Y ₂ O ₃ + 1.0Cu) at 30 N.	87
Figure 4.49 Comparison between Mg/(Y ₂ O ₃ +Ni) and Mg/(Y ₂ O ₃ +Ni) hybrid nanocomposites.....	89

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SYED ZABIULLAH

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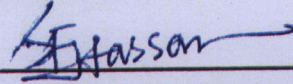
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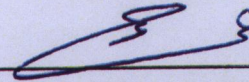
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This thesis, written by **SYED ZABIULLAH** under the direction of his thesis advisor and approved by his thesis committee, has been presented to and accepted by the Dean of Graduate Studies, in partial fulfillment of the requirements for the degree of **MASTER OF SCIENCE IN MECHANICAL ENGINEERING**.

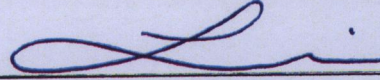
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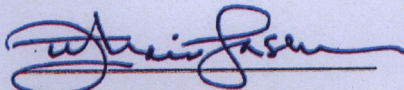
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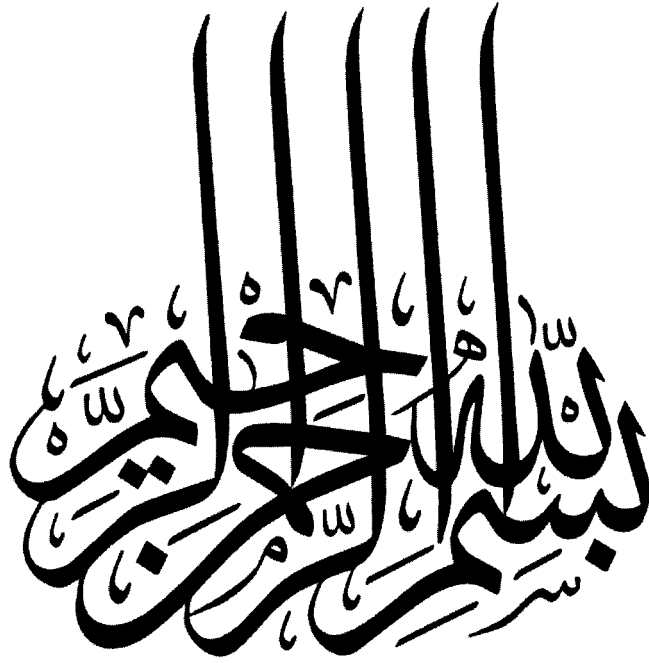
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*This Work is dedicated
to
My Family for their dua, constant support and
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TABLE OF CONTENTS

LIST OF TABLES	x
LIST OF FIGURES	xi
ABSTRACT (ENGLISH).....	xvi
ABSTRACT (ARABIC)	xviii
CHAPTER 1 INTRODUCTION	1
CHAPTER 2 LITERATURE REVIEW	4
2.1 Metal Matrix Composites and Nanocomposites	5
2.2 Tribology of particulate reinforced metal matrix composites	6
2.3 Wear behavior of Mg based MMCs	8
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3.3 Material Characterization	24
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3.5.1 Pin Specimen Preparation.....	29
3.5.2 Disc Preparation.....	29
3.5.3 Experimental Conditions	29
3.5.4 Experimental Procedure.....	30
3.5.5 Wear measurements	31
3.5.6 Scanning Electron Microscopic and Energy Dispersive X-ray Analysis	32
3.6 Uncertainty Analysis	32
CHAPTER 4 RESULTS.....	39
4.1 Magnesium alloy (AZ31) based Nanocomposites.....	39
4.1.1 Wear Rate of AZ31 and its AZ31/Al ₂ O ₃ nanocomposite	39

4.1.2	Wear Mechanisms in AZ31 and its AZ31/Al ₂ O ₃ nanocomposite.....	43
4.1.3	Wear Rate of AZ31 and its AZ31/CNT nanocomposite.....	55
4.1.4	Wear Mechanisms in AZ31 and its AZ31/CNT nanocomposite	58
4.1.5	Comparison between AZ31/Al ₂ O ₃ and AZ31/CNT Nanocomposites.....	67
4.2	Magnesium/(yttria + nickel) Hybrid Nanocomposites.....	69
4.2.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	69
4.2.2	Wear Mechanisms in Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	71
4.3	Magnesium/(yttria + copper) Hybrid Nanocomposites	79
4.3.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Nanocomposites.....	79
4.3.2	Wear Mechanisms in Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Nanocomposites	81
4.4	Comparison between Mg/(0.7Y₂O₃ + (0.3-1.0Ni) and Mg/(0.7Y₂O₃ + (0.3-1.0Cu) Hybrid Nanocomposites.....	88
	CHAPTER 5 DISCUSSION.....	90
5.1	Magnesium alloy (AZ31) based Nanocomposites	90
5.1.1	Wear Rate for AZ31 and its AZ31/Al ₂ O ₃ Nanocomposite.....	90
5.1.2	Wear Mechanisms in AZ31 and its AZ31/Al ₂ O ₃ Nanocomposite.....	92
5.1.3	Wear Rate for AZ31 and its AZ31/CNT Nanocomposite	95
5.1.4	Wear Mechanisms in AZ31 and its AZ31/CNT Nanocomposite	96

5.1.5	Comparison between AZ31/Al ₂ O ₃ and AZ31/CNT Nanocomposites.....	99
5.2	Mg/(0.7Y₂O₃ + (0.3-1.0Ni) Nanocomposites.....	101
5.2.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	101
5.2.2	Wear Mechanisms in Mg/(0.7Y ₂ O ₃ + (0.3-1.0Ni) Nanocomposites	101
5.3	Mg/(0.7Y₂O₃ + (0.3-1.0Cu) Nanocomposites.....	103
5.3.1	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Hybrid Nanocomposites	103
5.3.2	Wear Rate for Mg/(0.7Y ₂ O ₃ + (0.3-1.0Cu) Hybrid Nanocomposites	103
5.4	Comparison between Mg/(0.7Y₂O₃ + (0.3-1.0Ni) and Mg/(0.7Y₂O₃ + (0.3-1.0Cu)	
	Hybrid Nanocomposites	105
	CHAPTER 6 CONCLUSION AND RECOMMENDATIONS.....	107
6.1	Recommendations for Future Work	109
	REFERENCES.....	110
	VITAE.....	119

LIST OF TABLES

Table 2.1 Difference between mild and severe wear	13
Table 3.1 Some important properties of pin materials used in the present work.....	25
Table 3.2 Bias, Precision and Nominal values for different variables.....	38

LIST OF FIGURES

Figure 3.1 Schematic Diagram of DMD process	23
Figure 3.2 Pin-on-Disc tribometer at KFUPM	28
Figure 4.1 Variation of wear rate with applied load at different sliding speeds for AZ31 and its AZ31/Al ₂ O ₃ nanocomposite.	41
Figure 4.2 Effect of sliding speed on the wear rate at various applied loads for AZ31 and its AZ31/Al ₂ O ₃ nanocomposite.....	42
Figure 4.3 Grooves and scratches on the pin surface indicating abrasive wear for the AZ31/Al ₂ O ₃ nanocomposite at 2 m/ sliding speed and 5 N applied load.	44
Figure 4.4 Difference in extent of abrasion on the pin surfaces of (a) unreinforced alloy and (b) Al ₂ O ₃ reinforced nanocomposite at 1 m/s sliding speed and 10 N applied load...	44
Figure 4.5 Magnesium ribbon shaped strips in the wear debris of AZ31/Al ₂ O ₃ nanocomposite showing cutting action of an abrasive particle at 10 N and 2 m/s.	45
Figure 4.6 Steel strip in the wear debris of the AZ31/Al ₂ O ₃ nanocomposite due to abrasive wear of tool-steel counterface at 2 m/s sliding velocity and 10 N applied load...	46
Figure 4.7 Long and small wear particles formed due to breaking of ridges showing ploughing action of AZ31 at 10 N and 5 m/s.....	47
Figure 4.8 Series of cracks perpendicular to the sliding direction indicating delamination in the AZ31/Al ₂ O ₃ nanocomposite under a load of 15 N at 2 m/s sliding speed.	48

Figure 4.9 Large crater on the pin surface due to delamination for (a) AZ31/Al ₂ O ₃ at a load of 10 N and 5 m/s sliding speed. (b) AZ31 magnesium alloy at a load of 15 N and 2 m/s sliding speed.....	49
Figure 4.10 Wear debris of the AZ31/Al ₂ O ₃ nanocomposite showing large sheet-like wear particles at 10 N and 5 m/s.....	49
Figure 4.11 Rows of furrows indicating adhesive wear of AZ31/Al ₂ O ₃ nanocomposite under a load of 10 N and 2 m/s sliding speed.....	50
Figure 4.12 Optical microscopic examination of the wear track indicating transfer of material from the surface of AZ31/Al ₂ O ₃ nanocomposite at a normal load of 20 N and 2 m/s sliding speed.....	51
Figure 4.13 Material extrusion from the interface that have re-solidified around the periphery of AZ31/ Al ₂ O ₃ nanocomposite under a load of 20 N and 2 m/s sliding speed.	52
Figure 4.14 Presence of oxide particles on the surface of AZ31 nanocomposite at a load of 10 N and 2 m/s sliding speed.....	53
Figure 4.15 EDX analysis of oxide particles indicating presence of magnesium oxide on the surface of AZ31/AL ₂ O ₃ nanocomposite at a load of 10 N and 5 m/s sliding speed.....	54
Figure 4.16 Variation of wear rate with applied load at different sliding speeds for AZ31 and its AZ31/CNT nanocomposite.....	56
Figure 4.17 Effect of sliding speed on the wear rate at various applied loads for AZ31 and its AZ31/CNT nanocomposite.....	57
Figure 4.18 Grooves and scratches on the pin surface indicating abrasive wear for the AZ31/CNT nanocomposite at 1 m/ sliding speed and 5 N applied load.....	59

Figure 4.19 Magnesium ribbon shaped strips in the wear debris of AZ31/CNT nanocomposite showing cutting action of an abrasive particle at 10 N and 5 m/s.	59
Figure 4.20 Series of cracks perpendicular to the sliding direction indicating delamination in the AZ31/CNT nanocomposite under a load of 10 N at 2 m/s sliding speed.	60
Figure 4.21 Large crater on the pin surface due to delamination for AZ31/CNT at a load of 10 N and 2 m/s sliding speed.	61
Figure 4.22 Rows of furrows indicating adhesive wear of AZ31/CNT nanocomposite under a load of 10 N and 5 m/s sliding speed.	62
Figure 4.23 Optical microscopic examination of the wear track indicating transfer of material from the surface of AZ31/CNT nanocomposite at a normal load of 15 N and 5 m/s sliding speed.	65
Figure 4.24 Material extrusion from the interface that have re-solidified around the periphery of AZ31/ CNT nanocomposite under a load of 20 N and 1 m/s sliding speed. ...	64
Figure 4.25 Presence of oxide particles on the surface of AZ31/CNT nanocomposite at a load of 10 N and 2 m/s sliding speed.	65
Figure 4.26 EDX analysis of oxide particles indicating presence of magnesium oxide on the surface of AZ31/CNT nanocomposite at a load of 10 N and 2 m/s sliding speed.	66
Figure 4.27 Variation of wear rate with applied load at different sliding speeds for AZ31/Al ₂ O ₃ and its AZ31/CNT nanocomposite.	68
Figure 4.28 Variation of wear rate with applied loads at a constant sliding speed of 0.5 m/s for Mg/(Y ₂ O ₃ + Ni) nanocomposites.	70

Figure 4.29 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Ni) indicating abrasion at a load of 5 N. ..	73
Figure 4.30 EDX analysis of fine particles indicating oxidation of the pin surface at a load of 5 N.	73
Figure 4.31 Perpendicular cracks indicating delamination in Mg/(0.7Y ₂ O ₃ + 0.3Ni) at 10 N.....	74
Figure 4.32 Shallow craters on the pin surface indicating severe delamination with applied loads for Mg/(0.7Y ₂ O ₃ + 0.3Ni) at (a) 15 N; (b) 20 N; and (c) 25 N.....	75
Figure 4.33 Presence of large flakes in the wear debris of Mg/(0.7Y ₂ O ₃ + 0.3Ni) at 15 N.....	76
Figure 4.34 EDX analysis of flakes in the wear debris indicating increase in oxidation of the pin surface with increase in load (a) 15 N and (b) 30 N.....	76
Figure 4.35 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Ni) at 25 N.....	77
Figure 4.36 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Ni) at 30 N.....	77
Figure 4.37 Large sheet of wear debris collected from wear track indicative of adhesion for Mg/(0.7Y ₂ O ₃ + 1.0Ni) at 30 N.	78
Figure 4.38 Variation in wear rate with applied load at a constant sliding speed of 1 m/s for Mg/(Y ₂ O ₃ + Cu) nanocomposites.....	80
Figure 4.39 Grooves and scratch marks on the pin surface indicating abrasion for Mg/(0.7Y ₂ O ₃ + 0.3Cu) at 10 N.....	83
Figure 4.40 Flake like wear particles in the wear debris of Mg/(0.7Y ₂ O ₃ + 1.0Cu) due to delamination of oxidized surface layers.	83

Figure 4.41 Steel strip in the wear debris of the Mg/(0.7Y ₂ O ₃ + 0.3Cu) due to abrasive wear of tool-steel counterface at 10 N.	84
Figure 4.42 Oxidation of the Mg/(0.7Y ₂ O ₃ + 0.3Cu) hybrid nanocomposite pin surface at 10 N.....	84
Figure 4.43 Optical microscopic examination of the wear track indicating transfer of material from the surface of Mg/(0.7Y ₂ O ₃ + 0.3Cu) nanocomposite at 25 N.	85
Figure 4.44 Series of cracks perpendicular to the sliding direction indicating delamination for Mg/(0.7Y ₂ O ₃ + 1.0Cu) at 15 N.	85
Figure 4.45 Large crater on pin surface due to delamination for Mg/(0.7Y ₂ O ₃ + 1.0Cu) at 20N.....	86
Figure 4.46 SEM image indicating softening for the Mg/(0.7Y ₂ O ₃ + 0.3Cu) at 30 N.	86
Figure 4.47 SEM image of Mg/(0.7Y ₂ O ₃ + 0.6Cu) hybrid nanocomposite at 30 N.....	87
Figure 4.48 SEM image of Mg/(0.7Y ₂ O ₃ + 1.0Cu) at 30 N.	87
Figure 4.49 Comparison between Mg/(Y ₂ O ₃ +Ni) and Mg/(Y ₂ O ₃ +Ni) hybrid nanocomposites.....	89

ABSTRACT (ENGLISH)

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In the present work, wear behavior of magnesium based nanocomposites reinforced with different nanoparticles were investigated by using pin-on-disc configuration under dry sliding conditions.

In the first group of materials, dry sliding wear behavior of AZ31 magnesium alloy and its nanocomposites reinforced with 1.5 vol.% Al_2O_3 and 1 vol.% CNT were studied within a load range of 5-20 N at sliding speeds of 1, 2 and 5 m/s for sliding distance up to 2500 m. The test results showed that the wear rates of the magnesium alloy increases with the addition of reinforcement. Scanning electron microscopy (SEM) identified abrasion, oxidation, delamination, adhesion and thermal softening as the dominant wear mechanisms. The high wear rates in the nanocomposites were attributed to higher ductility, porosity and mismatch of thermal expansion coefficients between the reinforcement and matrix alloy.

In the second group of materials, dry sliding wear behavior of $\text{Mg/Y}_2\text{O}_3$ nanocomposites reinforced with varying amounts of nickel from 0.3-1.0 vol.% were studied within a load range of 5-30 N at a constant sliding speed 0.5 m/s for sliding distance up to 1000 m. The test results showed that the wear rates of the $\text{Mg/Y}_2\text{O}_3$

nanocomposites decreases with increase in amount of Ni. The improvement in wear resistance of the nanocomposites was attributed to the improved hardness and strength of the material with increase in Ni content. Scanning electron microscopy (SEM) identified abrasion, oxidation, delamination, adhesion as the dominant wear mechanisms.

In the third group of materials, dry sliding wear behavior of Mg/Y₂O₃ nanocomposites reinforced with varying amounts of copper from 0.3-1.0 vol.% were studied within a load range of 5-30 N at a constant sliding speed 1 m/s for sliding distance up to 1000 m. The test results showed slight improvement in the wear resistance of Mg/Y₂O₃ nanocomposite with 1.0 vol.% Cu. The improvement in wear resistance of the nanocomposites was attributed to the improved hardness of the material with increase in Cu content. Scanning electron microscopy (SEM) identified abrasion, oxidation, adhesion and mild delamination as the dominant wear mechanisms.

ABSTRACT (ARABIC)

ملخص العربية

الإسم : سيد ظبي الله
عنوان الرسالة : سلوك البرى لمادة ملماغنسيومو النانو مركبة
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في هذا العمل، تم دراسة سلوك البرى للمواد النانو مركبة / الماغنسيومو المدعمة بجسيمات نانوية مختلفة باستخدام دبوس على قرص تحت ظروف الانزلاق الجافة.

في المجموعة الأولى من المواد ، تمت دراسة سلوك البرى لسبائك AZ31 من خليط الماغنسيومو المدعمة بجسيمات نانوية مختلفة 1،5 Al vol.% و 1 vol.% من انابيب الكربون نانوية باستخدام حمل في مدى 5-20 نيوتن وسرعة الانزلاق 1، 2 و 5 m/s ومسافة انزلاق تصل إلى 2500 م. وأظهرت نتائج الاختبار أن معدلات البرى لسبائك المغنسيومو زادت بزيادة نسبة المواد الداعمة. وحدد المسح الضوئي المجهر الإلكتروني (SEM) ان آليات البرى هي التاكل و الأكسدة، والالتصاق وتليين الحرارية. ان معدلات التاكل العالية في المواد النانومركبة ترجع الى الممتوليه العاليه ، المسامية وعدم تطابق معاملات التمدد الحراري بين المواد الداعمة و مصفوفة السبيكة.

في المجموعة الثانية من المواد، تمت دراسة سلوك البرى الجاف لمواد نانو مركبة من Mg/Y_2O_3 مدعمة بمقادير متفاوتة من النيكل من 0،3-1،0 vol.% تمت الدراسة باستخدام حمل في مدى 5-30 نيوتن وسرعة ثابتة للانزلاق 0،5 m/s ومسافة انزلاق تصل إلى 1000 م. اوضحت نتائج الاختبار ان معدل التاكل يتناقص مع زيادة نسبة النيكل. تحسين مقاومة البرى للمواد النانو مركبة يعزى إلى تحسين صلابة ومقاومة المواد مع زيادة نسبة النيكل. وحدد الميكروسكوب الإلكتروني اوضحت ان آليات البرى هي التاكل و الأكسدة، والالتصاق

في المجموعة الثالثة ، تمت دراسة سلوك البرى الجاف لمواد نانو مركبة من Mg/Y_2O_3

مدعمة بمقادير متفاوتة من النحاس بنسب ٣,٠-٠,١ vol.% تمت الدراسة باستخدام باستخدام حمل فى مدى ٥-٣٠ نيوتن وسرعة ثابتة للانزلاق ١ m/s ومسافة انزلاق تصل إلى ١٠٠٠ م. أظهرت نتائج الاختبار تحسنا طفيفا في مقاومة البرى مع ١,٠ vol.% Cu. تحسين مقاومة للمواد نانو مركبة يعزى إلى تحسين صلادة المواد مع زيادة في محتوى Cu. المسح الضوئي المجهر الإلكتروني (SEM) حدد البرى و الأكسدة والالتصاق وتنسل الأطراف كاليات للبرى .

CHAPTER 1

INTRODUCTION

The development of metal matrix composites (MMCs) has been one of the major innovations in materials which are rapidly replacing conventional materials in various applications such as automotive, aerospace, defense, sports, appliance and other industries. When compared to monolithic metallic materials, MMCs offer better physical, mechanical, thermal and tribological properties such as low density, high specific strength, high specific modulus, better fatigue resistance, improved wear resistance etc [1-3]. Generally, MMCs are defined as matrix materials (either metals or metallic alloys) that are reinforced with metals, ceramics, refractory metal, inter-metallic or semiconductor to combine the properties of reinforcing material with that of the matrix materials such that the resultant properties of the composite material are better than the properties of unreinforced materials. These MMCs are further divided into three main categories based on the shape of their reinforcement such as particles, fibers or whiskers. Among these three types of MMCs, particulate reinforced composites are of significant interest because (a) they exhibit isotropic properties, (b) can be successfully fabricated by using conventional metallurgical process, (c) can be machined using conventional

methods and (d) low cost. The most commonly used particulate reinforcement for MMCs are ceramics such as silicon carbide and alumina because of their high strength, hardness and low cost. Depending upon the application, the end properties of these materials can be tailored based on some key factors such as type of processing, matrix constitution, type, size, amount, morphology, distribution and orientation of reinforcement, nature of matrix-reinforcement interface and heat treatment procedure. Among all these factors, compatibility of reinforcement with that of metallic matrix is of greater importance in realizing the best properties from the resultant composite [4-6].

From past few decades, MMCs with lightweight matrix materials are showing considerable interest because of their superior mechanical and tribological properties in many engineering applications [7-8]. As shown by many researchers, use of ceramic particulates such as SiC, Al₂O₃ as reinforcement reduced wear and friction of aluminum based MMCs both at room and elevated temperatures making them strong candidate material for a number of tribological applications such as piston, cylinder liners, engine blocks, brakes, power transfer system elements etc., in automobile industry [9-11]. However, continuous attempt by aerospace and automobile industries to push performance limits, constantly presents the crucial issue of weight reduction. In this connection, magnesium is 35% lighter than aluminum and is attracting more attention as the lightest structural material because of its low density and high specific strength and stiffness, which make them strongest applicant and an alternative to aluminum in many tribological applications in near future. However, pure magnesium cannot be directly used for tribological applications due to their low thermal stability and poor resistance to wear. To overcome these difficulties significant research work has been done over the

last few decades to improve the performance of magnesium beyond traditional alloying using discontinuous reinforcement. Recently, magnesium based composites with nano-sized particulate reinforcements are receiving high attention due to their improved mechanical properties [12-14]. However, the study on the tribological properties of magnesium based MMCs with nano-particles as reinforcement are very less in the open literature.

Accordingly, the primary aim of the present study was to investigate the tribological behavior of magnesium based nanocomposites containing nano-size Al_2O_3 , CNT, ($\text{Y}_2\text{O}_3 + \text{Cu}$) and ($\text{Y}_2\text{O}_3 + \text{Ni}$) particulate reinforcements. The effects of load, sliding speed and particulate content on the wear performance are investigated using a laboratory pin-on-disc wear tester designed and fabricated in Mechanical Engineering Department at KFUPM.

In the present work, Chapter 2 discusses the magnesium based metal matrix composites and their tribological behavior, and Chapter 3 describes experimental procedure used in the present study. Wear data obtained from the wear testing are presented in Chapter 4. And the wear mechanisms as identified by SEM and EDX analysis and their comparison with the obtained results are discussed in Chapter 5. Finally, the thesis ends with the main conclusions and recommendations for future work in chapter 6.

CHAPTER 2

LITERATURE REVIEW

The main motivation behind the development of composites is the utilization of advantageous properties of constituent materials to meet specific demands in many applications. The term “composite” is defined as the combination of two or more materials in which one of the material is termed as the reinforcing phase, which is in the form of fibers, whiskers, or particles, and is embedded in the other material termed as matrix phase (present in greater quantity in the composite) [15]. Typically, these materials have the ability to combine the properties of reinforcing phase with that of the matrix such that the resultant properties of the composite materials are better than the properties of monolithic counterparts. As a result of this, composite materials have the capability to serve a wide spectrum of applications [5, 16]. Composites can be broadly classified into three categories based on their matrix material namely: Metal Matrix Composites (MMCs), Polymer Matrix Composites (PMCs), and Ceramic Matrix Composites (CMCs). Among these three different types of composites, MMCs are one of the promising candidates for use in applications which require high strength and stiffness, particularly at elevated temperatures and for wear resistance applications [17].

2.1 Metal Matrix Composites and Nanocomposites

Metal matrix composite materials have been subject of scientific investigation and applied research from past few decades in the field of material science. These MMCs consists of two or more components namely: Matrix material (metal or metallic alloy) and Reinforcement (ceramics, metallic or refractory metal). Generally, the matrix is a “soft” phase (with excellent ductility, formability and thermal conductivity) in which “hard” reinforcements (with high stiffness and low thermal expansion) are embedded to improve its mechanical properties [6, 16, 18-20]. Previous studies on MMCs suggest particulate based reinforcement with size 1 to 100 microns as the most commonly used reinforcement due to their availability at competitive cost, well-developed cost effective fabrication process, ability to be machined using conventional methods and due to their isotropic nature [19]. Recently, more research in the field of production of nanocomposites is going on to explore the properties of MMCs when reinforced with nanoparticles (< 100 nm) instead of micron-sized particles. The challenge in developing these nanocomposites is to find different ways to create macroscopic components that benefit from the unique physical and mechanical properties of nanoparticles within them. The creation of these nanocomposites using nanoparticles as reinforcement has been investigated from past few years, and the development of these materials have shown comparable or greater strength and stiffness when compared to its micron sized MMCs [12-14, 22-23].

Today, increasing demand for the reduction of fuel consumption and environmental problems has led to intensive research efforts into design and development of lightweight

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**WEAR BEHAVIOR OF MAGNESIUM BASED
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BY

SYED ZABIULLAH

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