The logo for the Joint Advanced Materials and Structures Center of Excellence (JAMS) is displayed in a stylized, blue, textured font. It is positioned above a large, curved graphic consisting of a yellow upper band and a dark blue lower band, which resembles a wing or a curved surface.

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# Improving Adhesive Bonding of Composites Through Surface Characterization

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The Joint Advanced Materials and Structures Center of Excellence

# FAA Sponsored Project Information

- Principal Investigators & Researchers
  - Brian D. Flinn (PI)
  - Ashley Tracey (PhD student, UW-MSE)
  - Jake Plummer (undergraduate, UW-MSE)
- FAA Technical Monitor
  - David Westlund
- Other FAA Personnel Involved
  - Larry Ilcewicz
- Industry Participation
  - Toray Composites
  - Henkel International
  - Precision Fabrics & Richmond Aerospace & Airtech International
  - The Boeing Company (Kay Blohowiak, Peter Van Voast, and William Grace)

- Motivation and Key Issues
  - Most important step for bonding is SURFACE PREPARATION!!
  - Inspect the surface prior to bonding to ensure proper surface preparation
- Objective
  - Develop QA technique for surface preparation
- Approach
  - Investigate variables that affect contact angle measurements
  - Verify technique on intentionally contaminated surfaces

# JAMS 2010-2011 Statement of Work

- Literature review to understand state of composite bonding and surface analysis techniques
- Map and characterize bonding processing steps to locate highest risk factors in process
- Determine locations to incorporate in-line Quality Control (QC) methods
  - Contact angle (CA)
  - Fourier transform infrared spectroscopy (FTIR)
- Use QC assessment methods at identified critical processing steps to evaluate process conditions and reliability of bonded joint
- Assess tool's ability to identify less-than-desirable process conditions to determine their suitability for QC
- Correlate surface conditions to bond strength and durability
- Support of other AMTAS bonding research
  - FIU (bond durability)
  - U of Utah (metal bond wedge test)

- Variables that affect contact angle measurement:
  - Time to measure contact angle
    - Increase in time resulted in a decrease in contact angle => ALWAYS freeze image after 5 seconds
  - Peel ply orientation
    - Different peel ply orientations resulted in different contact angle measurements => ALWAYS measure contact angle at the same orientation (0 degrees)
  - Siloxane Contamination
    - Increase in contamination resulted in an increase in contact angle
    - Current research determining detection limit
  - **Cure Cycle (different temperatures and dwell times)**

- Variables that did not have a significant effect on contact angle measurement:
  - Material Lot (different dates of manufacture)
  - Cure Run (same cure cycle, different run)
  - Exposure After Peel Ply Removal (ranging from 0-48 hour exposure to ambient lab conditions)

- Why use surface energy to probe the surface preparation method applied to the composite for bonding?
  - One requirement of adhesion is the adhesive must wet the substrate
    - This is controlled by surface energy



Low surface energy



High surface energy

- Contact angle is influenced by surface prep.

- Toray 3900/T800 unidirectional laminates
- Precision Fabric Group 60001 polyester peel ply
- Autoclave cure of composites
- Fluids used for contact angle analysis:
  - De-ionized water (DI water)
  - Dimethylsulfoxide (DMSO)
  - Ethylene Glycol (EG)
  - Glycerol (Gly)
  - Formamide (Form)
  - Diiodomethane (DIM)



# Methodology

## Brighton Surface Analytst

- Handheld device
  - In-field inspection



<http://www.btgnow.com>

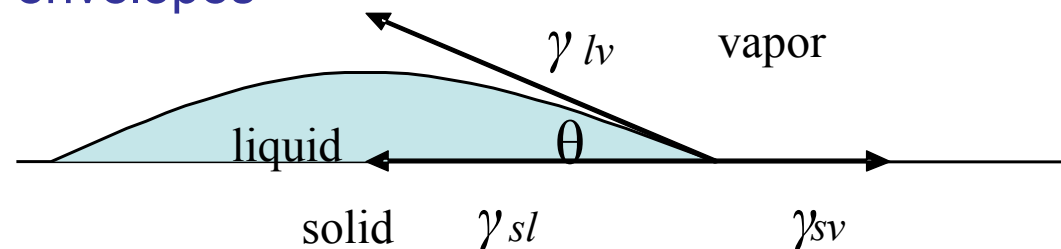
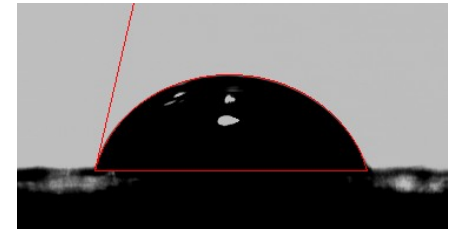
## VCA Optima Goniometer

- Desktop device
  - Lab research



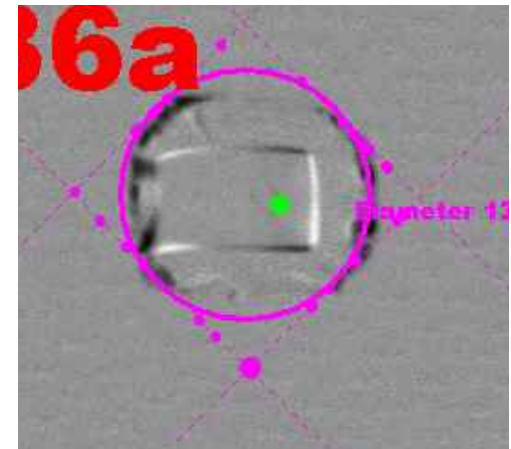
<http://www.astp.com/contact-angle/optima>

- Using a goniometer, the contact angle of a  $1\mu\text{L}$  drop of fluid is measured – side view
  - Peel ply removed and contact angles measured within 1 hour
  - Four fluids, 10 drops per fluid were evaluated on each surface
  - Average contact angle and standard deviation were calculated to determine surface energies and generate wettability envelopes



- Complete wetting when  $\theta$  approaches zero
- Contaminants usually lower the solid's surface energy (increase  $\theta$ )
- Surface preparations try to increase the solid's surface energy and clean off contaminants

- Using the Brighton Surface Analyst, the contact angle of a  $1.38\mu\text{L}$  drop (20  $69\text{nL}$  drops) of water is measured – top view
  - Contact angle is calculated by fitting the circumference to the volume of the drop
  - Average contact angle and standard deviation were calculated for comparison to water CAs measured with use of goniometry

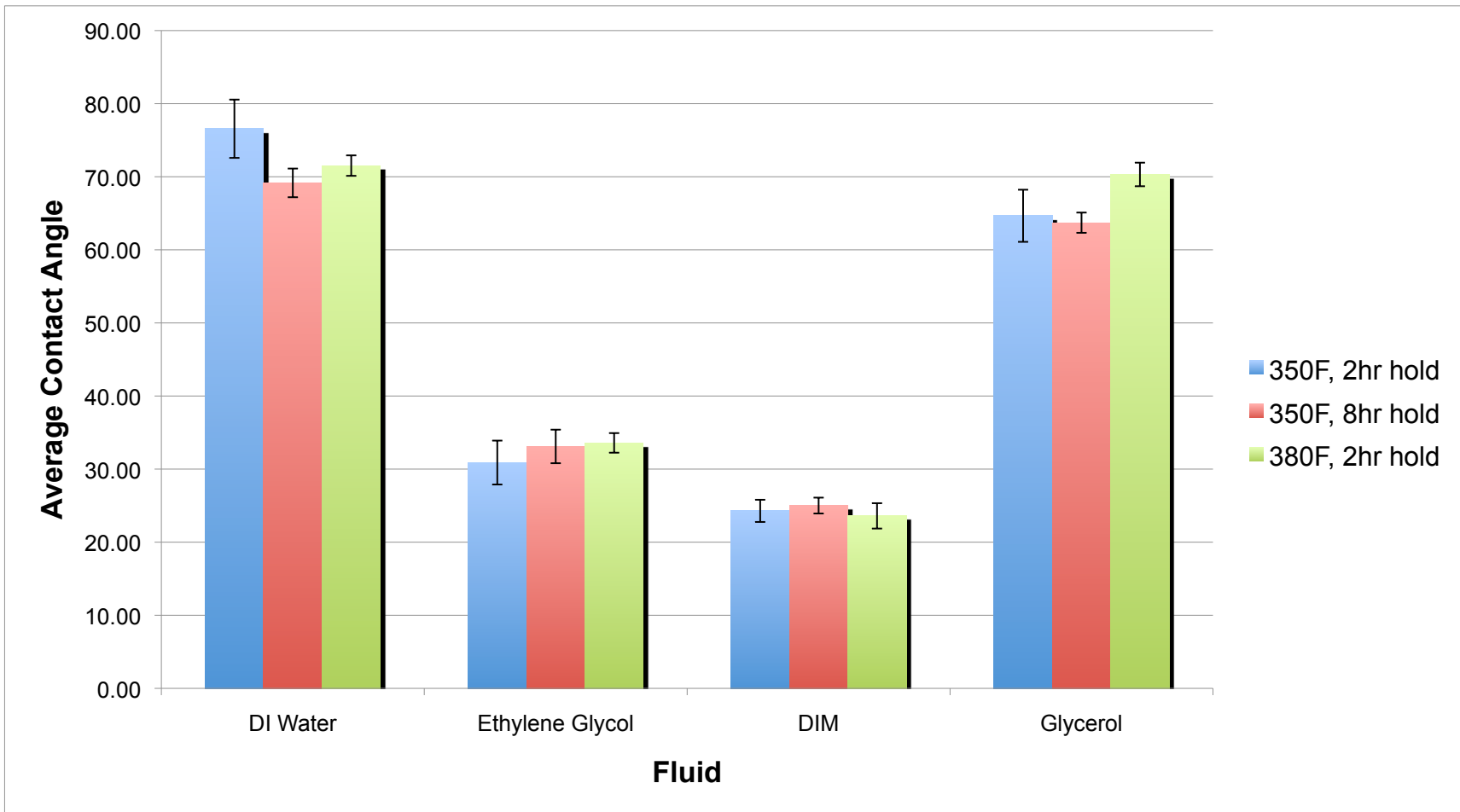


- Note: rectangle in image is a reflection of light from camera

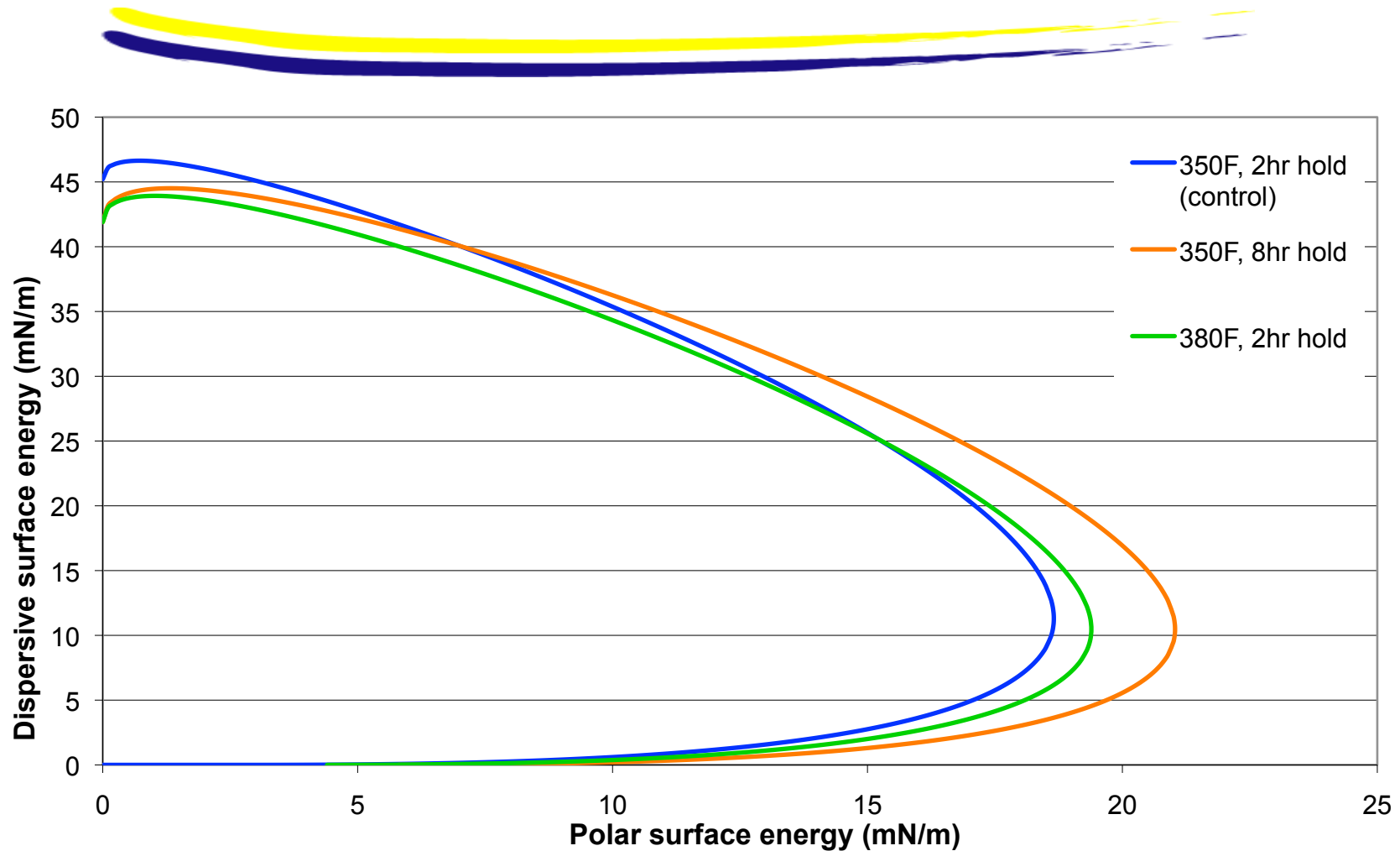
<http://www.btgnow.com/SEP.html>

- Does temperature and dwell time affect contact angle measurement and/or bondability?
  - Previous research from Boeing has shown that increased temperatures and dwell times during autoclave cure decrease fracture energy

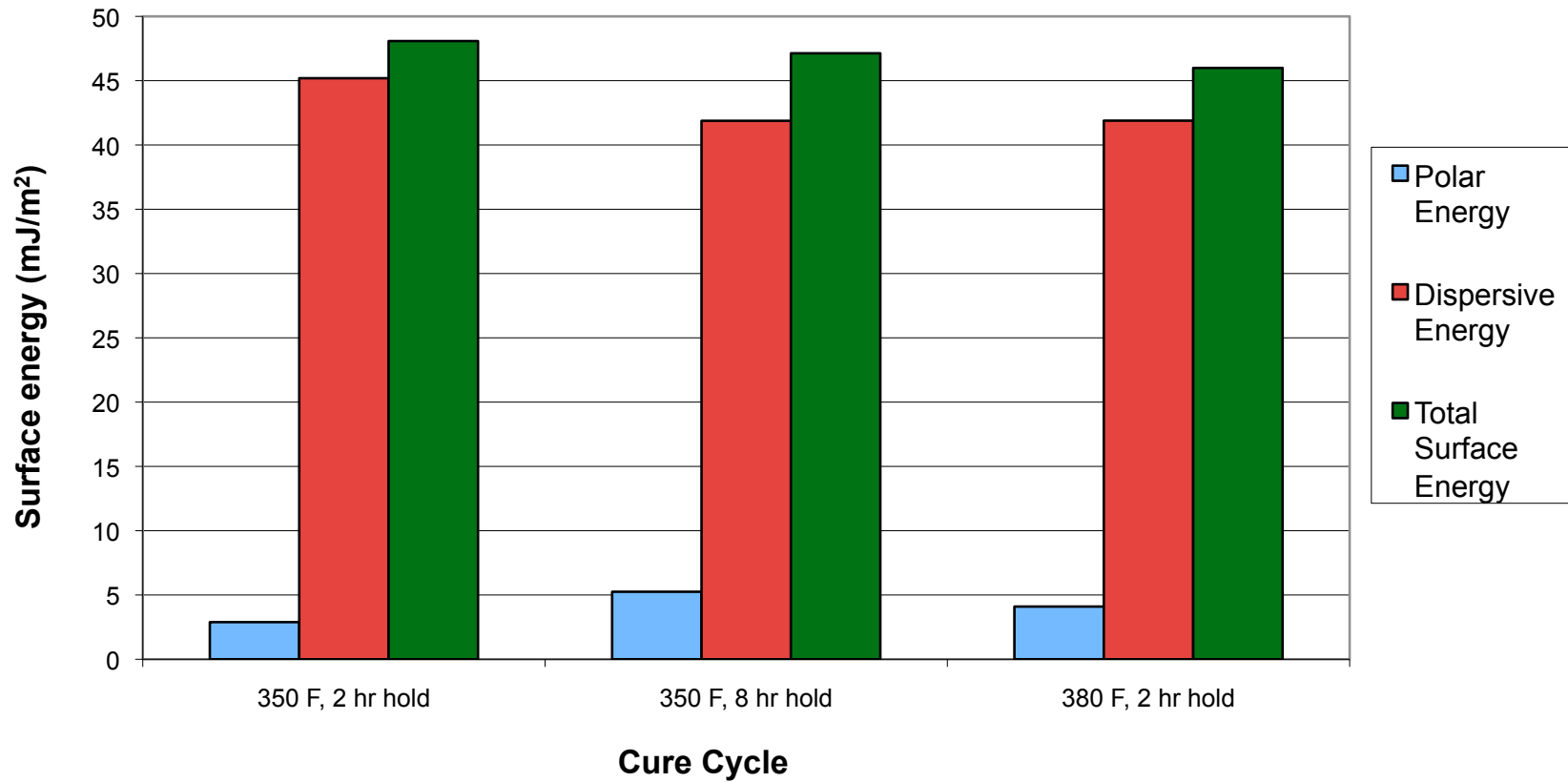
# Effect of Cure Cycle on Contact Angle Measurement



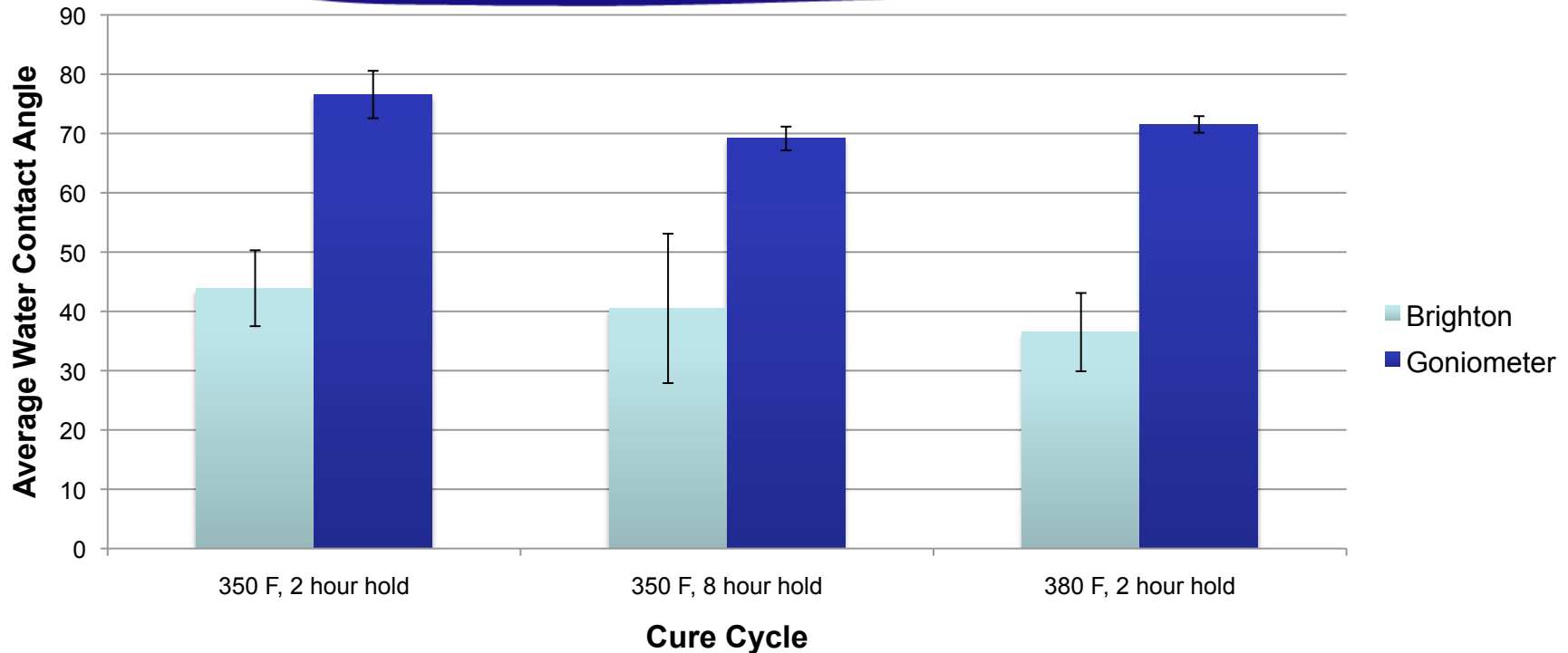
# Wettability Envelopes



• Different cure cycles resulted in different wettability envelopes

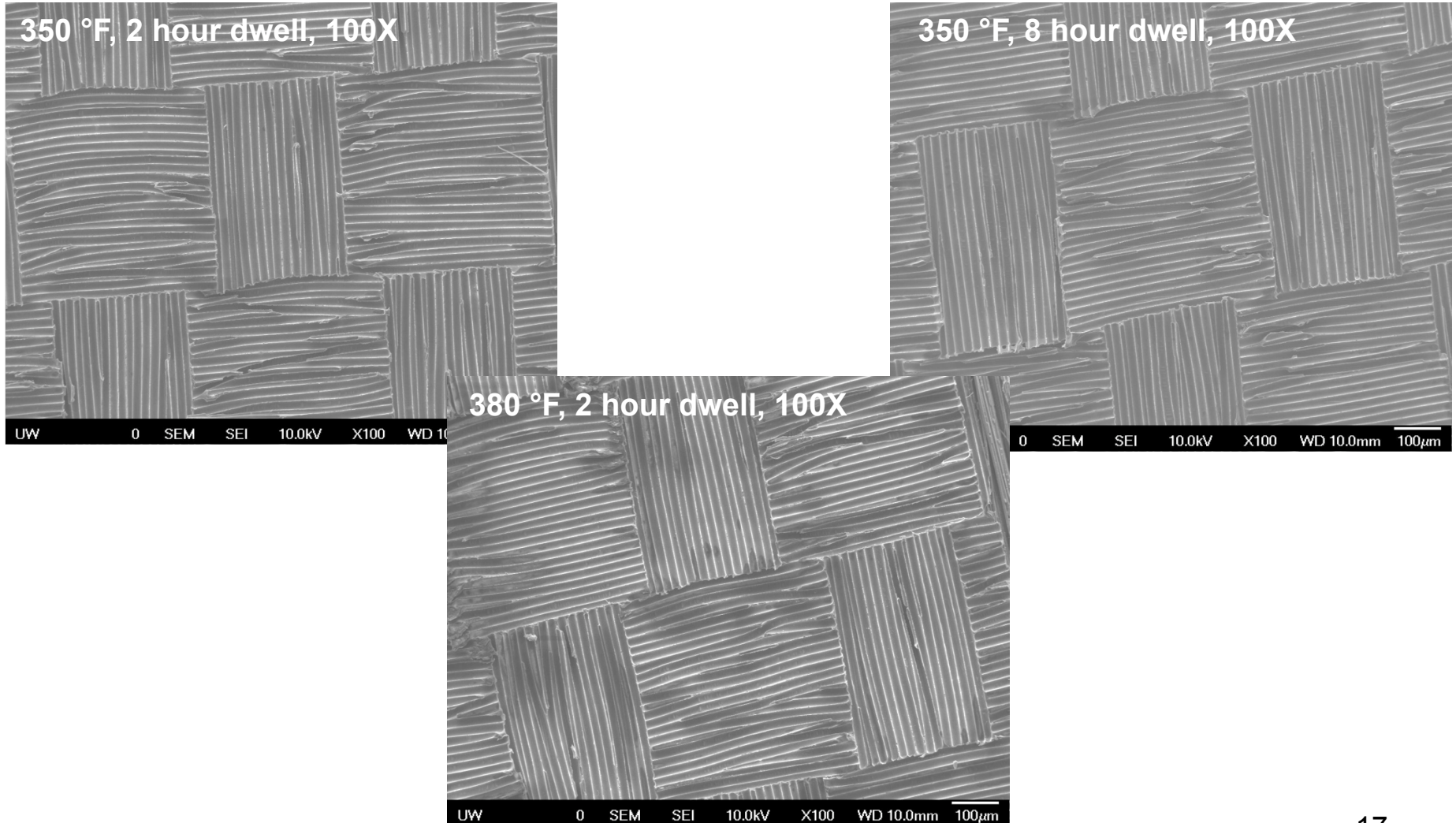


# Brighton Device Preliminary Results



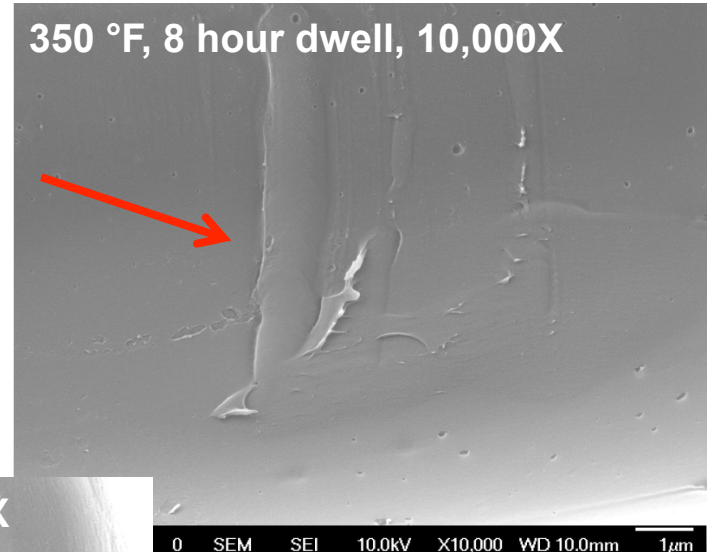
- Brighton measurements have larger standard deviations (new operator?)



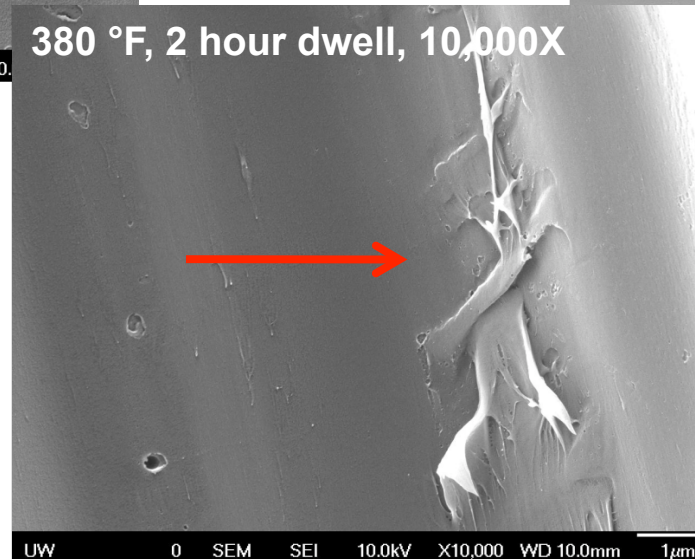




• 350 °F, 2 hour dwell shows least amount of peel ply transferred to surface



• 350 °F, 8 hour dwell shows larger amount of peel ply transferred to surface



• 380 °F, 2 hour dwell shows largest amount of peel ply transferred to surface

- Different cure cycles affect contact angle and hence wettability envelopes
  - SEM images show greatest peel ply transfer on 380 °F, 2 hour dwell and least amount of transfer on 350 °F, 2 hour dwell
  - Need data on fracture energy to see if can correlate contact angle measurements/wettability envelopes to bondability
- Brighton - potential QA technique for surface preparation

- Benefit to Aviation
  - Better understanding of peel ply surface prep.
  - Guide development of QA methods for surface prep.
  - Greater confidence in adhesive bonds
- Future needs
  - Surface characterization vs. bond quality model
  - QA method to ensure proper surface for bonding
  - Applicability to other composite and adhesive systems
  - Model to guide bonding based on characterization, surface prep. and material properties

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# Acknowledgements



- FAA, JAMS, AMTAS  
- Boeing Company 
- Precision Fabric Group 
- Richmond Aircraft Products 
- Airtech International 
- Prof. Mark Tuttle (UW)



**QUESTIONS ?**  
**COMMENTS?**  
**SUGGESTIONS?**