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Title	Air foil thrust and journal bearing coatings: A review
Type	Article
URL	<a href="https://clock.uclan.ac.uk/52317/">https://clock.uclan.ac.uk/52317/</a>
DOI	##doi##
Date	2024
Citation	Morris, Nicholas, Rahmani, Ramin, Rahnejat, Homer orcid iconORCID: 0000-0003-2257-7102 and Bhushan, Bharat (2024) Air foil thrust and journal bearing coatings: A review. <i>Journal of Tribology</i> . pp. 1-32. ISSN 0742-4787
Creators	Morris, Nicholas, Rahmani, Ramin, Rahnejat, Homer and Bhushan, Bharat

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Morris, N., Rahmani, R., Rahnejat, H. and Bhushan, B., “Air foil thrust and journal bearing coatings: A review”, Journal of Tribology, 2024, Jul 16, pp. 1-32.

## **Air foil thrust and journal bearing coatings: A review**

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### **Abstract**

Surfaces of air foil thrust and journal bearings in high speed turbomachinery are coated to improve their operational integrity, particularly when the aerodynamic load carrying capacity is reduced during instances of startup and shutdown. Surface coatings, as protective barriers in air foil bearings, can mitigate the adverse effects of direct surface interactions on such occasions. This paper provides an in-depth review of the body of important research conducted for study of coated air foil thrust and journal bearings, highlighting the state of the art in coating technology. The review features the role of composite coatings, designed to provide favourable thermal, mechanical, and frictional characteristics. The paper also highlights the trends in selection of coatings for air foil bearings, pertinent to desired thermomechanical performance.

Keywords: Air foil bearings; Surface coatings; Turbomachinery; Thrust bearings; Journal bearings

### **Nomenclature**

#### ***Roman symbols***

$A$	Apparent interfacial contact area
$c$	Empirical wear constant
$d$	Thickness of coating
$D$	Depth of heat penetration
$E_c$	Young's modulus of elasticity
$E'$	Composite (effective) modulus of elasticity
$h$	Film thickness
$h_m$	Minimum film thickness

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$H$	Hardness
$k_b$	Boltzmann's constant
$k_o$	Wear coefficient
$K_{Ic}$	Plane strain fracture toughness
$K$	Thermal conductivity
$L$	Contact length
$N$	Contact load
$m$	Work hardening exponent
$Kn$	Knudsen number
$Pe$	Peclet number
$p$	Pressure
$q_2$	Heat transferred to the foil
$q$	Coulombic frictional heat
$R_e$	Effective radius
$T$	Temperature
$T_f$	Friction torque
$T_m$	Maximum flash temperature rise
$\Delta T$	Temperature difference between coating and substrate
$W$	Wear volume
<b>Greek symbols</b>	
$\alpha$	Coefficient of thermal expansion

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$\beta$	Average asperity tip contact radius
$\delta$	Molecular diameter
$\lambda$	Stribeck gas film ratio
$\sigma$	Root Mean Square (RMS) surface roughness
$\Delta\sigma_T$	Change in thermally-induced interfacial stress
$\sigma_y$	Yield stress
$\kappa$	Thermal diffusivity
$\omega$	Angular velocity
$\tau$	Ratio of coated and uncoated flash temperature rise
$\nu_c$	Poisson’s ratio of coatings
$\gamma$	Frictional heat partition ratio
$\mu$	Coefficient of boundary friction
$\Psi$	Plasticity index

## 1. Introduction

Air foil thrust and journal bearings are used in variety of high-speed turbomachinery applications, such as in cryogenic turbo-expanders, turbochargers, high temperature blowers, micro-power generation gas turbines and aircraft air cycling machines [1]. The bearing design provides for an oil free, high speed low friction axial and radial load support during the operation of turbo-compressors and expanders. Oil free design of bearing system is critically important in applications such as hydrogen compression, where contaminants should be kept at a minimum level.

Air foil bearings operate through entrainment of air into a thin converging gap created between the foil and a thrust runner or journal. The fluid structure elasto-aerodynamic interactions of the entrained air and thin flexible foil creates a lubricating film of air, separating the contiguous surfaces. Air foil journal bearings can support loads of up to approximately 10 kN radially and operate at speeds upwards of 150,000 rpm. Axial loads and speeds for foil thrust bearings are shown in Figure 1. During startup and shutdown operations the entrainment speed is quite low and the generated hydrodynamic (aerodynamic) load carrying capacity is insufficient to fully separate the contiguous contacting surfaces, resulting in their direct contact. The surfaces of the foil and the thrust runner may also come into direct contact during de-stabilising impact events or because

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of external excitations. To protect against such instances, surface coatings are employed to enhance the foil, the journal and runner’s durability, robustness and frictional behaviour.

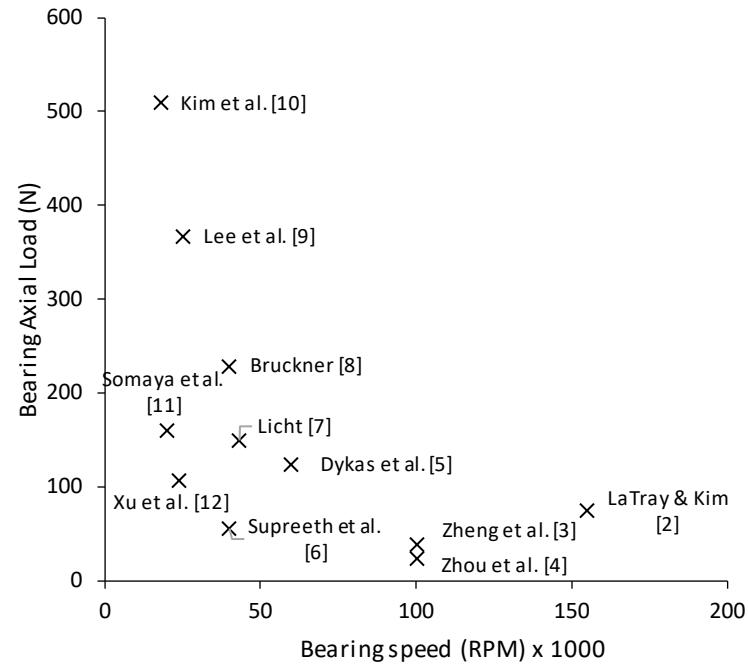


Figure 1: Foil thrust bearing load carrying capacity and upper operating speed

A number of relatively recent reviews have documented the development and the state-of-the-art in air foil bearing design [1,13-15]. Despite numerous advantages, foil, journal and thrust bearings have comparatively low load carrying capacities compared with their liquid phase counterparts. As already noted, air foil bearings suffer direct surface contacts during startup and shutdown. Therefore, surface coatings are critical in preventing premature wear of top foil journal and top foil runner interfaces [16, 17]. The key properties of coatings, substrates and coating – substrate combinations for air bearings are described by Bhushan et al [18] as:

- Good mechanical properties: ductility, hardness and yield strength
- Dimensional stability
- Corrosion and oxidation resistance

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- Contiguous surface coating comparability
- Thermal and mechanical shock resistance
- Thermal conductivity to transfer heat from the interface
- Formation of soft protective oxide films
- Low surface friction and wear
- Good anti-galling property if the coating is penetrated
- Substrate-coating compatibility
- Thermal properties comparable between coating, adhesion layer and substrate

This paper reviews the application of specific thermo-mechanical conditions at the interface of air foil bearings’ sliding surfaces. The state-of-the-art in air foil thrust and journal bearings’ coating technologies is highlighted. Trends in coating design are identified and the direction for future air foil bearing coatings discussed.

## 2. Physics of air foil bearing coating

### 2.1. Hydrodynamic regime of lubrication

The entrainment of air into the converging wedge geometry formed by the top foil and the stator endows the bearing with a hydrodynamic load carrying capacity. However, at high dynamic loads, experienced below the bearing lift-off speed, the film of air is usually insufficient to fully separate the contiguous surfaces. The Stribeck’s fluid film ratio, also known as the lambda ratio ( $\lambda$ ), is an indicator of the likelihood of direct contact of surfaces. It is defined as:

$$\lambda = \frac{h}{\sqrt{\sigma_1^2 + \sigma_2^2}} \quad (1)$$

where,  $\lambda$  is the lubricant film ratio parameter and  $\sigma_1$  and  $\sigma_2$  are the root mean square (RMS) surface roughness of the runner and foil surfaces, respectively. The value of  $\lambda > 4$  indicates full separation of contacting surfaces. However, during startup or shutdown operations, the film thickness,  $h$ , may reduce as there is diminution of air entrainment. This decreases the hydrodynamic load carrying capacity, promoting onset of mixed or even boundary regimes of lubrication.

The surface coating in journal and thrust foil bearings has been shown to affect the transition from full film hydrodynamic regime to mixed and boundary regimes of lubrication [19-21]. One mechanism for this is the interfacial slip caused by the breakdown of continuum mechanics behaviour of the gas. The prevalence of this behaviour is described by the nominal Knudsen number [22, 23] as:

$$\text{Kn} = \frac{k_b T}{\sqrt{2} \pi \delta^2 p h_m} \quad (2)$$

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where,  $k_b$  is the Boltzmann constant,  $\delta$  is the kinetic molecular diameter,  $p$  is the static pressure and  $T$  is temperature. For  $Kn > 0.01$ , then the magnitude of slip is regarded as significant [23, 24], and the fluid should be treated as a rarefied gas. Lee et al [24] have shown that at 1,000 K the Knudsen number can be 0.16 for gas-foil bearings.

## **2.2. Thermal effects**

Foil bearings are often required to operate in environments with elevated temperatures due to the nature of their application, for example in micro-gas turbines. Additionally, the air film temperature increases as a result of parasitic viscous shear and compressive heating during entrainment [25]. The primary mechanism of heat transfer within the air film is conduction across the film thickness [26]. Convective heat transfer is limited due to the low density of air. Lehn [26] showed that for air foil thrust bearings approximately 80% of the heat is dissipated away from the contact through convective heat transfer from the reverse side of the rotor disc and through the top foil-to-bump foil and base plates (Figure 2). Secondary cooling effects include radial convective heat transfer to the housing and forced convection via the air supplied through the bump foils. Salehi et al [27] also showed similar results for air foil journal bearings, where 80% of the heat transfer took place by conduction through the journal and foils. The remaining 20% was transferred through side leakage.

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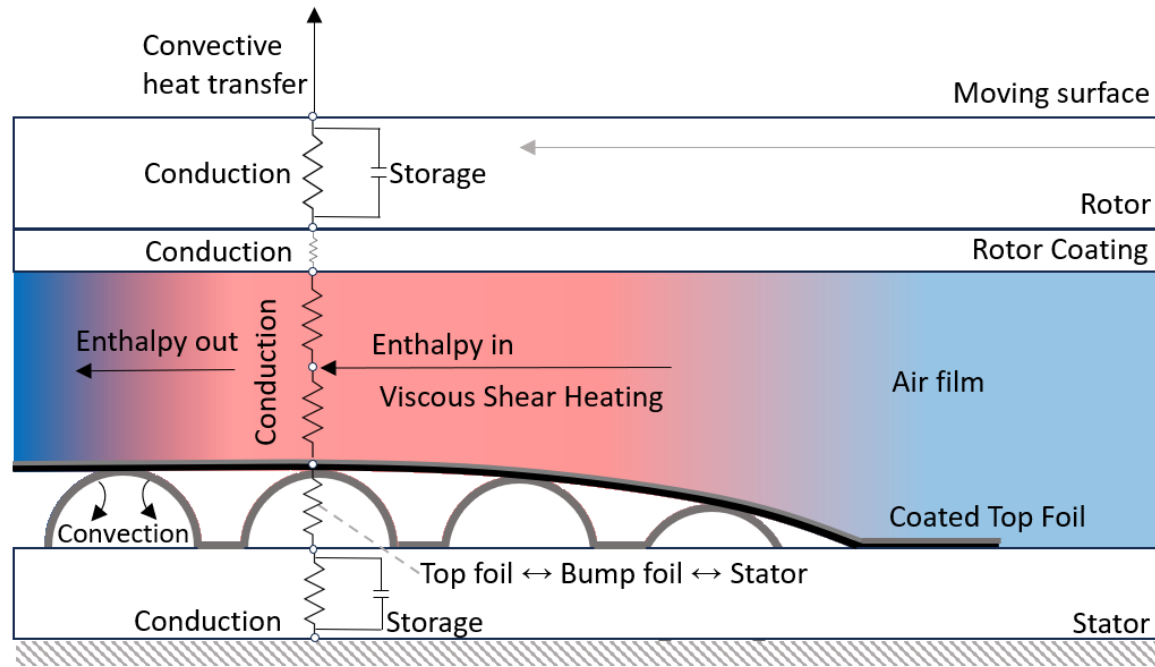


Figure 2: Primary heat transfer paths of an air bearing in full film hydrodynamic regime of lubrication

During machine startup and shutdown direct contact of the top foil and rotor leads to the generation of coulombic frictional heating. On these occasions machine performance becomes most critical and challenging in nature. The following thermal analysis considers the interfacial thermal problem in the absence of a mediating film of air, and in the first instance considers the contacting solid bodies as semi-infinite.

The coated thrust runner and journal both move relative to the frictional heat source, created at their interface with the foil. During the transient heat transfer process, the penetration depth of the heat flow into the coating can be determined as [28]:

$$D = \frac{L}{\sqrt{1+Pe}}, \quad \text{for } Pe = \omega R_e L / 4\kappa_{1c} > 0.1 \quad (3)$$

where,  $Pe$  is the Peclet number, representing the ratio of heat advection rate to the rate of diffusion,  $\omega$  is the angular velocity,  $R_e$  is the effective contact radius,  $L$  is the length of the square shaped frictional contact area, and  $\kappa_{1c}$  is the thermal diffusivity of the journal or rotor coating. Typically, the heat penetration depth,  $D$ , is less than or comparable to the coating thickness for most appreciable speeds. Therefore, the thermal



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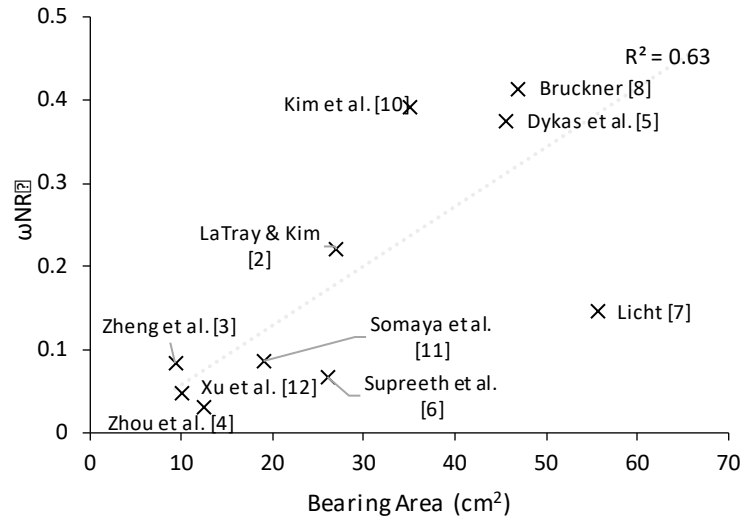
properties of the coating are of particular importance for the determination of interfacial temperature. As a result, the thermal properties of the journal and rotor coating are considered when apportioning the generated frictional heat between the contiguous surfaces as described by Kennedy and Tian [29]:

$$\gamma = \frac{q_2}{q} = \frac{1}{1 + \frac{K_{1c}}{K_{2s}} \sqrt{1 + Pe}} \quad (4)$$

where,  $\gamma$  is the heat partitioning factor,  $K_{1c}$  and  $K_{2s}$  are the thermal conductivities of the rotor or journal coating, and the foil substrate, respectively, and  $q$  and  $q_2$  are the total generated frictional heat and that transferred to the foil, respectively. As a result, in both full film and boundary regimes of lubrication thermal conductivity of the surfaces remain critical to the determination of air film and interfacial temperatures as shown in Figures 2 and 4. The coating’s thermal conductivity and thickness alongside the contact area should be considered so as not to introduce additional thermal barriers. The generated heat rate between the two bodies in boundary regime lubrication due to coulombic friction is [22, 29]:

$$\dot{q} = \mu N R_e \omega \quad (5)$$

where,  $N$  is the carried load and  $\mu$  is the coefficient of friction. While the friction coefficient  $\mu$  is difficult to characterise, the other parameters in equation (5) are readily available in the open literature. These parameters are plotted against bearing area in figure 3. A clear relationship is shown between frictional heat dissipation and the designed bearing area.



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Figure 3: The product of rotational speed, load, and radius from the generated heat by coulombic friction (equation 5) against bearing area

The ratio of flash temperature rise, with and without a coating, for the case  $Pe > 10$  can be described as [28]:

$$\tau = \frac{K_{1s}}{K_{1c}} \sqrt{\frac{\kappa_{1s}}{\kappa_{1c}}}, \quad \text{for } Pe > 10 \quad (6)$$

It can be seen that the thermal conductivity and diffusivity of the coating material should be greater than that of the exposed substrate for a reduction in interfacial flash temperature. The maximum contact surface temperature rise can be determined as [30]:

$$T_m = \frac{2L\dot{q}}{\sqrt{\pi}(K_{2s} + K_{1c}\sqrt{1+Pe})} \quad (7)$$

Thrust runners experience radially increasing velocities, often leading to a convex runner surface as a result of viscous heat dissipation and thermal expansion. In addition, centrifugal stress distortions in the runner can also occur. To account for these distortions, structural tailoring and compliant foundations are used which are key for effective coating performance [31].

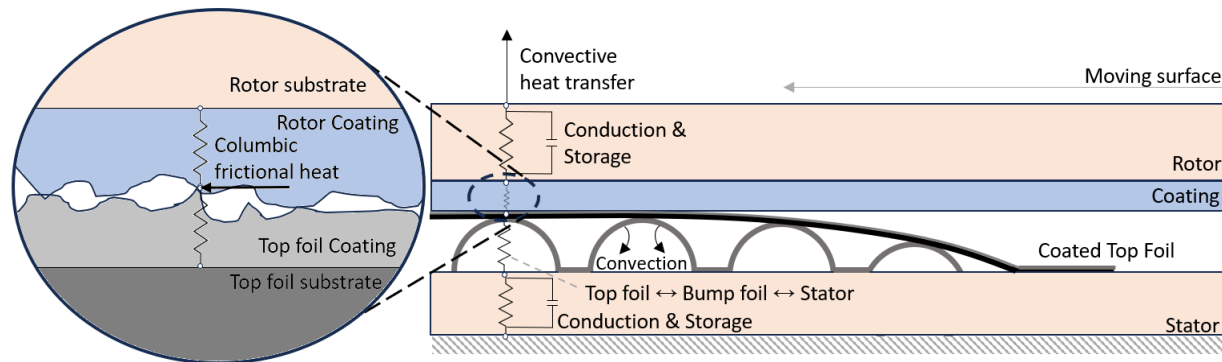


Figure 4: Primary heat transfer paths in an air bearing under boundary regime of lubrication

In addition to bearing thermal management, thermally induced failure modes associated with surface coatings should be considered. For example, thermal interfacial stress gradients between the coating and the substrate should be minimised. The change in stress due to thermal gradient can be calculated as shown by Holmberg and Mathews [32]:

$$\Delta\sigma_T = (\alpha_s - \alpha_c)\Delta T \frac{E_c}{1-\nu_c} \quad (8)$$

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where,  $\alpha_s$  is the substrate’s coefficient of thermal expansion,  $\alpha_c$  is that of the coating’s, and  $E_c$  and  $\nu_c$  are the Young’s modulus of elasticity and Poisson’s ratio of the coating.  $\Delta T$  is the temperature difference between the centre of the coating and the substrate. A simple thermal analysis to ascertain the mean coating temperature difference with the substrate yields:

$$\Delta T = \frac{1}{2} \gamma \omega T_f \frac{d}{AK_{2c}} \quad (9)$$

where,  $T_f$  is the frictional torque,  $d$  is the thickness of the coating,  $A$  is the frictional area, and  $K_{2c}$  is the thermal conductivity of the foil coating. Through matching coating and substrate thermal expansion coefficients, and introducing intermediary layers (if necessary), the additional stress component can be minimised [33].

#### 2.4. Coating Contact Mechanics

Coating – substrate adhesion is critical for preventing delamination of the coating at their interface [34]. The propensity for delamination and spalling is dependent on the interfacial fracture energy and varies with: substrate and coating elasticity, hardness, and ductility [32, 34]. With specific regard to the foil coatings the flexural strength of the coating is the key attribute for its adhesive performance.

The selection of coating pairs with complementary hardness, it is important to ensure effective running-in and long-term performance. The importance of hardness compatibility in the foil bearing coating system selection is shown in figure 5. The results shown in figure 5 are taken from an investigation of a foil journal bearing with various coatings [35]. When the foil coating is harder than the journal coating (positive abscissa values) the journal roughness reduces during operation. However, these tests were rated as unsuccessful in the majority of cases due to significant reported foil coating wear. In the cases when the much softer coatings are used on the foil the journal roughness is largely unaffected and all of the successful tests are found in this region (within the thermal limits of the coating). Other combinations were also tested in [35], however, the hardness data was not available.

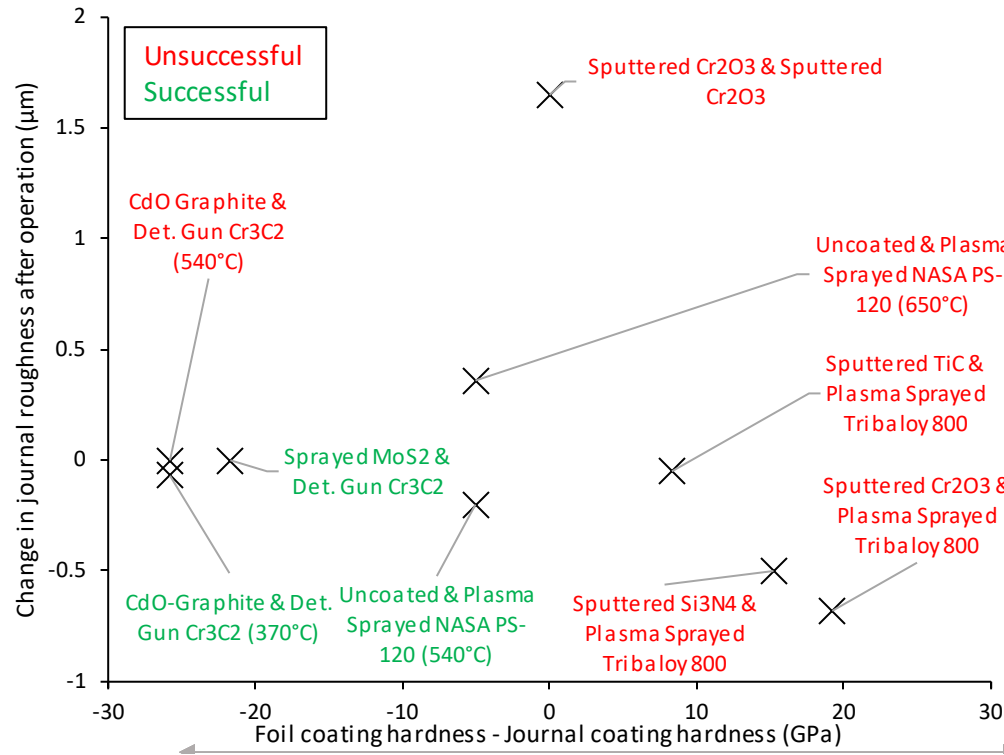


Figure 5: Change in surface roughness between new and used surfaces against the difference in foil and journal coating hardness. Data reported in Bhushan and Gray [35].

With direct contact of contiguous surfaces, abrasive and adhesive wear may occur. Adhesive wear occurs at the atomic scale contact of contiguous surfaces, at locations with high asperity contact pressure, leading to plastic deformation of the asperities and shakedown. The plasticity index, defined by Greenwood and Williamson [36] comprises the ratio  $E'/H$  which is known to be an important parameter in minimising plastic wear during boundary friction:

$$\Psi = \frac{E'}{H} \sqrt{\frac{\sigma}{\beta}} \quad (10)$$

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where,  $\Psi$  is the plasticity index,  $E'$  is the reduced elastic modulus of the contact,  $H$  is the hardness,  $\sigma$  is the root mean square roughness and  $\beta$  is the average tip radius of curvature of asperities. Clearly, the plasticity index can be reduced by changing the material properties ratio  $E'/H$  or surface topography characteristics  $\sigma/\beta$ . The junction adhesion can be suppressed by formed surface tribofilms. However, under persistent sliding these films can be removed and contact between nascent surfaces occur. In addition, careful selection of material coupled crystalline structures and chemistry can avoid the usual problem of solid solubility for contact of similar material surfaces. For ductile metals Archard and Hirst [37] showed the abrasive wear volume can be predicted from:

$$W = K \frac{N}{H} \quad (11)$$

where,  $K$  is the wear coefficient,  $N$  the normal force and  $H$  the surface hardness. Hornbogen [38] and Bhushan and Gupta [39] showed that for brittle materials fracture toughness should also be considered when evaluating the wear volume, using [40]:

$$W = ck_o \frac{\sigma_y m^2 E' p^{\frac{3}{2}}}{K_{Ic}^2 H^{\frac{3}{2}}} \quad (12)$$

where,  $c$  is an empirically determined constant,  $k_o$  is the wear coefficient,  $\sigma_y$  is yield stress,  $m$  is work hardening exponent,  $K_{Ic}$  is the plane strain fracture toughness and  $E'$  is the composite elastic modulus.

The ratio  $E'/H$  in equations (10) and a variant of it in (12) relates to the coating and substrate system to accumulate elastic strain before failure and is the key parameter in determining tribological performance and elastic resilience of the interface in an impact [41].

The flexural strength of the coating is also of importance due to contact deformation of the top foil and thermo-mechanical distortion of the thrust rotor. It has been shown that multilayer coatings, comprising inter-layers of low elastic moduli reduce the bending stresses in comparison to the hard coatings alone [41]. In addition, the use of thin hard coatings is effective at reducing bending stress and improving fatigue life [42].

In summary, a variety of thermo-mechanical coating–substrate and coating–coating properties have been identified so far. These properties will be used later for the critical review of the current state-of-the-art in air foil bearing coatings.

Much more attention should be paid to failure of coatings, often caused by generated sub-surface stresses as the result of combined direct normal loading and shear [43, 44]. However, most contact mechanics analysis are developed for non-conforming contacts, mainly based on Hertzian or neo-Hertzian conditions, where the contacting surfaces may be considered as semi-infinite in nature. This is not usually the case for thin hard coatings, regarded as thin bonded layered solids and with various degrees of conformity [45, 46]. Solutions for coated surfaces of hard materials with various degrees of conformity now exist, opening the way for detailed contact mechanics analysis of air foil and journal bearings.

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## **2.5 Coating deposition techniques**

A variety of coating techniques are available for foil, journal and thrust runner surfaces. Before the coating is applied the substrate condition may determine appropriate method for surface preparation. For example, the use of undercoats may be necessary to prevent the oxidation of ferrous substrates, and surface cleaning procedures or surface roughening.

Variety of techniques are prevalent for foil coating. These include: PVD techniques such as sputtering [47,48], RF plasma-assisted chemical vapor deposition [19], electroplating [19], fusion process [49], and other proprietary processes [17]. Thermal spray processes, including the use of a detonation gun, High velocity oxygen fuel spray, plasma spray and flame spray are considered too aggressive for thin foil substrates. Plasma spray coatings may require surface roughening pre-treatments, such as grit blasting which have been shown to adversely damage the foil [17]. Although detonation gun coating does not usually require any pre-treatment, foils tend to wrinkle and distort due to mechanical and thermal generated stresses even when continuously cooled [17].

A key element of method of coating is the bonding strength, and the coating's ability to handle high centrifugal and thermal stress. For example, PS304 HVOF with small NiCr and  $\text{Cr}_2\text{O}_3$  particle size have been used to reduce PS304 coating roughness after finishing with polishing papers and compounds. Although, initial roughening during operation provides little benefit in terms of roughness characteristics [50], improvements in bond strength in comparison to plasma spray methods have been noted. For thick ( $\sim 100\mu\text{m}$ ) hard face coatings by plasma and detonation gun methods further efforts have been made to improve PS304 dimensional stability through heat treatment cycles [51], who also proposed a composition grading in order to reduce the generated thermal stresses. Alternatively, electroplating can produce thinner ( $\sim 1\mu\text{m}$  thin dense chromium coatings). Reduced coating thickness lowers stresses due centrifugal and thermal sources [50]

## **3. A review of journal foil bearing coatings**

Broadly three categories may be used for applications of coatings in foil bearings: (i)- low temperature applications  $<300^\circ\text{C}$ , (ii)- mid-range temperature applications:  $300^\circ\text{C}$  to  $700^\circ\text{C}$ , and (iii)- high temperature applications  $>700^\circ\text{C}$ . The journal substrate material is typically air hardened AISI A2 tool steel [52], or A-286 age-hardened, or iron-nickel-chromium superalloy or similar materials [53]. Foil substrates are commonly made of nickel-based superalloys such as Inconel X-750, Inconel 625 or Inconel 718. They are primarily chosen for their high temperature mechanical properties.

### **3.1. Low temperature applications ( $<300^\circ\text{C}$ )**

Polyimide, Polyamide and PTFE foil coatings are generally limited to a maximum temperature of  $250^\circ\text{C}$  and are frequently paired with a hard chromium or thin dense chromium-coated surface. This action produces favourable anti-galling characteristics in case the polymer foil coating is worn through. These coated films are often doped with a solid lubricant such as graphite, molybdenum disulphide ( $\text{MoS}_2$ ) and boron nitride. Polymer coatings provide low cost and acceptable life performance when not subjected to excessive temperatures [54]. Zywica et al [16, 55] showed that a commercially available fluoropolymeric coating (AS20) paired with a  $\text{Cr}_2\text{O}_3$  coated journal could present an acceptable wear

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behaviour for 10,000 start-stop cycles at room temperature with minimal wear. The maximum operating temperature of the coating was given as 280°C.

### 3.2. Mid-range temperature applications (300°C-700°C)

WS<sub>2</sub> and MoS<sub>2</sub> overlays have been shown to provide promising results by Bagiński and Żywica [56], who used a foil bearing test rig with a chromium oxide Cr<sub>2</sub>O<sub>3</sub> coated journal to show that MoS<sub>2</sub> provided the lowest friction. However, the MoS<sub>2</sub>/C (Carbon doped Molybdenum Disulphide) on a hard titanium aluminium nitride (TiAlN) provided the best trade-off between friction and wear, notably outperforming a WS<sub>2</sub> overlay. A comparison of the coatings is highlighted in Figure 6. Critically all the experiments were conducted at cold startup conditions and therefore, the results do not indicate high temperature performance. Interestingly, WS<sub>2</sub> and the carbon doped MoS<sub>2</sub>/C are reported to have the same maximum operating temperature of 500°C [39, 56].

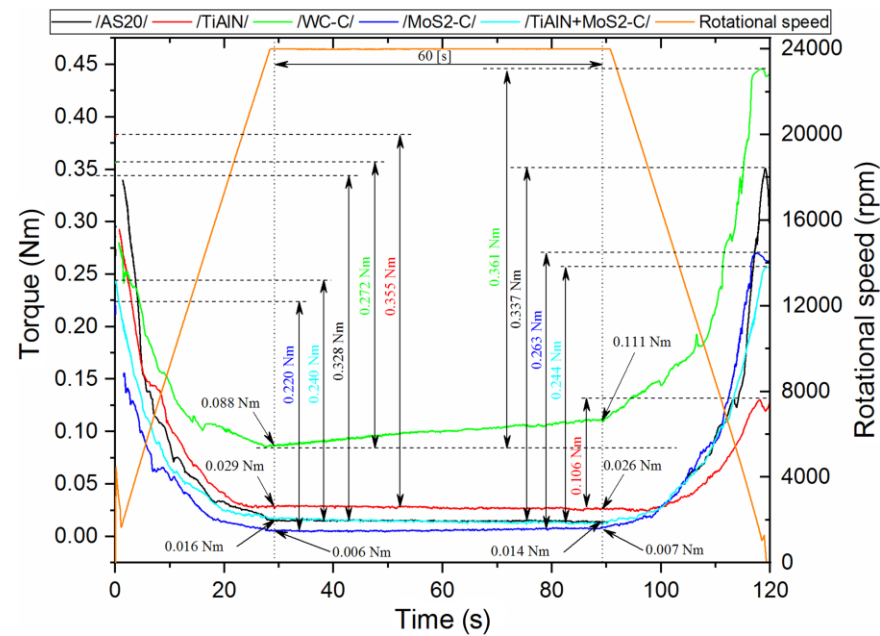


Figure 6: Figure reproduced from Bagiński and Żywica [56]. A graph of torque variation in time for the last measurement cycles of the loaded bearing with different coatings

Korolon™ developed by Mohawk Innovative Technology Inc has been used in ramjet and gas turbine engines. Tungsten disulphide WS<sub>2</sub> (Korolon™ 900 and Korolon™ 800) overlays have been shown to be highly effective for both friction and wear performance [19,20, 57]. WS<sub>2</sub> top foil coatings

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have been shown to perform well against chromium-coated journals [19,20, 57]. Furthermore, Heshmat et al [57] showed excellent wear and friction behaviour for dense chromium-coated journals against WS<sub>2</sub> with a sacrificial solid lubricant overcoat (Korolon™ 800). A comparison of coating performance under initial testing at 650°C is shown in Figure 7. The coating was demonstrated on a 240-lb thrust turbojet engine, conducting a 70 stop-start cycles (up to 54,000 rpm) over a running period of 14 hours.

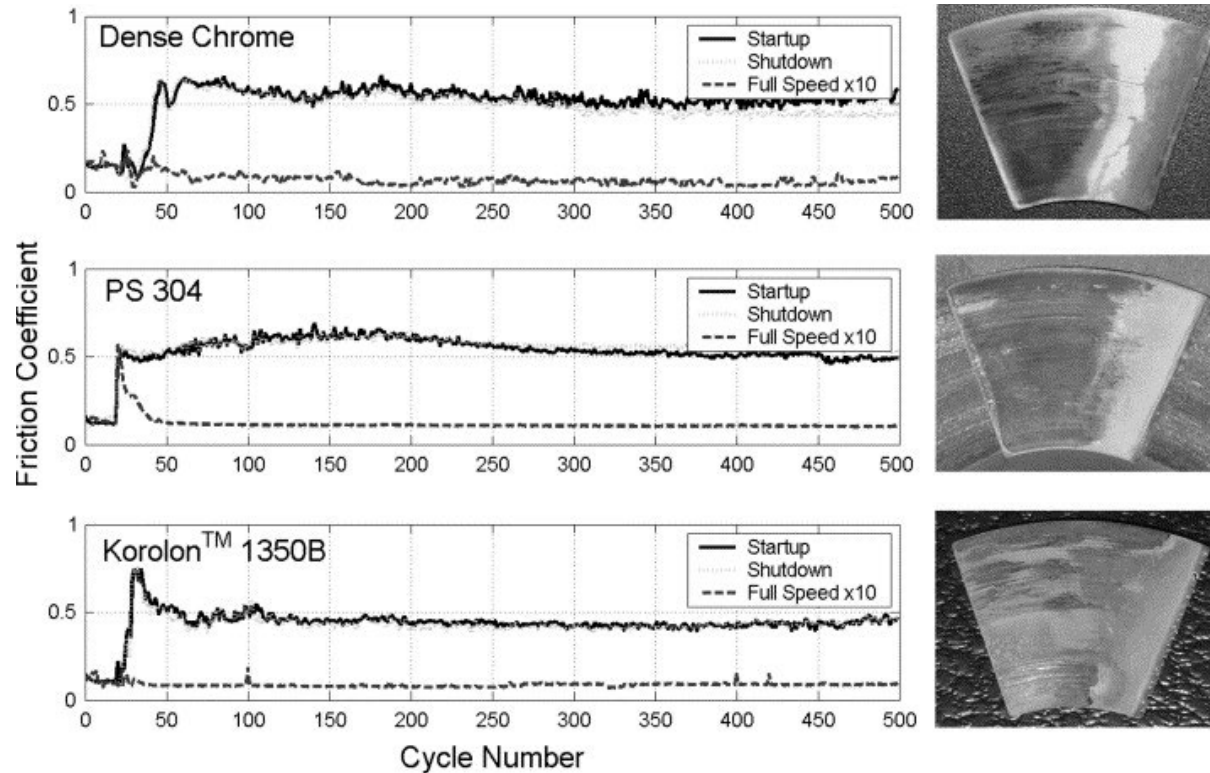


Figure 7: Figure reproduced from Heshmat et al [57]. Startup, shutdown, and full speed friction coefficients for the composite coating C/B tested at 650°C against three disk coatings; and post-test pad appearance

Bhushan and Gray [58] investigated the thermal stability of a number of candidate foil and journal coatings using extended duration tests (300hrs) and thermal cycling up to temperatures of 650°C. It was shown that sputtered foil coatings of TiC, Cr<sub>2</sub>O<sub>3</sub> and Si<sub>3</sub>N<sub>4</sub> and CdO-graphite and chemically adherent Chromium-Oxide were statically thermally stable. While for the journal: plasma sprayed Ni-Cr-bonded CrB<sub>2</sub>, Co-Mo-Cr-Si with Ni-Aluminide undercoat, Cr<sub>3</sub>C<sub>2</sub> with Ni-Cr binder and NASA PS106 (Ni-Cr-Ag-CaF<sub>2</sub>) alongside sputtered Cr<sub>2</sub>O<sub>3</sub> and chemically adherent chrome-oxide



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were had most promising static thermal stability. Bhushan [59, 60] optimised and characterised RF sputtering parameters for depositing hard refractory chromium oxide coating on to Inconel X-750 foils. Bhushan [61] developed and tested a CdO-graphite-Ag coating using extended start-stop air foil journal bearing tests at temperatures up to 427°C and 14 kPa contact pressure. The coating endurance was improved through introducing ultrafine silver, performing 9000 start stop cycles at 288°C and 28kPa and 3000 cycles at 35 kPa.

In an exhaustive experimental study Bhushan [35] investigated 15 combinations of foil and journal coatings using a bearing test rig. The most promising combinations for <370°C was a foil coated with CdO and graphite and a chrome carbide coated journal. While for temperatures <540°C a foil coated with NASA PS-120 (Tribaloy 400, silver, and CaF<sub>2</sub>) against an uncoated foil and for temperatures <650°C both the foil and journal should be coated by a chemically adherent Cr<sub>2</sub>O<sub>3</sub>. The chemically adherent Cr<sub>2</sub>O<sub>3</sub> coating system was successfully tested with a load of 35 kPa for 2000 start-stop cycles. Bhushan [53] showed that chromium oxide coating, sputtered onto an InconelX-750 foil, running against a detonation-gun applied chromium carbide on a A286 journal performed very well during a variety of start-stop, impact, and static oven tests. The coating successfully completed 3000 cycles at a temperature of 650°C and subjected to a normal pressure of 14 kPa in a partial arc bearing test. This included 9,000 start-stop cycles at a maximum test temperature of 427°C, although the coating could have continued for much longer under these conditions. During start-stop cycles at a higher pressure of 35 kPa the coatings survived for 3,000 start-stop cycles. The coatings also survived 100 g impact accelerations with the journal running at 30,000 rpm. The roughness of contiguous surfaces was 0.05 µm and the coating thickness was ~1µm.

Chromium oxide (Cr<sub>2</sub>O<sub>3</sub>) was used in the work of Zywica et al [16], covering a steel journal using a plasma spraying technique. For this application, the bearing foil was made of Inconel Alloy 625. A thin polymer coating (AS20) was also applied on one side of the top foil to prevent any damage on the foil during startup and shutdown. The coating was chosen for reduction of friction, based on experimental work investigating a range of commercially available coatings including (AS18, AS20, AS48, AS783, and AS785) and composite and nanocomposites such as MoS<sub>2</sub>TiW and nc-Wc/a-C. They also highlighted the importance of shortening the duration of startup/shutdown phases, noting that polymer coatings produced a rapid temperature rise during the running-in period which subsequently decreased. Bhushan [53] found that Cr<sub>2</sub>O<sub>3</sub> was effective as a foil coating.

The use of Vanadium nitride (VN) and TiSiN (applied to both front and back surfaces of the foil) and MoS<sub>2</sub> on the front surface in gas foil bearings was investigated by San Andres and Jung [62] under a pressure of 25.6 kPa at 50,000 rpm with applied excitation frequencies in the range of 200-400 Hz. However, all tests were conducted under room temperature. The use of VN and TiSiN coated top foils were shown to reduce the energy losses during startup and shutdown.

### **3.3. High temperature (>700°C)**

For high temperatures Bhushan [63] developed a coating combining hard wearing Cr<sub>2</sub>O<sub>3</sub> and the ductility and thermal expansion coefficient of a Nickel Chromium combination (Ni 80%: Cr 20%) binder. The coating was applied to journal foils and compared with a sputtered Cr<sub>2</sub>O<sub>3</sub> coating using start stop and high speed rubbing tests. A chrome-carbide-coated journal surface was used for both. The Cr<sub>2</sub>O<sub>3</sub> completed the test (9000 cycles) while the Cr<sub>2</sub>O<sub>3</sub> with Ni-Cr completed 3000 cycles. Interestingly the Cr<sub>2</sub>O<sub>3</sub> with metallic binder had significantly lower friction at 650 °C compared

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with room temperature [64]. Later PS304, a composite solid lubricant coating, was developed. The coating comprised silver (10% wt.), eutectic barium fluoride ( $\text{BaF}_2$ ) (5% wt.), and calcium fluoride ( $\text{CaF}_2$ ) (5% wt.), combined with chromium oxide ( $\text{Cr}_2\text{O}_3$ ) as a hardener (20% wt.) within a nickel chromium (NiCr) matrix, acting as a binder (60% wt.) [65]. The roughness of the coating is dependent on the deposition and finishing technique used. Using HVOF instead of plasma spray and small particle sizes and 1,500 grit SiC paper for polishing, roughness values of  $0.05 \mu\text{m}$  can be achieved. PS304 acts as a solid lubricant coating originally developed to address the limitations of chromium carbide coating in terms of reliability and high processing costs [50]. In addition, PS304 has been shown to initially roughen during running-in before polishing to a desirable roughness of  $< 0.1 \mu\text{m}$  [50]. PS400 improved the performance by reducing the need for post processing to achieve an acceptable surface finish. DellaCorte and Edmonds [66] showed high temperatures (e.g.  $800^\circ\text{C}$ ) are required initially to create a lubricious glaze. After the glaze is formed during an initial high temperature run, the low temperature frictional performance was much improved. Heshmat et al [50] concluded that directly applied thin dense chrome (TDC) on the foil and run against the same, or alternative high temperature coating on the shaft, provides an excellent life at temperatures of up to  $820^\circ\text{C}$  in comparison to PS304. Stanford and DellaCorte [67] used a novel ion diffusion technique to apply CU-4Al coatings to foils. They tested the coating against a PS304 coated journal using a bearing test rig. The experiments indicated the foil coating assisted with break in and gave more stable friction across a range of temperatures and reduced top foil wear.

#### **4. A review of foil thrust bearing coatings**

As with the case of journal bearings the review of thrust air foil bearings is divided into low temperature, mid-range temperature and high temperature applications. The thrust runner is typically steel, while the foils (like in the case of foil journal bearings) are commonly made of Inconel X-750, Inconel 625 or Inconel 718.

##### **4.1. Low temperature applications ( $<300^\circ\text{C}$ )**

Kim et al [10] showed effective use of a PTFE thrust bearing coated top foil. However, they did not mention the runner material or its coating. Balducci et al [68] also used a PTFE-coated top foil against a hard coated titanium runner. Walker et al [69] investigated a wide range of foil coatings using a scratch test machine to investigate their cohesive and adhesive behaviour as well as thermal stability using a high temperature oven. The investigated PTFE coating was not favoured for further testing. However, Ni-P and Si-O ( $13\text{-}23\mu\text{m}$ ),  $\text{MoS}_2$ ,  $\text{WS}_2$  and PS400 were recommended. Interestingly,  $\text{MoS}_2$  showed a wide standard deviation for measured roughness values after heating when compared with  $\text{WS}_2$ .  $\text{WS}_2$  is known to have a higher maximum operating temperature, reported as  $500^\circ\text{C}$  [28]; although some have reported even higher values [60]. An organically-bonded (Dow-Corning Molykote 88)  $\text{MoS}_2$  coated thrust air bearing top foil and a flame-plated  $\text{Cr}_2\text{O}_3$  coated runner was shown to provide acceptable performance during adverse operating conditions [61].

##### **4.2. Mid-range temperature applications ( $300^\circ\text{C}\text{-}700^\circ\text{C}$ )**

Heshmat et al [57] compared a variety of Korolon™ coatings on an Inconel X-750 top foil, including a polymer-based coating containing solid lubricants. A  $\text{WS}_2$  coating with solid lubricants and a Nickel chromium coating (also containing solid lubricants) (Korolon™ 1350A) with and without a  $\text{WS}_2$  overcoat (Korolon™ 800) have also been investigated. These combinations were paired with a variety of coatings on the journal surface,

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including a PS304 plasma-sprayed hard chromium coating. Heshmat et al [57] used a thrust bearing pad tribometer for a series of ramp up and shutdown tests at 30-810°C for 100-500 second cycles. They found a dense chromium coating against a WS<sub>2</sub> with a solid lubricant overcoat of a nickel chrome provides best tribological performance. The maximum service temperature of the WS<sub>2</sub> with a solid lubricant overcoat is 385°C and for the case of nickel chromium coating is 800°C. The coating was demonstrated on a 240-lb thrust turbojet engine, conducting 70 start–stop cycles (up to 54,000rpm) over a running period of 14 hours. Jahanmir et al [19, 20] conducted room temperature tests for WS<sub>2</sub> coating (Korolon™ 900) against counter-faces of DLC, chromium or hydrogenated DLC. It was found that at room temperature the performance of the DLC and chromium surfaces were quite similar. At high temperature (500°C) the H-DLC provided the lowest coefficient of friction in boundary regime of lubrication. However, reduced hydrodynamic lift at high temperature was noted. The DLC coating was found to induce a higher wear rate on the pad coating. The increase in WS<sub>2</sub> wear with DLC was attributed to its hardness but also PEVD DLC films have been shown to have high nanoscale roughness [70, 71] (see equations (10) and (11)). For all surfaces the benefits were observed when the WS<sub>2</sub> film was on the foil and the hard coating was applied to the runner.

#### **4.3. High temperature (>700°C)**

Fanning and Blanchet [21] investigated coatings for air foil thrust bearings using a test rig comprising a single top foil against a rotating disc. It was noted that Inconel X-750 top foil and a PS304-coated runner disc provide the best low speed frictional performance. The authors also showed that the roughest counter-face surfaces (Korolon™ 1350A coated foil and PS304 coated runner disc) provided the lowest speed hydrodynamic lift-off and hydrodynamic friction. Korolon™ 1350A is a 25 μm thick nickel-chromium coating with an overcoat of 50 μm thick WS<sub>2</sub> including solid lubricants. The resulting surfaces from the reported tests are shown in Figure 8.

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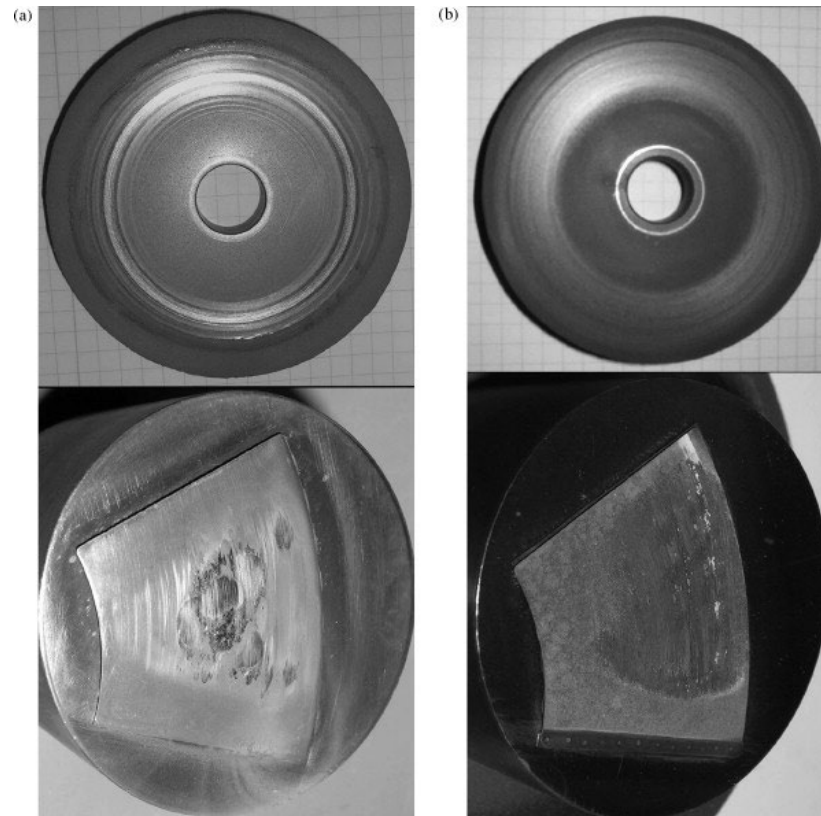


Figure 8: Figure reproduced from Fanning and Blanchet [21]. Worn disk and pad surfaces from tests with PS304-coated (plasma-sprayed) disks against (a) uncoated and (b) K1350A-coated pad

Heshmat et al [57] reported a breakthrough in performance of foil thrust bearings in terms of load carrying capacity, speed, and operating temperature through use of Korolon™ 1350A coating, which allowed for bearing operation at temperatures of up to 815°C with PS304 as a composite solid lubricant. PS304 contains silver (10% wt.), eutectic barium fluoride (5% wt.) and calcium fluoride (5% wt.) combined with a chromium oxide hardener (20% wt.) within a nickel chromium matrix (60% wt.). While Silver is used for low temperature solid lubrication, the eutectic barium and calcium fluoride are used as solid lubricants operating from ambient to 900°C. The nickel chromium-to-chromium oxide ratio of three to one provides a comparable thermal expansion coefficient ( $12.4 \times 10^{-6} \text{ m/}^\circ\text{C}$ ) to that of common substrate materials such as Inconel X-750 ( $14 \times 10^{-6} \text{ m/}^\circ\text{C}$ ) [72]. Low-temperature lubricating characteristics of silver complements the high temperature characteristics of the eutectic

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barium fluoride and calcium fluoride to provide self-lubrication from ambient to 900°C [73]. Dykas and Teller [31] also chose a PS304 coated runner against an Inconel X750 top foil to investigate early component life wear and reported similar findings.

Fanning and Blanchet [21] noted that HVOF-deposited PS304 disc coatings (using a hydrogen-fuelled system) provided an enhanced lift-off and touch-down speeds. It also required fewer running-in cycles to reach steady state conditions.

Blanchet et al [73] investigated the use of PS304 in thrust-washer tests, running against Inconel X-750 at low contact pressures of 40 kPa, sliding speeds of 5.4 m/s and both ambient and 500°C temperatures to simulate conditions in air foil bearings during startup/shutdown conditions. In all cases the coefficient of friction was around 0.5, whilst the wear rate ranged from 1 to  $3 \times 10^{-4}$  mm<sup>3</sup>/Nm. They noted that running under continuous sliding resulted in the roughening of surfaces ( $R_q > 2$  μm) and large recesses with (>100 μm) were filled with fine debris, observed on the wear track. This was in contrast with the observation of surface polishing (smoothing) high-temperature foil bearing operations experienced in cyclic startups and shutdowns.

According to Heshmat et al [50] running of PS304 against Inconel X750 foils at elevated temperatures, upward of 650°C, in start-stop cycles led to target roughness of  $R_q=0.1$  μm, but the generated glossy surface was achieved after consuming many foil bearings. Furthermore, the load carrying capacity when the same foil was used against PS304 was around 10% of the case where a thin dense chromium coating was applied on the runner surface. The results of tests carried out by Radil and DellaCorte [74] confirms that without the presence of such low friction glossy surfaces, high starting torques and reduced load carrying capacities are inevitable.

## **5. Performance evaluation of coatings on foil thrust and journal bearings**

A summary of key coatings presented in the preceding sections is provided in Table A-1 and A-2 of the Appendix, for foil journal and thrust bearings, respectively. In low temperature applications the use of soft coatings such MoS<sub>2</sub> and polymer composite coatings have been effective. These coatings are generally limited to relatively low thermal conductivities and diffusivity, high thermal expansion coefficients and limited maximum operation temperatures. However, it must be noted that the specific properties can vary depending on the exact composition and structure of coating. These coatings are commonly applied to the foil as at high Peclet numbers (Pe), resulting from appreciable sliding speeds before lift-off or shutdown, the contact temperature rise is controlled primarily by the journal and rotor coating thermal properties as shown in equation (7). The low friction soft coatings help to minimise the generated heat in the contact (equation (5)). These coatings are paired with conductive journal and rotor coatings such as nickel-chromium or Cr<sub>2</sub>O<sub>3</sub> based coatings.

At higher temperatures, hard wear-resistant ceramic coatings and metal matrix composites are more commonplace. The oxidation resistance of these coatings allows for higher upper operating temperatures experienced in these applications. To maintain low abrasive wear high surface hardness of the two surfaces is key. Coatings such as nickel-chromium also can minimise differences in thermal expansion coefficients of coating and substrate (depending on the substrate material's thermal properties) (equation (8)) while high thermal conductivity reduces temperature

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differences between the coating and substrate (equations (7) and (9)). To minimise frictional heat generation (equation (5)) composite coatings are used such as PS400, containing friction mitigating silver, eutectic barium fluoride and calcium fluoride.

When coatings such as hydrogenated DLCs are used considerations of the thermal implications are key, amongst other important properties. For example, the foil-on-disc test rig used by Jahanmir et al [20] showed the importance of rotor coating thermal properties. Jahanmir et al [20] investigated the difference in performance of DLC and chromium coated rotors. At higher temperatures the DLC coated rotor led to accelerated wear of the  $WS_2$  coated foils. This in part is due to the rise in interfacial temperature in the contact caused by the thermal conductivity of the rotor DLC coating (equation (7)). The nascent gas film formed during lift-off can also be reduced due to elevated gas film temperatures and interfacial slip (equation (2)).

At a high-performance level, air foil bearings incorporating smart materials have been proposed by Martowicz et al [75]. The implication for thermal monitoring and structural and thermal control, integrated into coating design, is quite promising. Designing the tribological coating system, thermal management system and machine operating performance together through advanced monitoring techniques provides a promising route to advanced machine performance. There is however a significant demand from emerging industries for high volume lower cost air foil bearings requiring advancements in low-cost mass production manufacturing for air foil bearing coatings and this poses a significant challenge.

## 6. Concluding remarks

The effective performance of air foil bearings in high-speed applications relies heavily on advanced coatings for both journal and thrust bearings. The current study emphasises the crucial role of coatings in overcoming challenges during startup, shutdown, and high temperature operations. It categorises coating technologies according to temperature ranges of applications, highlighting specific composite coatings, for breakthrough improvements in load carrying capacity and reduction of friction. The insights provided offer a roadmap for enhancing the efficiency and reliability of air foil bearings in various industrial applications, particularly in turbomachinery.

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## Appendix

Table A-1: Foil journal bearing coatings

Paper	Foil coatings investigated	Journal material/coating	Test equipment	Test conditions	Comments	Coating ranking /recommendation
<a href="#">Baginski &amp; Zywica [56]</a>	<ul style="list-style-type: none"> <li>AS20(PTFE)</li> <li>TiAlN (Titanium Aluminium Nitride)</li> <li>WC/C (Tungsten Carbide)</li> <li>MoS<sub>2</sub>/C (Carbon doped Molybdenum Disulphide)</li> <li>TiAlN+MoS<sub>2</sub>/C</li> </ul>	Chromium oxide Cr <sub>2</sub> O <sub>3</sub>	Foil bearing test rig	<ul style="list-style-type: none"> <li>30-40°C</li> <li>120 seconds, startup</li> <li>Ramp up to 24000 rpm</li> <li>shutdown</li> <li>varying loads</li> </ul>	<ul style="list-style-type: none"> <li>Foil material: Inconel 718.</li> <li>Max temperature of AS20 &amp;WC/C of 300°C all the others are &gt;500°C.</li> <li>concern about particulate from solid lubricant MoS<sub>2</sub></li> </ul>	<ul style="list-style-type: none"> <li>MoS<sub>2</sub>/C best friction, wear unacceptable</li> <li>TiAlN low wear but high friction.</li> <li>TiAlN+MoS<sub>2</sub>/C low friction and wear.</li> </ul>
<a href="#">Zywica, Baginski &amp; Banaszek [16]</a>	AS20(PTFE)	Chromium oxide Cr <sub>2</sub> O <sub>3</sub>	Foil bearing test rig	10,000 start/stop cycles at room temperature		N/A
<a href="#">DellaCorte and Edmonds [66]</a>	Inconel X750 (foil and pin for pin on disc)	<ul style="list-style-type: none"> <li>PS304 (NiCr binder matrix, chrome oxide hardener and Ag and fluoride solid lubricants)</li> <li>PS400 (NiMoAl binder matrix, see above for rest)</li> </ul>	Foil bearing on Capstone Oil-Free 30 kW microturbine engine and pin on disc	3000 cycles and 10,000 hrs on engine at 540°C	<ul style="list-style-type: none"> <li>PS400 has better friction than PS304 at room temperature and better high temperature friction and wear</li> <li>Initial high temperature work required to create lubricious glaze</li> </ul>	Inconel X750 foil and PS400 coated journal
<a href="#">Heshmat et al [50]</a>	<ul style="list-style-type: none"> <li>Korolon™ 700 (50 µm Polymer based coating with solid lubricant)</li> <li>Korolon™ 800 (50 µm WS<sub>2</sub> with solid lubricants)</li> </ul>	<ul style="list-style-type: none"> <li>PS304 plasma sprayed (&lt;120 µm).</li> <li>Hard chrome (&lt;180 µm).</li> <li>Dense chrome (5 µm)</li> </ul>	High-speed, high-temperature pad on disc tribometer	<ul style="list-style-type: none"> <li>30-810°C</li> <li>Start-up</li> <li>Ramp up to 10,000 rpm</li> <li>shutdown</li> <li>500 x 100 second cycles</li> </ul>	<ul style="list-style-type: none"> <li>Foil material Inconel X-750</li> <li>Disc (journal) Inconel 718</li> <li>Recommended combination shown to work in thrust turbojet.</li> </ul>	<ul style="list-style-type: none"> <li>Recommended combination.</li> <li>Top foil: Korolon™ 1350A with an overcoat of Korolon™ 800</li> <li>Journal: dense chrome coating</li> </ul>

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	<ul style="list-style-type: none"> <li>• Korolon™ 1350A (25 µm Nickel-chrome) with an overcoat of Korolon™ 800(25 µm)</li> <li>• Korolon™ 1350B (5 µm)</li> </ul>	<ul style="list-style-type: none"> <li>• Korolon™ 1350B (5 µm)</li> </ul>				
<a href="#">Radil and Dellacorte [74]</a>	<ul style="list-style-type: none"> <li>• Soft Polymer (Polyimide)</li> <li>• Ceramic (alumina) nickel-based superalloy</li> </ul>	PS304 (plasma sprayed solid lubricant:10%Ag and 10% BaF <sub>2</sub> and CaF <sub>2</sub> , 20% Cr <sub>2</sub> O <sub>3</sub> and 60% NiCr binder)	Foil bearing test rig	<ul style="list-style-type: none"> <li>• Load increments at 30,000rpm</li> </ul>	<ul style="list-style-type: none"> <li>• Coatings with solid lubricant properties increase load capacity during boundary and mixed lubrication conditions.</li> <li>• When using PS304 coated shafts high temp start stops produce smooth oxide layers. Conforming surfaces and transfer films on the foil.</li> </ul>	Soft Polymer (Polyimide)
<a href="#">Dellacorte [76]</a>	Precipitation hardened NiCr alloy, InconelX-750, 0.10 mm thick	Super alloy coated with PS304 (modified chrome oxide:60%wt., NiCr binder, 20%wt. Cr <sub>2</sub> O <sub>3</sub> hardener and 10%wt. each Ag and BaF <sub>2</sub> CaF <sub>2</sub> lubricants)	Partial arc foil bearing test rig	<ul style="list-style-type: none"> <li>• 25-650°C</li> <li>• 20 second start-up/shutdown cycle.</li> <li>• Ramp to 13,800rpm.</li> <li>• 30,000 cycles</li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• Coating is plasma sprayed</li> <li>• Transfer film important for wear reduction.</li> <li>• Wear higher at 25°C</li> </ul>	PS304 shown to be promising.
Bhushan [18]	CdO-Graphite-AG (8-10µm) Cr <sub>2</sub> O <sub>3</sub> (sputtered 1 µm)	Ni-Cr bonded Cr3C2 (Detonation gun and ground - 60-90 µm)	Full bearing test rig	<ul style="list-style-type: none"> <li>• 427-650 °C</li> <li>• Start stop cycles</li> <li>• Shock loading at 30,000 rpm</li> </ul>	<ul style="list-style-type: none"> <li>• Both preferred coating combinations survive 900 start stop cycles at various loads and temperature.</li> <li>• Both coating systems survived shock testing.</li> </ul>	Foil coatings with CdO-Graphite-AG (8-10µm) and Cr <sub>2</sub> O <sub>3</sub> (sputtered 1 µm) Worked well with journals coated with Ni-Cr bonded Cr3C2 (Detonation gun and ground - 60-90 µm). Up to 427°C and 650 °C respectively.

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Bhushan and Gray [35]	TiC (sputtered) Cr <sub>2</sub> O <sub>3</sub> (sputtered) Cr <sub>2</sub> O <sub>3</sub> (Chemically adhered) CdO-Graphite Uncoated Si <sub>3</sub> N <sub>4</sub>	Cr <sub>2</sub> O <sub>3</sub> (Chemically adhered) Cr <sub>2</sub> O <sub>3</sub> (sputtered) Tribaloy 800 NASA PS-106 (plasma sprayed) NASA PS-120	Full bearing test rig	<ul style="list-style-type: none"> <li>Start- stop test cycles for screening both at room temperature and 650 °C</li> </ul>	<ul style="list-style-type: none"> <li>Best combinations completed 1000 cycles at 650 °C and 1000 cycles at room temperature. At 14Kpa Load.</li> <li>Cr<sub>2</sub>O<sub>3</sub> against itself also completed 2000 cycles at 35kPa.</li> </ul>	<ul style="list-style-type: none"> <li>Foil with Air sprayed CdO graphite (8-10 μm) against a Ni-Cr bonded Cr<sub>3</sub>C<sub>2</sub> (60-90 μm). Max temperature 370 °C.</li> <li>Uncoated heat treated foil against NASA PS120 with Ni-Aluminide undercoat (140-165 μm). Max temperature 540 °C.</li> <li>Chemically adherent Cr<sub>2</sub>O<sub>3</sub> (1.3-2.5 μm) against itself (8-13 μm). Max temperature 650 °C.</li> </ul>
Bhushan [60]	Cr <sub>2</sub> O <sub>3</sub> Cr <sub>2</sub> O <sub>3</sub> with metallic binder (Ni-Cr)	Cr <sub>3</sub> C <sub>2</sub>	Partial bearing and full bearing test rig.	<ul style="list-style-type: none"> <li>Partial bearing and full bearing test rig.</li> </ul>	<ul style="list-style-type: none"> <li>It was found sputtered Chrome Oxide is effective at preventing damage up to 650°C</li> <li>Protective oxides are formed on the chrome oxide film above 650°C.</li> </ul>	Cr <sub>2</sub> O <sub>3</sub> with Cr <sub>3</sub> C <sub>2</sub> completed 3000 cycles at 650 °C in the partial bearing rig and 9000 cycles at 450°C in the full bearing test rig. It also survived 3000 start top cycles at 35Kpa and 100g's of impact at 30,000 rpm.
Bhushan [42]	CdO-graphite CdO-grpahite-Ag	Cr <sub>3</sub> C <sub>2</sub>	Full foil air bearing	<ul style="list-style-type: none"> <li>Start stop test conducted at 14Kpa, 288°C and 35Kpa and 427°C</li> <li>Oven tests</li> </ul>	<ul style="list-style-type: none"> <li>Wear performance at 288°C 14Kpa CdO graphite against pre oxidised foil and CdO-graphite foil and Cr<sub>3</sub>C<sub>2</sub> journal are the same.</li> <li>CdO graphite on the foil and journal significantly improved hear life at 288°C but not at 427°C.</li> <li>CdO-graphite-Ag performs much better than CdO-graphite at 427°C</li> </ul>	CdO-graphite-Ag with Cr <sub>3</sub> C <sub>2</sub>
Bhushan [39]	<ul style="list-style-type: none"> <li>Cr<sub>2</sub>O<sub>3</sub> (1 μm)</li> <li>75%Cr<sub>2</sub>O<sub>3</sub> (1 μm), 25% Nichrome Top Layer 75%Cr<sub>2</sub>O<sub>3</sub></li> <li>75%Cr<sub>2</sub>O<sub>3</sub> (0.6 μm), 25% Nichrome</li> <li>Top Layer 75%Cr<sub>2</sub>O<sub>3</sub> 25% Nichrome (0.7 μm), Interlayer Nichrome Coating (0.3 μm)</li> </ul>	Nichrome-bonded chrome carbide (75 % Cr <sub>3</sub> C <sub>2</sub> and 25 % Nichrome) was applied with a detonation gun on A-286 journal 175-200 μm thick and was ground to a thickness of 62-88 μm with a surface roughness 0.04-0.05 CLA	Partial pad and full air foil bearing	<ul style="list-style-type: none"> <li>Static oven test</li> <li>Start stop test</li> <li>Impact test</li> <li>Room temperature to 650°C</li> </ul>	<ul style="list-style-type: none"> <li>successfully completed 3000 cycles each at 650°C, normal load of 14 kPa in the partial arc bearing tests</li> <li>successful full bearing tests</li> <li>9000 start-stop cycles at a maximum test temperature of 427 °C</li> <li>start-stop cycles at a higher normal load of 35 kPa. The coatings were able to</li> </ul>	Chrome oxide coating sputtered on to InconelX-750 foil, against a detonation-gun applied chrome carbide on the A286 journal

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					<ul style="list-style-type: none"> <li>survive for 3000 start-stop cycles.</li> <li>the coatings survived 100 g impact with the journal running at 30,000 rpm</li> </ul>	
Stanford and DellaCorte [67]	<ul style="list-style-type: none"> <li>Cu-4Al (ion diffusion) on Inconel X-750</li> <li>Inconel X-750 uncoated</li> </ul>	PS304	Generation 1 foil air bearing	<ul style="list-style-type: none"> <li>14,000 RPM</li> <li>25 and 650 °C</li> <li>10.3Kpa</li> </ul>	<ul style="list-style-type: none"> <li>30,000 start stop cycles completed</li> </ul>	Cu-4Al prevents wear at high temperature. Although can cause higher wear at room temperature
<a href="#">Suriano [77]</a>	<ul style="list-style-type: none"> <li>Kaman DES (Chemically adherent chrome oxide)</li> <li>Kaman DES +Au</li> <li>Co-20Ni (electroplated)</li> <li>TiC</li> </ul>	Kaman SCA-coated journal (Cr <sub>2</sub> O <sub>3</sub> containing Al <sub>2</sub> O <sub>3</sub> , SiO <sub>2</sub> and Cr <sub>2</sub> O <sub>3</sub> )	Foil bearing test rig	650°C	<ul style="list-style-type: none"> <li>Kaman SCA/TiC best excellent for low break away friction and wear.</li> <li>Kaman SCA and DES are compatible but thicker DES coatings to be investigated for better foil wear characteristics</li> </ul>	Kaman SCA/TiC is best outcome

Table A-2: Foil thrust bearing coatings

Paper	Foil coatings investigated	Countersurface	Test equipment	Test conditions	Comments	Coating ranking /recommendation
<a href="#">Kim, Park &amp; Lee [9]</a>	PTFE top foil 50 µm on Inconel X750.	Unspecified	Bearing test rig	<ul style="list-style-type: none"> <li>500 N</li> <li>12,000-18,000 rpm</li> <li>20,000 rpm</li> </ul>	Some wear was evident	N/A
<a href="#">Walker et al [69]</a>	<ul style="list-style-type: none"> <li>MoS<sub>2</sub> (10-16 µm)</li> <li>WS<sub>2</sub> (30 µm)</li> <li>Ni-P &amp; SiO (7-8 µm)</li> <li>Ni-P &amp; SiO (13-23 µm)</li> <li>Nitride surface treatment</li> <li>PS400 (380-500 µm)</li> <li>Teflon (20-22 µm)</li> </ul>	Dimond stylus	Scratch test and oven	ASTM Standards (G171, C1624, and D7187) for scratch test	<ul style="list-style-type: none"> <li>Teflon performed poorly before and after environmental exposure</li> <li>Standard deviation of MoS<sub>2</sub> roughness much higher than WS<sub>2</sub> after high temperature exposure</li> </ul>	<ul style="list-style-type: none"> <li>Ni-P and Si-O (13-23 µm)</li> <li>MoS<sub>2</sub></li> <li>WS<sub>2</sub></li> <li>PS400</li> </ul> all recommended for further testing
<a href="#">Balducchi et al [68]</a>	Inconel X750 coated with PTFE	Hard coated titan	Thrust bearing test rig	<ul style="list-style-type: none"> <li>Take off and start-up toque tests</li> <li>Up to 35,000 rpm</li> <li>60N</li> </ul>		N/A
<a href="#">Jahanmir et al [19]</a>	Tungsten disulfide based (Korolon™ 900)	<ul style="list-style-type: none"> <li>Chrome</li> <li>DLC</li> <li>H-DLC</li> </ul>	High-speed, high-temperature pad on disc tribometer	<ul style="list-style-type: none"> <li>30-500°C</li> <li>Start-up</li> <li>Ramp up to 10,000 rpm</li> <li>shutdown</li> <li>500 x100 second cycles</li> </ul>	<ul style="list-style-type: none"> <li>Chrome, DLC, H-DLC all acceptable at room temperature</li> <li>H-DLC doesn't provide hydrodynamic lift at higher temperature</li> </ul>	Tungsten disulfide based foil coating Korolon™ 900 with the chrome plated discs suitable from room temperature to 500°C.



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<a href="#">Jahanmir et al [20]</a>	Korolon™ 900 (50 µm) Tungsten disulfide-based	<ul style="list-style-type: none"> <li>• Korolon™ 900 (50 µm)</li> <li>• Cr</li> <li>• H-DLC</li> </ul>	High-speed, high-temperature pad on disc tribometer	<ul style="list-style-type: none"> <li>• Room temperature</li> <li>• Start-up</li> <li>• Ramp up to 10,000 rpm</li> <li>• shutdown</li> <li>• 500 x100 second cycles</li> </ul>	<ul style="list-style-type: none"> <li>• Room temperature only</li> <li>• performance is improved when the solid lubricant (e.g., tungsten disulfide-based coating) is on the foil pad and the hard coating (chrome or H-DLC) is on the disk</li> </ul>	Tungsten disulfide-based coating (Korolon™900) on the foil pad with either chrome-plated or H-DLC-coated disks
<a href="#">Dykas et al [31]</a>	Inconel X750	PS304	Thrust bearing test rig	<ul style="list-style-type: none"> <li>• Start stop tests</li> <li>• 425°C</li> <li>• 7-70 KPa</li> <li>• 23,000 rpm</li> <li>• 1000 cycles</li> </ul>	Some wear evident	N/A
<a href="#">Fanning &amp; Blanchet [21]</a>	<ul style="list-style-type: none"> <li>• Korolon™ 1350A (50 µm thickness, 3 µm Rq Nickel-chrome)</li> <li>• Inconel X750 (uncoated, 0.13 µm Rq)</li> </ul>	<ul style="list-style-type: none"> <li>• PS304 plasma-sprayed (0.25 mm thickness, 0.63 µm Rq)</li> <li>• PS304 HVOF-deposited (0.29 µm Rq mm)</li> <li>• Inconel 718 (uncoated, 0.13 µm Rq)</li> </ul> <p>PS304-coated discs were heat-treated at 650 °C in air for 25 h to increase coating strength then their surfaces were reground</p>	Thrust runner disc against single thrust top foil	<ul style="list-style-type: none"> <li>• 540°C</li> <li>• 250 cycles</li> <li>• 0-5000 rpm (19 m/s) ramp up (8 s), 5000 rpm (10 s) and down to 0 rpm (75 s)</li> </ul>	When the top foil was coated with :K1350A hydrodynamic performance improved (reduced liftoff and touchdown speeds)	<ul style="list-style-type: none"> <li>• Korolon™ 1350A / PS304 hydrodynamic lift of &amp; friction performance (roughest combination)</li> <li>• Inconel X750/PS304 best low speed friction</li> </ul>
<a href="#">Heshmat et al [57]</a>	<ul style="list-style-type: none"> <li>• Korolon™ 700 (50 µm polymer-based coating with solid lubricant)</li> <li>• Korolon™ 800 (50 µm WS<sub>2</sub> with solid lubricants)</li> <li>• Korolon™ 1350A (25 µm Nickel-chrome) with an overcoat of Korolon™800 (25 µm)</li> <li>• Korolon™ 1350B (5 µm)</li> </ul>	<ul style="list-style-type: none"> <li>• PS304 plasma sprayed (&lt;120 µm)</li> <li>• Hard chrome (&lt; 180 µm)</li> <li>• Dense chrome (5 µm)</li> <li>• Korolon™ 1350B (5 µm)</li> </ul>	High-speed, high-temperature pad on disc tribometer	<ul style="list-style-type: none"> <li>• 30-810 °C</li> <li>• Start-up</li> <li>• Ramp up to 10,000 rpm</li> <li>• shutdown</li> <li>• 500 x100second cycles</li> </ul>	<ul style="list-style-type: none"> <li>• Foil material Inconel X-750</li> <li>• Disc (journal) Inconel 718</li> <li>• Recommended combination shown to work in thrust turbojet</li> </ul>	Recommended combination: <ul style="list-style-type: none"> <li>• Top foil: Korolon™ 1350A with an overcoat of Korolon™ 800</li> <li>• Journal/runner: dense chrome coating</li> </ul>
<a href="#">Licht [7]</a>	MoS <sub>2</sub> 5 µm coated top foil	Cr <sub>2</sub> O <sub>3</sub> coated runner	Air bearing rig	<ul style="list-style-type: none"> <li>• Up to 24,000 rpm</li> <li>• high pitching imbalances</li> </ul>	Acceptable performance once guide pin alignment was ensured increasing radial clearance of anti-rotation pins.	N/A