Chapter 1
Introduction to tribology

MSE 485
Tribology

Definitions

- Etymology: from greek “tribos” (to rub) and “logy” (knowledge)

- « Tribology is the science and practice of interacting surfaces in relative motion and of the practices related thereto. »

P. Jost in: Lubrication (Tribology) education and research, A report on the present position and industrial needs, HMSO (1966)

- It hence studies the principles of **friction**, **wear**, and **lubrication**

Friction 5(3): 233–247 (2017)
https://doi.org/10.1007/s40544-017-0173-7
ISSN 2223-7690
CN 10-1237/TH

REVIEW ARTICLE

How tribology has been helping us to advance and to survive

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Received: 09 May 2017 / Revised: 25 May 2017 / Accepted: 07 June 2017

Abstract: Movement between contacting surfaces ranges from macro to micro scales, from the movement of continental plates and glaciers to the locomotion of animals and insects. Surface topographies, lubricant layers, contaminants, operating conditions, and others control it, i.e., this movement depends on the tribological characteristics of a system. Before the industrial revolution, friction and wear were controlled by the application of animal fat or oil. During the industrial revolution, with the introduction of trains and other machinery, the operating conditions at the contacting surfaces changed dramatically. New bearings were designed and built and simple lubrication measures were no longer satisfactory. It became critical to understand the lubrication mechanisms involved. During that period, solid theoretical foundations, leading to the development of new technologies, were laid. The field of tribology had gained a significant prominence, i.e., it became clear that without advancements in tribology the technological progress would be limited. It was no longer necessary to build oversized ship bearings hoping that they would work. The ship or automobile bearings could now be optimized and their behavior predicted. By the middle of the 20th century, lubrication mechanisms in non-conformal contacts, i.e., in gears, rolling contact bearings, cams and tappets, etc., were also finally understood.

Today, we face new challenges such as sustainability, climate change and gradual degradation of the environment. Problems of providing enough food, clean water and sufficient energy to the human population to pursue a civilized life still remain largely unsolved. These challenges require new solutions and innovative approaches. As the humanity progresses, tribology continue to make vital contributions in addressing the demands for advanced technological developments, resulting in, for example, reducing the fuel consumption and greenhouse gases emission, increasing machine durability and improving the quality of life through artificial implants, among the others.

Keywords: tribology; friction; lubrication and wear

1 Tribology as part of our lives

In our everyday life we take many things for granted. It never occurs to us to pause and think why our hands or feet provide a perfect grip on most of the surfaces. We rarely think why sharks swim so fast or why geckos can walk on glass surface even when

would stop exactly at the designated places at train stations and airports. When hopping into a car we don't think twice about the material used for the car seats. We don't think often why the tectonic plates or glaciers move with apparent ease. These seemingly diverse problems, and many others, are of great interest and research focus of tribologists. Tribology has helped

Examples

- Some phenomena ruled by friction :

  - Grasping objects

  - Walking

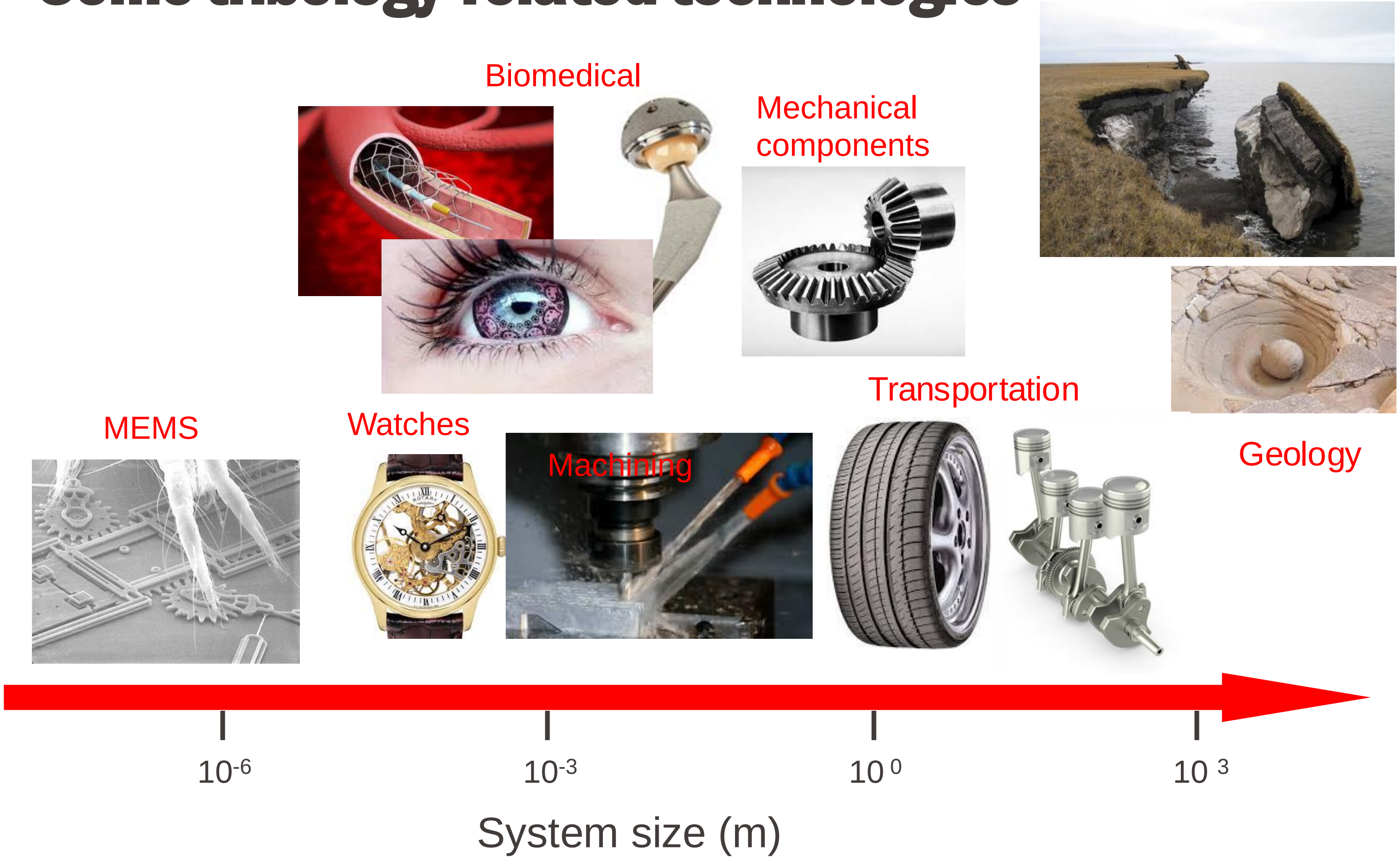
  - Writing

  - Assembly strength (screw, nails, bolts)

  - Landslides

  - Braking

Some tribology-related technologies



Some present challenges and opportunities for tribologists

- Hydrogen economy: Storage, generation, transportation, utilization

- Transportation (modern electric vehicles): Optimization of gears and dynamic seals (still 57% of the losses are due to friction) *Farfan-Cabrera Tribology International (2019)*

- Energy conversion: wind mills (low speed systems and high loads, marine environment, current generation)

1. Concept

2. Relevance

3. Tribological contacts
4. Surfaces
5. Contact mechanics
6. Friction
7. Wear
8. Lubrication
9. Tribological system

Impact of economy

Country	Cost /year	Potential savings
UK	24 £billion	2 £billion
Canada	3.7 C$ billion	0.83 C$ billion
Spain	-	13.2 €billion (1.4% of the country's GDP)

Good practice of tribology saves money….among others

Source : H. Czichos, K.H. Habig, Tribologie Handbuch, Vieweg (1992)

Energy impact

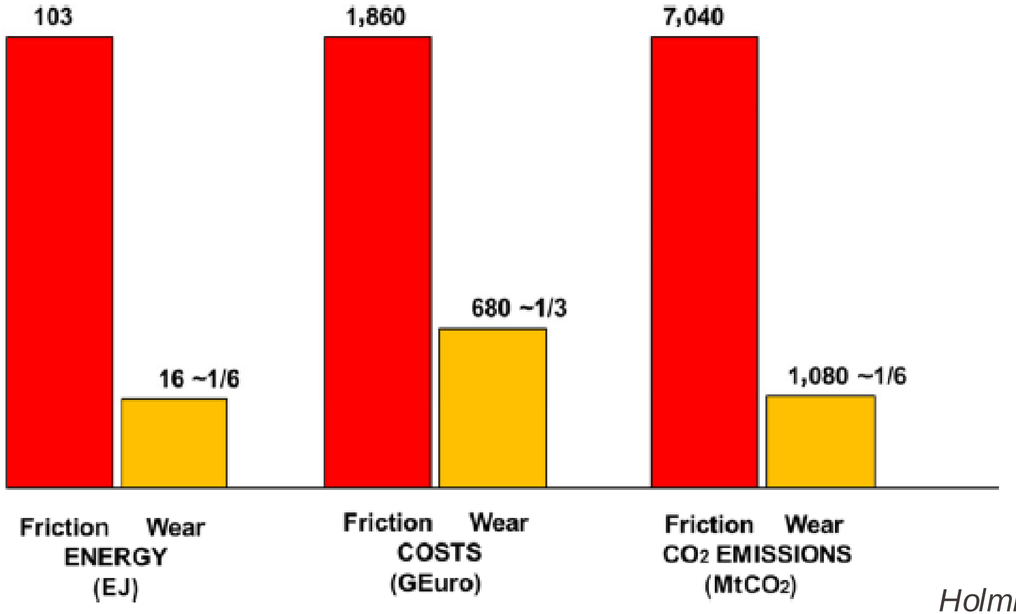
- ~23% (119 EJ) of the world’s total energy consumption originates from tribological contacts.
  - 20% (103 EJ) to overcome friction
  - 3% (16 EJ) to remanufacture worn parts and spare equipment due to wear

- Potential reduction 40% in the long term (15 years) by:
  - New surfaces
  - Materials
  - Lubrication technologies for friction reduction and wear protection

Holmberg et al. Friction 5(3): 263–284 (2017)

CO_2 emission by friction accounts for 1/5th of global CO_2 emission (35.000 Mt CO_2)

- Energy consumption, costs and CO_2 emissions due to friction and wear



Holmberg et al. Friction 5(3): 263–284 (2017)

Environmental impact

- Tyre wear particles:
  - EU: 1.300.000 tons/year
  - Average size 25 µm (4-265 µm)

- Wear of implants:
  - Hip joints: 100.000 particles/step in the body (MoP)

Source : Baensch-Baltruschat et al. Science of the Total Environment (2020)

Savings

- Possible annual savings in Great Britain (1966) by using modern tribological solutions.

Maintenance	1300 MEuro
Production breakdowns	650 MEuro
Longer life of machines	550 MEuro
Better efficiency of machines	150 MEuro
Energy savings from reducing friction	150 MEuro
Production savings	50 MEuro
Lubricant savings	50 MEuro

Source : H. Czichos, K.H. Habig, Tribologie Handbuch, Vieweg (1992)

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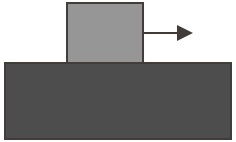
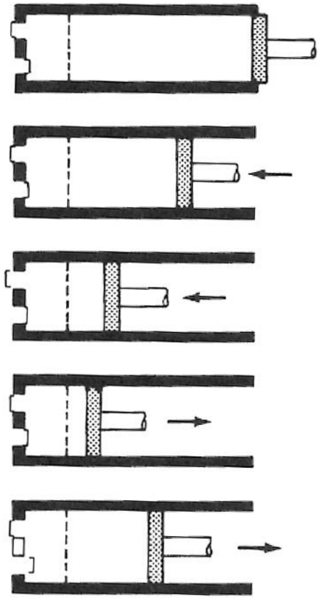
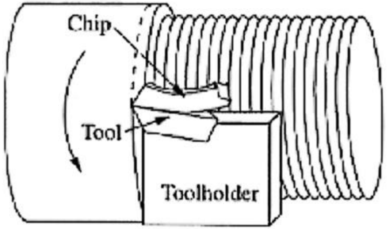
Sliding contacts *(sliding wear)*

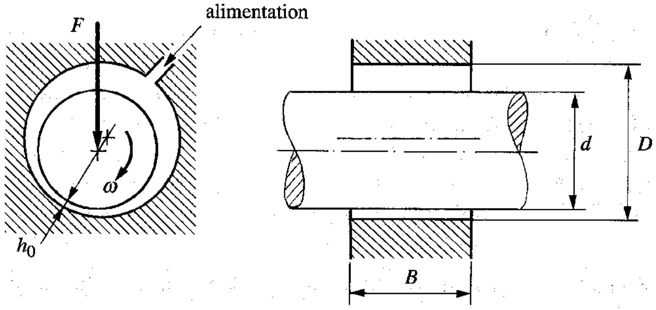




Piston/cylinder

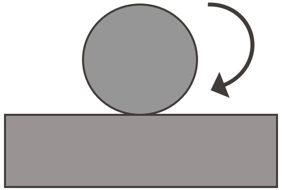


Tool/workpiece during turning

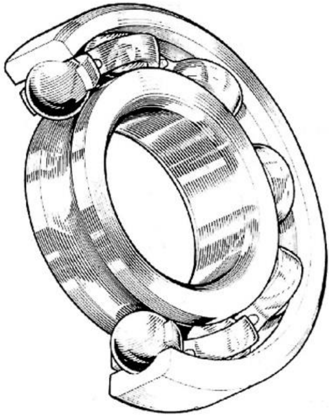


Axle/cushion in a bearing

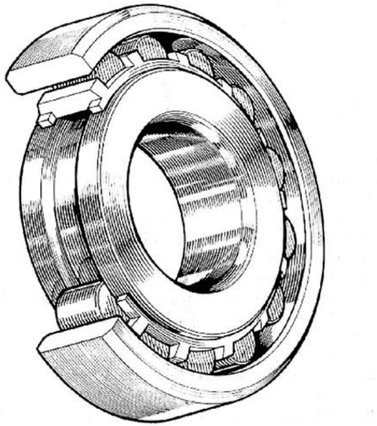
Rolling contacts *(rolling wear)*



- A round body rolling on a counter body

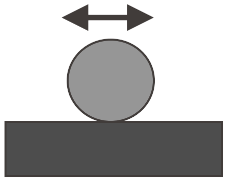


Ball bearing



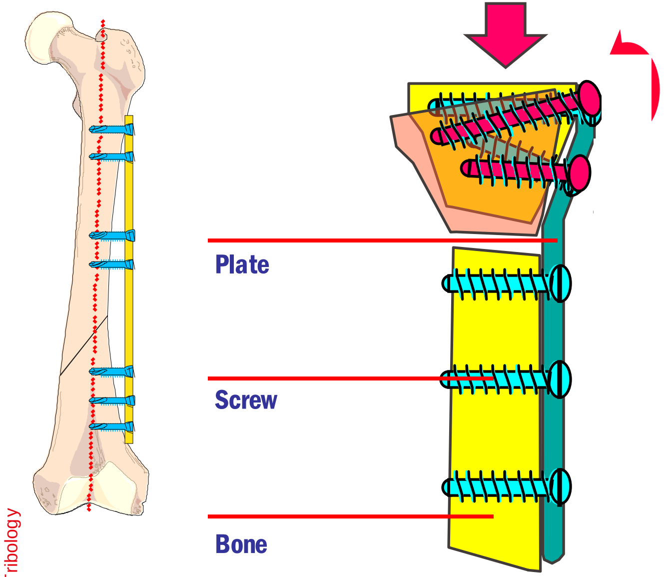
Roller bearing

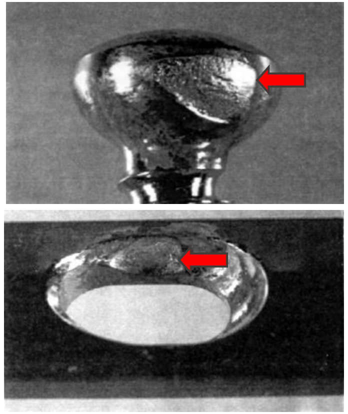
Fretting *(fretting wear)*

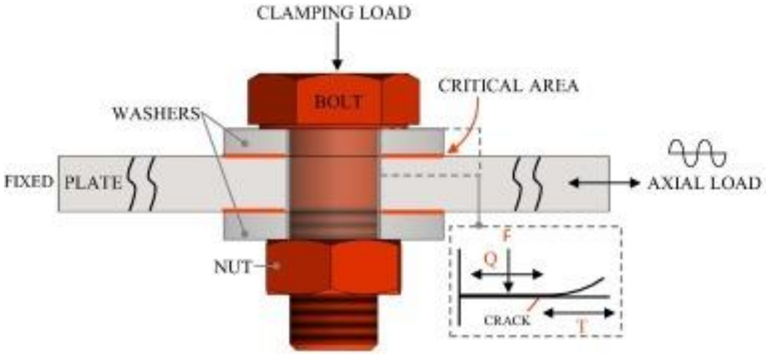


- Low amplitude relative motion (vibration) of two interacting bodies

  Wear due to small relative displacements







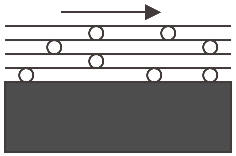
Bolt unions

- Screw/plate for orthopaedic fixation : micromovements

Other tribological situations

- Particles carried by a fluid sliding over a body

  → Erosion



- Particles impacting on a body

  → Impact wear

- Gas particles imploding in turbulent fluids

  → Cavitation *(cavitational wear)*

4. Surfaces

Surfaces: the elements through which solids contact

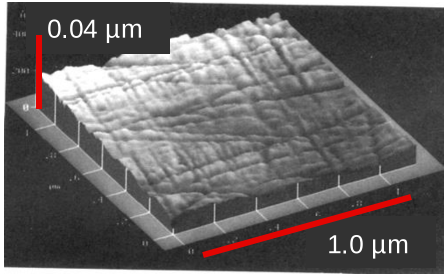
- 2 dimensional (planar) defect with certain thickness

Silicon wafer: atomically flat, uniform chemistry

Steel pipe: rough, partially rusted

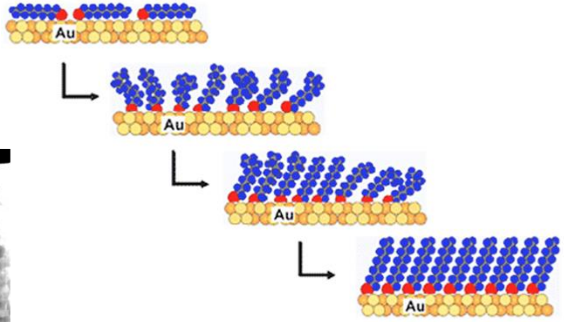
Surfaces: not simple, neither flat

- Topographical features: roughness…
  - Contact area, contact stresses, wetting

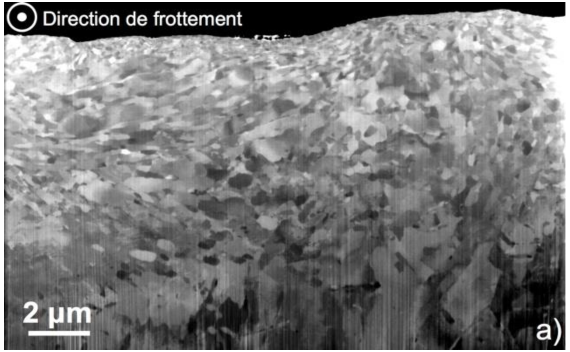


Mirror polished steel surface: AFM image

- Chemical features: adsorbed molecules, oxides…
  - Influences friction



- Microstructural features:
  - Influences wear



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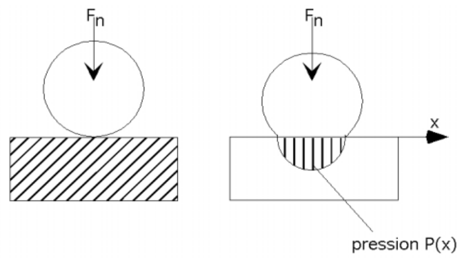
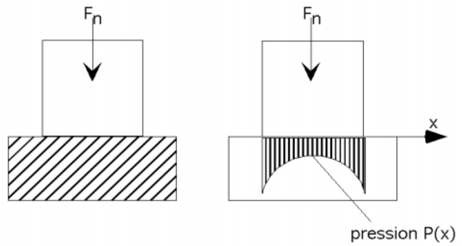
Study of the amplitude and distribution of mechanical stresses in a contact.

- Conformity of the contact

Non-conformal contact :

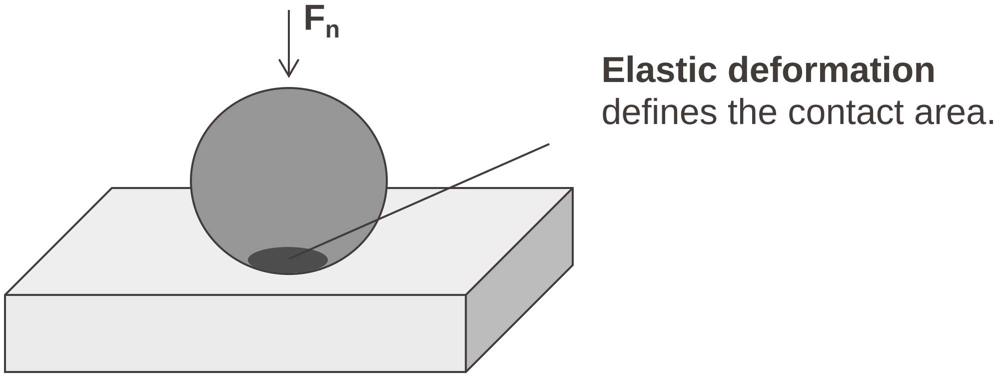


Conformal contact :



Analysis of elastic stress fields

- Hertz mechanics for non-conformal contacts:
  - Calculation of elastic strain and stress in terms of load, geometrical parameters and materials.



Ball-plane contact

Hertz Contact Mechanics Formalism: example for a ball-plane contact

- Radius of contact area (circle) $a = \left(\frac{1.5 F_n R}{E'}\right)^{1/3}$
- Maximum contact pressure $p_0 = \frac{3F_n}{2\pi a^2}$
- Average contact pressure $p_m = \frac{F_n}{\pi a^2}$
- Maximum deflection $w = 1.31\left(\frac{F_n^2}{E'^2 R}\right)^{1/3}$
- Maximum shear stress $\tau_{max} = \frac{p_0}{3}$
- Depth of maximum shear strength $z = 0.638 \cdot a$

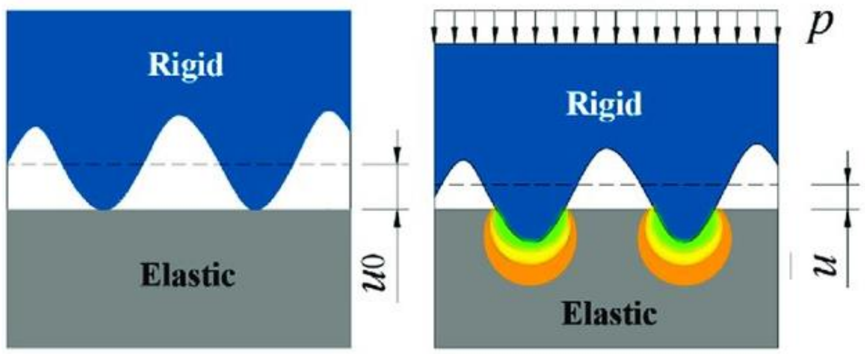
$$\frac{1}{E'} = 0.5\left[\frac{1-\nu_1^2}{E_1} + \frac{1-\nu_2^2}{E_2}\right]$$

E = Young's modulus
v = Poisson's ratio

But real surfaces have a certain roughness

"Putting two solids together is rather like turning Switzerland upside down and standing it on Austria – the area of intimate contact will be small"

F.P. Bowden



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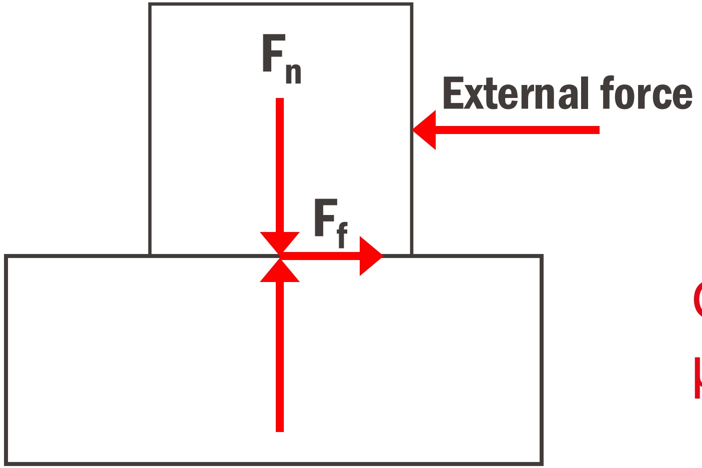
What is friction?

- Tangential force (F_f) at the surface between two bodies preventing (static friction) or opposing to (dynamic friction) the relative motion of the two bodies caused by an external force.

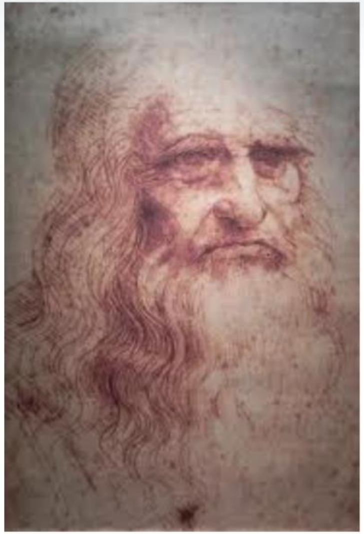


Involved forces

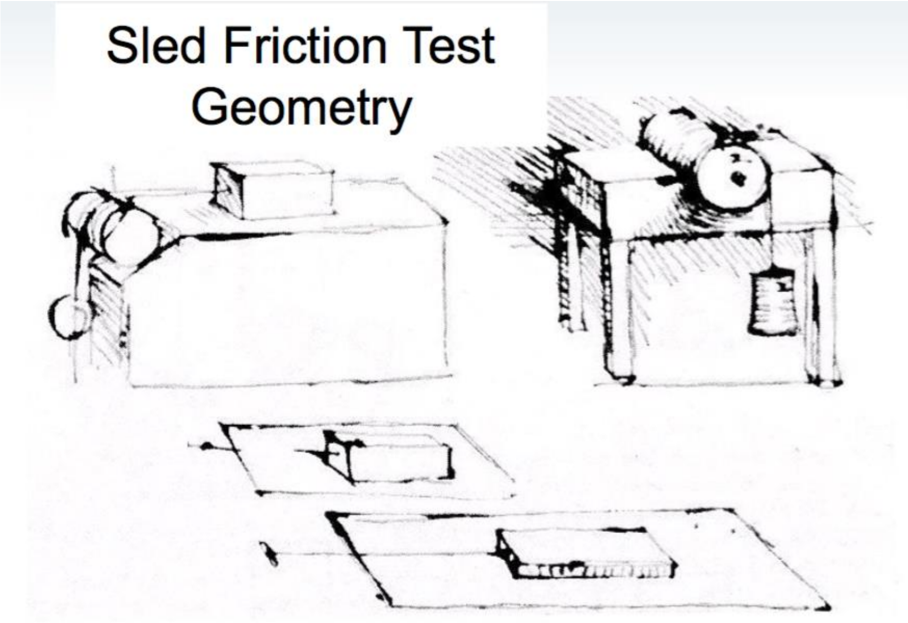
Coefficient of friction:
$\mu = F_f / F_n$

Motivation to study friction: machine conception

- The friction force is proportional with the applied normal force
- The friction force is independent of the nominal/apparent area of contact



Leonardo Da Vinci



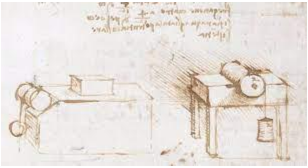
Friction laws

- Amonton’s laws (1699) – actually already proposed by Da Vinci (1500):

1. The friction force is proportional with the applied normal force: $F_t = \mu F_n$
2. The friction force is independent of the nominal/apparent area of contact
3. The friction force is independent of sliding speed (Coulomb’s law of friction, 1785)

Friction history

DaVinci (1500)



Amontons (1699)

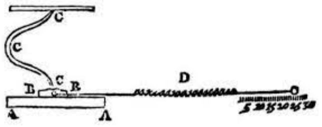
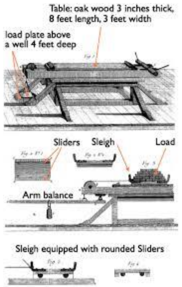


Figure 1.5: Amontons' sketch of his apparatus for friction experiments. The spring D measures the friction force during the sliding process between materials A and B. Spring C adjusts the normal force. (From[1])

Coulomb (1785)



Industrial polymers (1920-1940)

Polymers

Metals

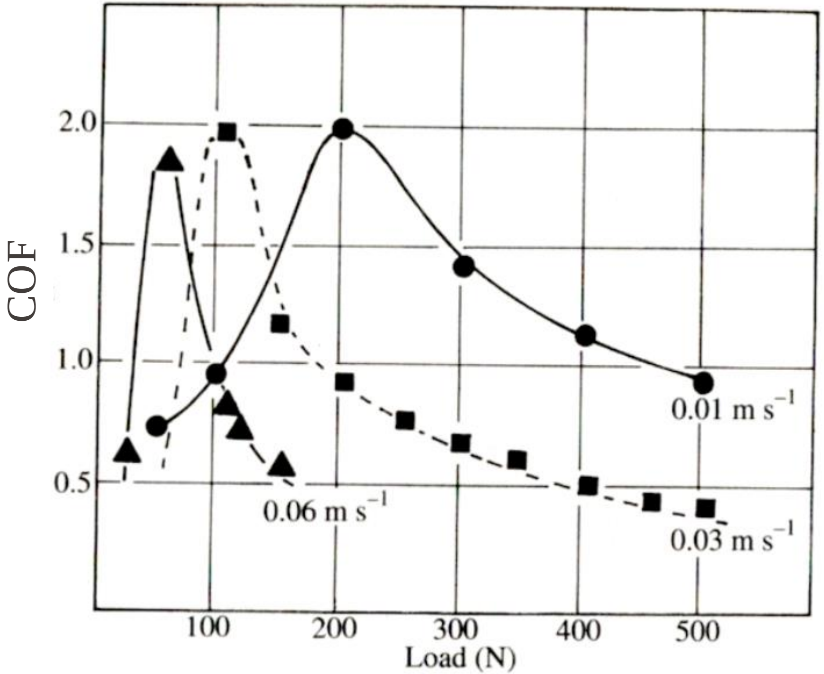
Ceramics

Wood

1500 1600 1700 1800 1900 2000

What about polymers??

- Friction of polymers may depend on load and on sliding velocity
- Example: COF for nylon sliding against steel



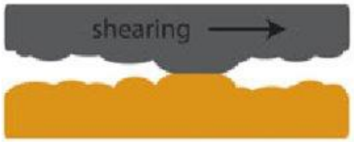
Source: ***Williams "Engineering Tribology" (1994)***

Origin of friction

"Interfacial friction is caused by the ploughing of asperities in the mating surface and adhesion forces between the interacting asperity summits"

F.P Bowden and D. Tabor (1942)

- **Adhesion**: due to the shear resistance between contacting surfaces.

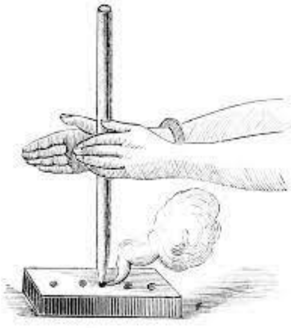


- **Ploughing**: due to resistance of surface asperities ploughing the contacting surface.

Source: Hutchings & Shipway "Tribology" (2017)

Consequences of friction

- Energy dissipation: heating



- Surface traction: shearing, failure, wear

Friction is a system parameter – not a material parameter !

Influence of	Diagram	Parameter	COF
Sliding partner (X)	X / Steel 1032	Al6061 T6	0.38
		Copper	0.28
		Steel 1032	0.23
		Teflon	0.07
Contact configuration	Al 6061 T6 / Ti6Al4V		0.38
	Ti6Al4V / Al 6061 T6		0.29
Environment	Fe / Fe	Vacuum	> 4 (seizure)
		10^{-3} mbar O_2	1.50
		1 mbar O_2	0.40
		Oil film	< 0.10
Roughness	Steel / SS a-C:W coat	R_q 390 nm	0.31
		R_q 220 nm	0.20
		R_q 120 nm	0.09
		R_q 68 nm	0.09

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Definitions with very different implications

- ***Deterioration*** throughout prolongated use, due to friction

- ***Progressive loss of material*** from the surface of a solid body due to mechanical interactions occurring during contact and relative motion with a solid, liquid or gaseous counter body.

- These two notions are not necessarily related :

  Durability of a system functionality

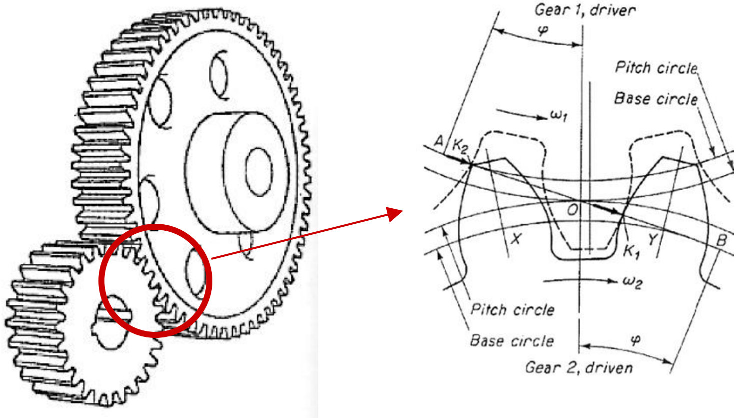
  Loss of material

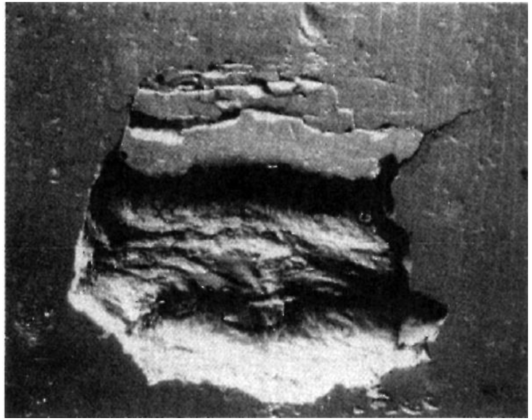
Example of progressive material loss

- Tyres : loss of functionality due to the progressive material removal.

Example of sudden loss of function by wear

- Gears : loss of functionality due to the sudden removal of a single tiny particle after long operational periods without any significative loss of material.





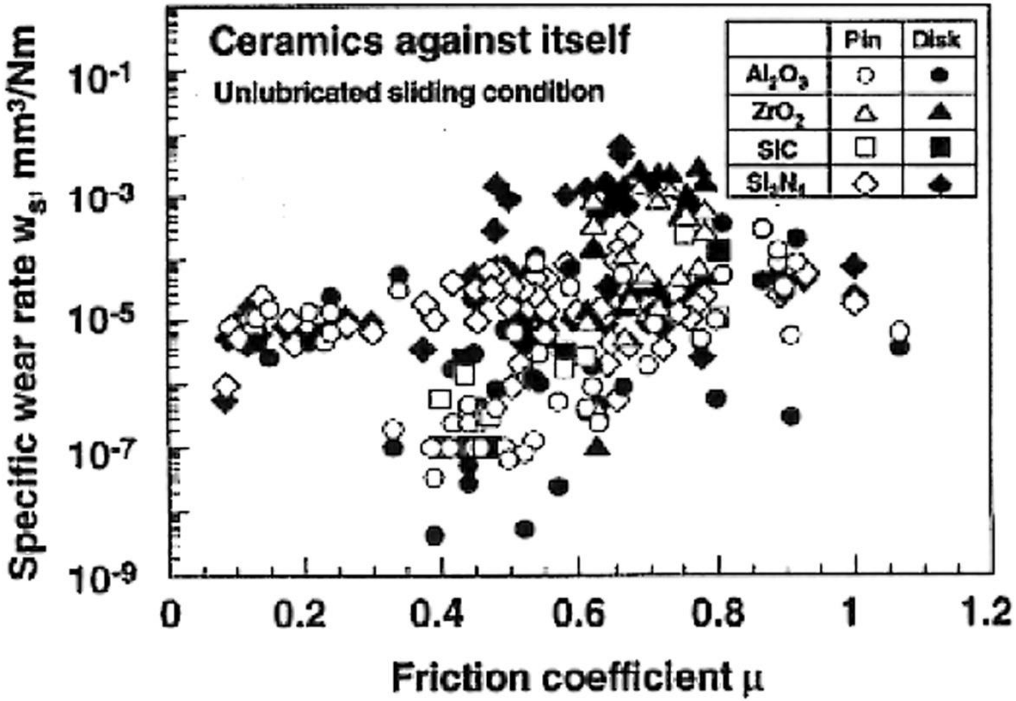
Fatigue failure of a bearing steel component.

H. Czichos, Tribology, Springer 1978

Wear rate and friction

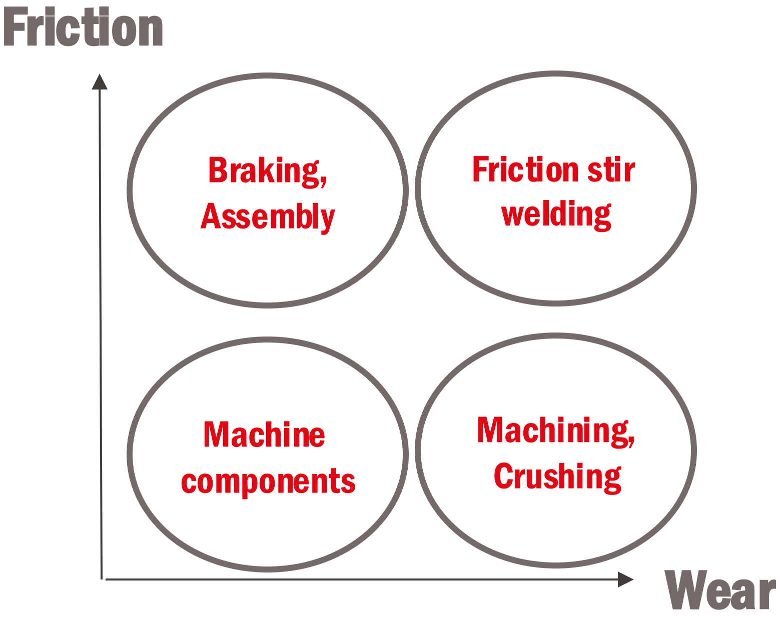
(Kato 2001)

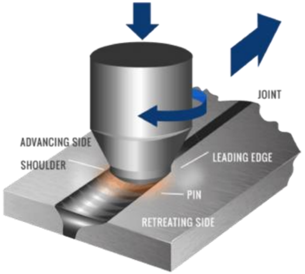
- No obvious correlation between these two parameters.



Technological and economic aspects

- Wear and friction are not necessarily negative phenomena to be absolutely avoided!





First wear study: gold coins and material loss

Experiments and Observations on the various Alloys, on the specific Gravity, and on the comparative Wear of Gold. Being the Substance of a Report made to the Right Honourable the Lords of the Committee of Privy Council, appointed to take into Consideration the State of the Coins of this Kingdom, and the present Establishment and Constitution of His Majesty's Mint. By Charles Hatchett, *Esq. F.R.S.* Read January 13, 1803. [*Phil. Trans.* 1803, *p.* 43.]

- Experimental conditions (Charles Hatchett 1803):
  - Material: Type of gold (ductile or hard)
  - Topography: coins with flat, smooth, and broad surfaces and coins with protuberant parts
  - Mechanical variables: sliding speed, pressure, type of contact and contact geometry

- Quantification of wear: coin weight loss

Wear formalism

Outcome of two centuries of scientific effort to quantify wear:

- Numerous equations available for wear.

Meng and Ludema (Wear 181-183(2) (1995) 443-457) identified:

182 equations for wear published between 1955 and 1995.

625 involved variables, either as **numerator** or **denominator**

- No single predictive model/equation of wear exists per today.

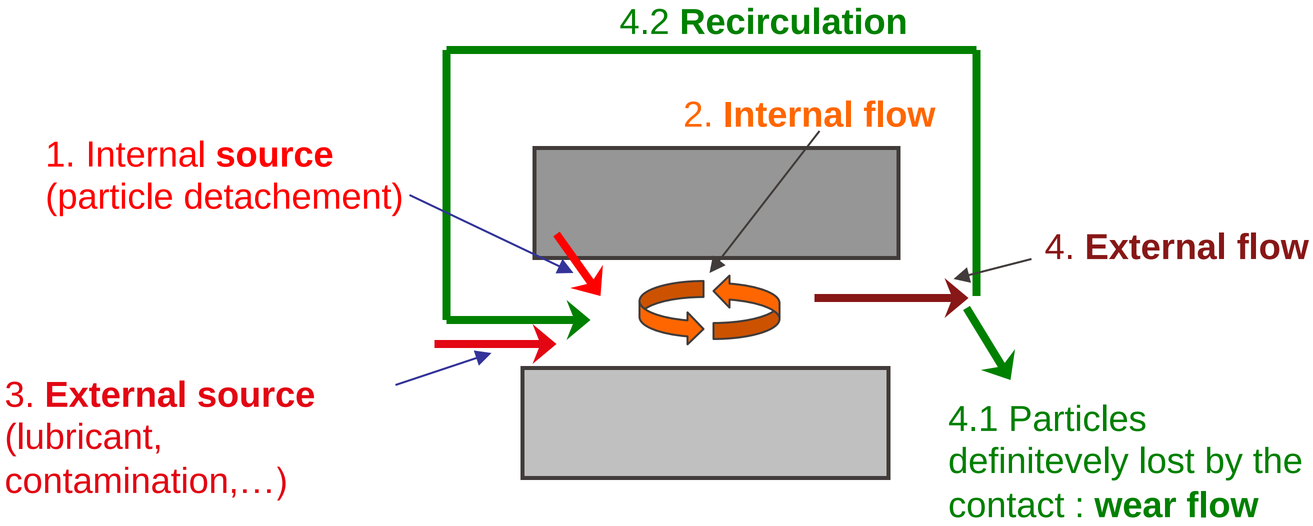
- Wear involves chemical and physical interactions with the mechanical components – difficult to model.

No universal formalism !

Existing laws apply to very specific cases only !

More than a mass loss: Third body concept and material flow

- Wear can be described as a flow of particles:

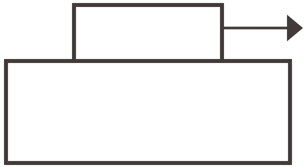


Wear is a system response
Wear resistance is not a material property

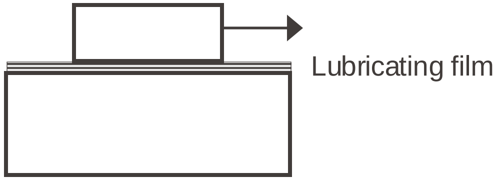
8. Lubrication

What is lubrication?

- Reduction in friction and/or wear by interposing a separating film of lubricant between two interacting bodies in relative motion.



Non lubricated contact



Lubricated contact

- Lubricants : liquid, gas, solid, semi-solid, powder

Technology started very early... 2400 BC

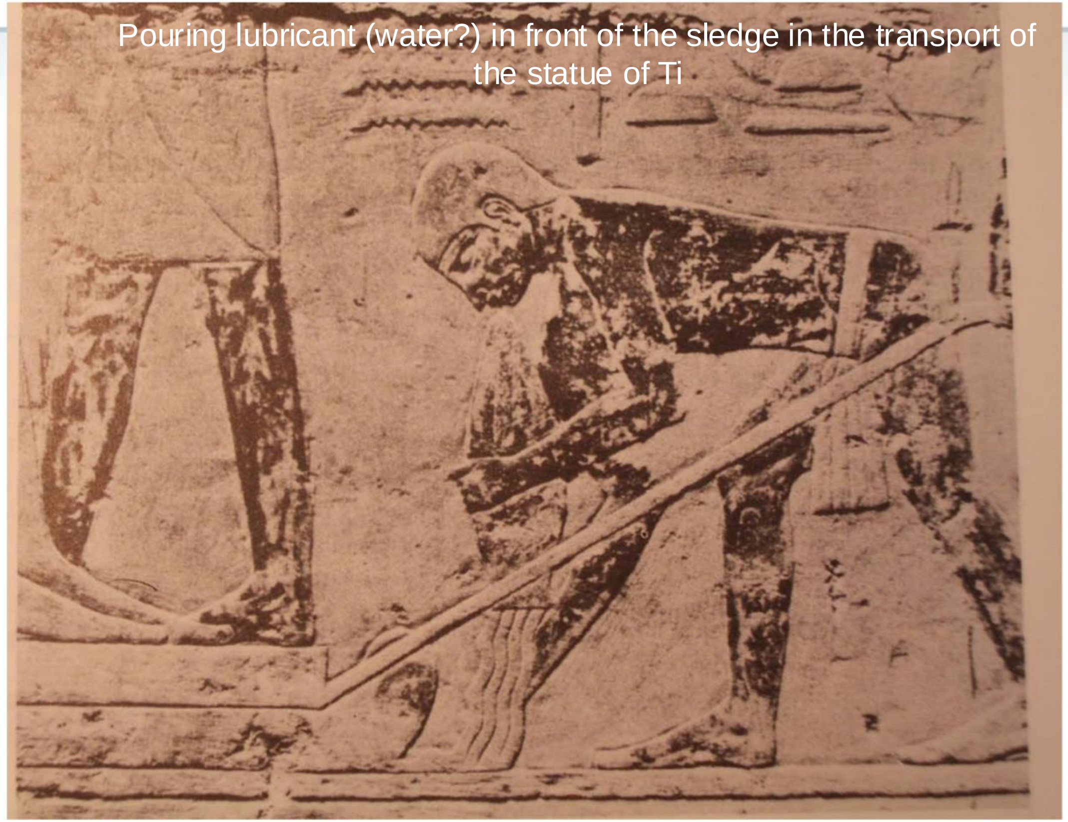
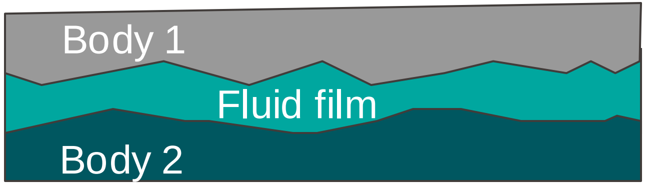


Figure taken from "History of Tribology" by Duncan Dowson (1993)

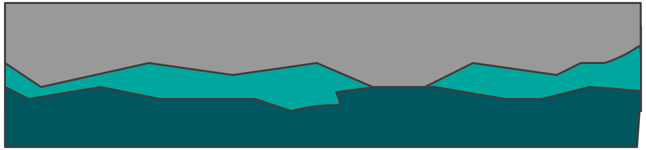
A. Igual Munoz

Regimes of fluid lubrication

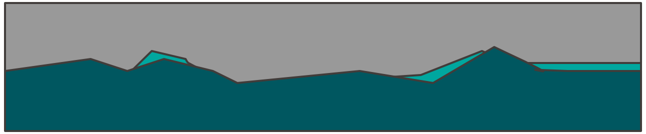


Hydrodynamic regime

The film is thick enough to entirely separate the two surfaces.



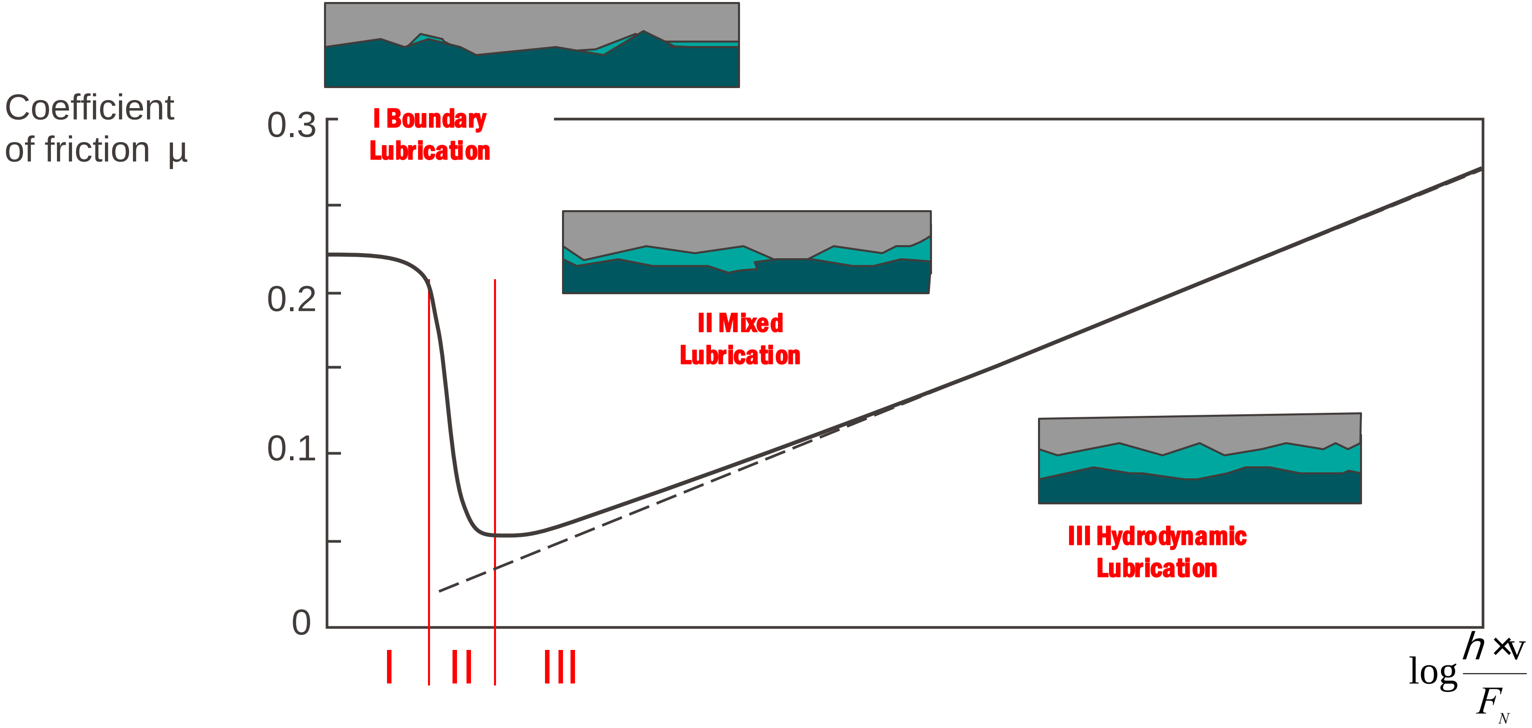
Mixed regime



Boundary regime

The film is not thick enough to separate the two surfaces. The friction is determined by the contacts between asperities.

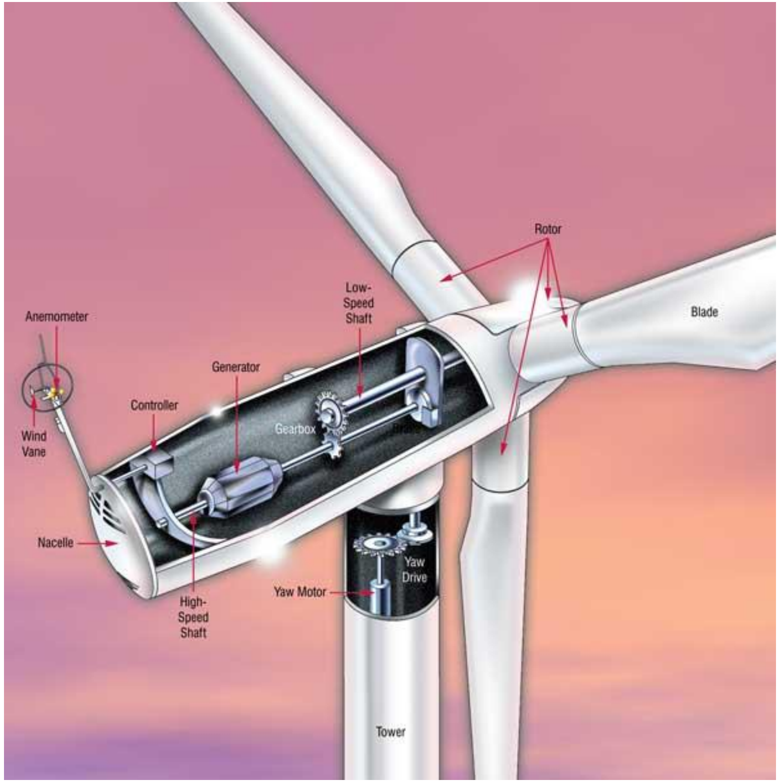
Fluid lubrication regimes: Stribeck curve



v sliding velocity
η viscosity of the lubricant
F_N normal load

Back to low speed systems and high loads…

Source: Luo et al. Friction 8(4): 643–665 (2020)



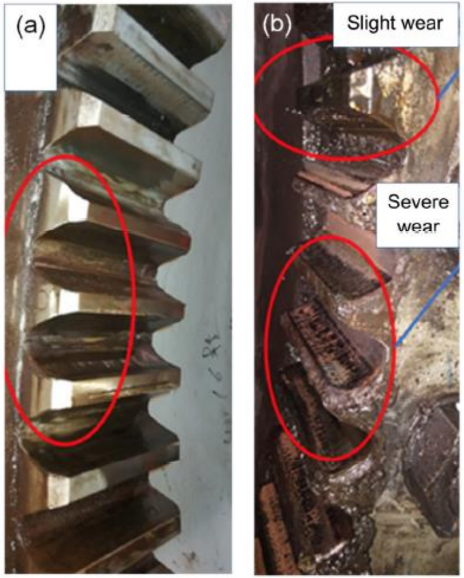
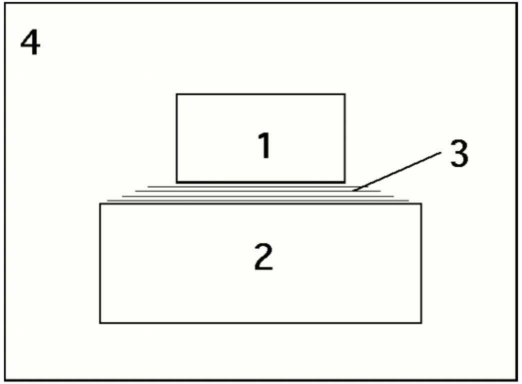


Fig. 17 Wear of gears in a wind turbine.

9. Tribological system

A tribology system is characterized by

- **Loading**:
  - Type of motion, normal force, speed, temperature…
- **System structure** :
  - Elements : body and counter body 1 et 2, lubricant 3, environment 4
  - Properties: geometry, materials, surfaces

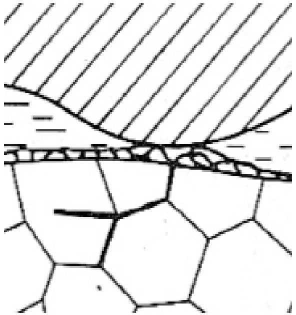


- **Interactions** between the elements generate friction and wear and therefore may modify the structure of the system. For example:
  - Wear can change the geometry of elements, or
  - Heating due to friction can reduce the strength of a material in contact.

H. Czichos,Tribology, 1971

System approach to tribology: multi-scale, multi disciplinary

- System
- Macroscopic contact
- Microscopic contact



m

mm

µm

nm

Mechanics
- Geometry,
- Loads, vibrations
- Motion
- Heat, mass transport
- Lubrication

Material science
- Elastic deformation
- Roughness
- Asperity deformation
- Structural transformation
- Cracking

Surface chemistry and physics
- Surface reactions
- Third bodies
- Electrostatic repulsion

La tribologie apporte la richesse de sa complexité

Y. Berthier

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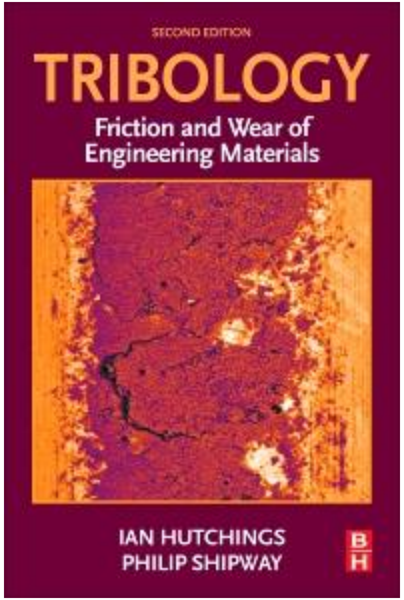

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