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P.F. Gao, Z.N. Lei, Y.K. Li, M. Zhan



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**Low-cycle fatigue behavior and property of TA15 titanium alloy with tri-modal microstructure**

P.F. Gao\*, Z.N. Lei, Y.K. Li, M. Zhan

State Key Laboratory of Solidification Processing, Shaanxi Key Laboratory of High-Performance Precision Forming Technology and Equipment, School of Materials Science and Engineering, Northwestern Polytechnical University, P.O. Box 542, Xi'an 710072, PR China

\*Corresponding author. Tel. /fax: +86-029-8849-5632. E-mail address: gaopengfei@nwpu.edu.cn

**Abstract**

Low-cycle fatigue (LCF) behavior and property characteristics of titanium alloy with a tri-modal microstructure, consisted of equiaxed  $\alpha$  ( $\alpha_p$ ), lamellar  $\alpha$  ( $\alpha_l$ ) and  $\beta$  transformed matrix ( $\beta_t$ ), were explored in this work. The results show that, at different strain amplitude ( $\varepsilon_{ta}$ ) levels, the cyclic hardening/softening is determined by the competition ( $\varepsilon_{ta} < 0.9\%$ ) or superposition ( $\varepsilon_{ta} \geq 0.9\%$ ) effect of the variations of back stress and friction stress. As well, the fractography shows remarkably different features at different  $\varepsilon_{ta}$  levels. When  $\varepsilon_{ta} < 0.9\%$ , there exists only one fatigue crack initiation site activated by the dislocation pile-ups at  $\alpha_p/\beta_t$  and  $\alpha_l/\beta_t$  interfaces. Besides, narrow fatigue striation space in fatigue crack propagation region implies a relatively slower crack propagation. When  $\varepsilon_{ta} \geq 0.9\%$ , the additionally high-stress-induced crossed slip bands and coarse slip bands in  $\alpha_p$  cause the multiple fatigue crack initiations. Moreover, wider fatigue striation space in propagation region indicates a faster crack propagation. The above divisional LCF behavior and fracture features determine a two-part linear Coffin-Manson relationship. On the other hand, increasing  $\alpha_p$  content could delay the fatigue crack nucleation and propagation due to its positive effect for improving deformation compatibility. This will effectively increase the LCF life. However, increasing  $\alpha_l$  content would produce  $\alpha_l$  colonies, which promote the dislocation slip and reduce the slip reversibility. So, the crack nucleation and propagation will be facilitated and then the LCF life is decreased.

**Key words:** Titanium alloy, Tri-modal microstructure, Low-cycle fatigue, Microstructure dependence

**1. Introduction**

Titanium alloys are widely used in the aviation and aerospace applications because of its excellent combination of superior mechanical and physical properties, such as preferable room-temperature specific stiffness and strength, good high-temperature strength and excellent corrosion resistance [1-3].

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