

# Comparing the benefits of a rapidly-formed tribofilm against less tribological active DLCs over time

J. Lanigan, H. Zhao, A. Neville, A. Morina

University of Leeds, School of Mechanical Engineering, Leeds LS2 9JT

Corresponding author: cm06jl@leeds.ac.uk

## 1. Introduction

Diamond-like Carbon (DLC) coatings are increasingly used to reduce wear rates and lower friction. Both metal and non-metal doped DLCs are being utilised with the motivation of enhancing DLCs friction and wear profile.

Silicon is often incorporated into DLC as it is known to affect the films  $sp^3/sp^2$  [1] ratio, this in turn can affect the film's hardness. Silicon's incorporation can also affect chemical reactivity of the film [2].

It is still not well-understood how DLC interacts with conventional lubricant additives. Dopants may increase DLCs affinity for lubricant additives by increasing the film's reactivity.

Investigation is undertaken into whether a Si-doped DLC, will undergo less wear than an un-doped DLC over long duration sliding due to enhanced tribofilm protection.

Mechanisms of wear protection are explored using SIMS and TEM/EDX spectra.

## 2. Method

Both DLCs were tested with a fully formulated engine lubricant that includes well-known anti wear elements (Zn, S, P). Friction and wear experiments were carried out using a TE77 reciprocating tribometer. Several measurements at different time intervals were taken (2h, 7h).

Wear is examined using white-light interferometry. Tribofilm formation is evaluated using TEM/EDX.

## 3. Preliminary Results

Silicon doped DLC does appear to form a thick tribofilm with many elements identified as important to wear reduction: S, Zn, P [3]. The corresponding tribofilm formed on undoped DLC is notably less thick.

Relative wear rates are compared. Si-DLC's relative wear appears to decrease more steeply with time than undoped a-C:H. This may be due to the formation of a thicker tribofilm with more anti wear elements incorporated within the film.

## 4. Summary:

Despite having comparable coefficients of friction in the same oil ( $\mu_{a-C:H} = 0.09$ ,  $\mu_{Si-DLC} = 0.089$ ) Si-DLC has higher total wear.

However, the relative wear rates of Si-DLC does seem to decrease with time far more sharply than that of a-C:H DLC.

1. Varma, A., V. Palshin, and E.I. Meletis, *Structure–property relationship of Si-DLC films*. Surface and Coatings Technology, 2001. **148**(2-3): p. 305-314.
2. Pham, D.-C., et al., *Tribochemical interactions of Si-doped DLC film against steel in sliding contact*. Journal of Mechanical Science and Technology, 2007. **21**(7): p. 1083-1089.
3. Neville, A., et al., *Compatibility between tribological surfaces and lubricant additives—How friction and wear reduction can be controlled by surface/lube synergies*. Tribology International. **40**(10-12): p. 1680-1695.