



Faculty of Mechanical Engineering

**THE PROCESS PARAMETER EFFECTS ON HYBRID STRUCTURE
OF DISSIMILAR MATERIALS MADE BY FRICTION STIR
WELDING**

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**A thesis submitted
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DECLARATION

I declare that this thesis entitles “The Process Parameter Effects on Hybrid Structure of Dissimilar Materials Made by Friction Stir Welding” is the result of my own research except as cited in the references. The thesis has not been accepted for any degree and is not concurrently submitted in the candidature of any other degree.

Signature :

Name: : Sadiq Aziz Hussein

Date: :

APPROVAL

I hereby declare that I have read this thesis and in my opinion this thesis is sufficient in terms of scope and quality for the award of Doctor of Philosophy.

Signature :

Supervisor Name : Assoc. Prof. Abd Salam bin Md Tahir

Date: :

DEDICATION

This thesis work is dedicated to my Parents, Norizana, Noor, Meriam, Fatima, and my big family; you are good examples have taught me to work hard for the things that I aspire to achieve.

ABSTRACT

In order to accommodate the demand for low weight product, significant effort is being directed towards the replacement of steel by Al Alloys for particular structural parts in transport applications. However, it is difficult to find the most suitable joining method due to dissimilarities in the thermal and mechanical properties of the materials in such structures. For example, joining of Al Alloy to steel by fusion welding methods produces deleterious reactions as a result of the associated melting and resolidification processes. Friction stir welding could be a better choice by exploiting its solid-state process behaviour to join such dissimilar materials. The aim of this study is to investigate the process parameters effect on a joint made by friction stir welding for three dissimilar materials. It also aims to produce this joint in low cost manner, and with modification of tools used. Single pass friction stir welding has been used to join three dissimilar metallic alloys of hardened and tempered Al Alloys in butt configuration, to steel in lap configuration. Preliminary investigation and pilot test have been conducted to achieve low-cost welding process and detect the initial levels of the welding process parameters. Few steps have been implemented to attain suitable range of these parameters of both joints. In Al Alloys to steel joining, diffusion and plunging have been investigated for eligibility, matching with low-cost welding process, and attaining robust joint. The design of experiments and analysis of variance have been used to explain the effects of welding parameters on joint strength in this study. Rule of thumb has been established from preliminary investigation to mitigate the high generated forces during the critical stages of the welding process. This preliminary investigation suggests significant experimental steps for the next stage which is welding of dissimilar materials. The pilot investigation succeeds in detecting the initial level of the welding parameters, selection of best technique for the welding of Al Alloys to steel, and arrangement of Al Alloys sheets on the retreating and advancing sides. The final collected data shows that low welding speed (such as 20 mm/min) is important to attain robust Al Alloy to steel joint, while high speed (such as 300 mm/min) produces high tensile strength of Al Alloys joint. Generally, low rotational speed such as 400-900 rpm, will result in poor weld quality, while high rotational speeds, such as 1800 and 2000 rpm, produce consistent range of joint strengths and good weld quality. Extremely high welding (400 mm/min) and rotational (≥ 2000 rpm) speeds will produce weld defects as well. Steel fragments spattered at the weld zone, weld defects, and the mechanical properties of the formed intermetallic layer and its thickness are the influential factors in the Al Alloy to steel joint. Diffusion technique is known to be able to avoid the limitation of pin plunging into steel. Though the strain failure values may be low as compared to the base materials, dissimilar Al Alloys joint efficiency can achieve 85% of the AA6061-T6 base material, while Al Alloys to steel joints can attain approximately 100% of the steel base material. A new tool, multi-adjustable, has been proposed for the future work. The new design accommodates some of the main affected parameters in the targeted structures as suggested by the final results of this study. The use of this tool could further reduce the cost of the friction stir welding process.

ABSTRAK

Untuk memenuhi permintaan terhadap produk yang ringan, pelbagai usaha sedang dijalankan untuk menggunakan Aloi Aluminium (Al Alloy) sebagai ganti kepada besi untuk pembinaan bahagian struktur kenderaan. Walau bagaimanapun, adalah rumit untuk mencari kaedah sambungan yang paling sesuai disebabkan ketidaksamaan kandungan termal dan mekanikal dalam bahan binaan. Sebagai contoh, sambungan Aloi Aluminium dengan besi melalui kaedah kimpalan gabungan akan menghasilkan reaksi kehancuran, akibat proses pencairan dan pemejalan semula. Kimpalan kacau geseran berpotensi sebagai pilihan yang lebih baik, dengan memanipulasi sifat proses pemejalannya untuk sambungan bahan berlainan. Kajian ini bertujuan untuk mengkaji kesan-kesan parameter proses pada sambungan menggunakan kimpalan kacau geseran untuk tiga bahan binaan berlainan. Kajian ini juga bertujuan menghasilkan sambungan yang lebih murah, melalui modifikasi alat yang digunakan. Kimpalan kacau geseran laluan tunggal telah digunakan tiga bahan aloi metalik yang telah dikeras dan ditempa dengan konfigurasi butt, kepada besi dalam konfigurasi pusingan. Kajian awal dan ujian rintis telah dijalankan untuk menghasilkan proses kimpalan yang lebih murah, dan untuk mengesan tahap awal parameter proses kimpalan. Beberapa langkah telah diambil untuk mendapatkan lingkungan parameter untuk kedua-dua sambungan. Dalam sambungan Aloi Aluminium kepada besi, teknik sebaran dan junaman telah dikaji untuk kesesuaian, padanan dengan proses kimpalan murah dan mendapatkan sambungan yang teguh. Rekabentuk eksperimen dan analisis varians telah digunakan untuk menerangkan kesan-kesan parameter kimpalan ke atas kekuatan sambungan. Peraturan ibu jari telah dibentuk dalam kajian awal untuk mengurangkan penghasilan tenaga yang tinggi semasa tahap kritikal proses kimpalan. Kajian awal ini mencadangkan langkah-langkah eksperimen yang signifikan untuk tahap seterusnya, iaitu kimpalan bahan berlainan. Ujian rintis ini mampu mengesan tahap awal parameter kimpalan, memilih teknik terbaik untuk kimpalan Aloi Aluminium kepada besi, dan susunan helaian Aloi Aluminium pada sebelah unduran dan majuan. Data akhir menunjukkan bahawa kelajuan kimpalan yang rendah adalah penting untuk menghasilkan sambungan Aloi Aluminium kepada besi yang teguh, manakala kelajuan tinggi akan menghasilkan kekuatan tegangan sambungan Aloi Aluminium yang tinggi. Pada asasnya, putaran kelajuan rendah, contohnya 400-900 rpm, akan menghasilkan kualiti kimpalan yang rendah, manakala putaran kelajuan tinggi, contohnya 1800-2000rpm, akan menghasilkan lingkungan kekuatan sambungan yang konsisten dan kualiti kimpalan yang baik. Walau bagaimanapun, kelajuan kimpalan dan putaran yang tinggi (400 mm/min, \geq 2000 rpm) akan mencacatkan kimpalan. Serakan besi dalam zon kimpalan, kecacatan kimpalan, kandungan mekanikal dan tebal lapisan antara metalik adalah faktor yang boleh mempengaruhi sambungan Aloi Aluminium kepada besi. Teknik sebaran diketahui mampu mengelakkan pin daripada terjunam dalam had besi. Walaupun nilai kegagalan tegangan mungkin rendah berbanding bahan asas, sambungan Aloi Aluminium berlainan mampu mencapai keberkesanan 85% bahan asas AA6061-T6, manakala sambungan Aloi Aluminium kepada besi mampu mencapai keberkesanan 100% bahan asas besi. Alat boleh

laras yang baru telah disyorkan untuk kajian masa hadapan. Hasil akhir kajian ini mendapati bahawa rekabentuk baru ini mampu mengatasi beberapa parameter yang terjejas dalam struktur yang dikaji. Penggunaan alat ini juga boleh mengurangkan kos proses kimpalan kaca geseran.

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TABLE OF CONTENT

	PAGE
DECLARATION	
APPROVAL	
DEDICATION	
ABSTRACT	i
ABSTRAK	ii
ACKNOWLEDGMENT	iv
TABLE OF CONTENTS	v
LIST OF TABLES	viii
LIST OF FIGURES	x
LIST OF APPENDICES	xvii
LIST OF ABBREVIATIONS	xxviii
LIST OF SYMBOLS	xx
LIST OF PUBLICATIONS	xxii
LIST OF INTELLECTUAL PROPERTY	xxiii
CHAPTER	
1 INTRODUCTION	1
1.1 Research motivation and background	1
1.2 FSW applications	5
1.3 Lightweight materials applications	7
1.3.1 General description of workpiece material	8
1.4 Problem statement	9
1.5 Research objectives	11
1.6 Research scope and delimitation	11
1.7 Hypothesis	12
1.8 Research Questions	12
1.9 Thesis Outline	14
2 LITERATURE REVIEW	16
2.1 Introduction	16
2.2 Friction stir welding; General overview	17
2.2.1 Main welding parameters effect	20
2.2.1.1 Tool rotational and linear speeds effect	21
2.2.1.2 Tool shape design effect	27
2.2.1.3 Tool materials effect	32
2.2.1.4 Effects of tool tilt angle	33
2.2.1.5 Effect of generated forces	33
2.2.2 Common defect in FSW	37
2.2.3 Heat generations	40
2.2.4 Microstructure evolution	42
2.2.5 Flow of material	46
2.2.5.1 Retreating and advancing side investigation	47
2.2.6 Joint efficiency	49
2.3 Welding of dissimilar Al Alloys 5xxx-to-6xxx	54
2.3.1 Corrosion resistance	60
2.4 Welding of aluminum to steel	61
2.5 Summary	72

3	METHODOLOGY	73
3.1	Overview	73
3.2	Preliminary investigation phase	75
3.2.1	Compliance of the machine used	76
3.2.2	Material used for the preliminary investigation	77
3.2.3	Tool design of the preliminary investigation	78
3.2.4	Method of measuring the forces	79
3.2.5	Methods of measuring the temperature	80
3.2.5.1	Experimental temperature measurement method	80
3.2.5.2	Finite element method	81
3.2.6	Welding/processing procedure	84
3.3	Experimental work phase	85
3.3.1	The chemical and mechanical properties of the welded materials	86
3.3.2	Tool design for the dissimilar welding stage	87
3.3.3	Fixture and backup plate	88
3.3.4	Welding parameters	90
3.3.5	Pilot tests	90
3.3.5.1	Annealing, diffusion, or plunging for Al-to-steel joining	90
3.4	Development phase	91
3.4.1	Implementing of general full factorial design	92
3.5	Validation phase	93
3.5.1	Tensile and shear tests	93
3.5.1.1	Tensile and shear test specimens preparing	95
3.5.2	Metallurgical and microhardness investigations	98
3.5.2.1	Scanning electron microscopy and Energy dispersive X-ray spectroscopy	98
3.5.2.2	X-ray diffraction	99
3.5.2.3	Microhardness	102
3.5.2.4	Macroscopic investigation	102
3.5.3	Heat cycle	103
3.6	New FSW tool design (for the future work)	105
4	PRELIMINARY INVESTIGATION	106
4.1	Introduction	106
4.2	Force measurement results	107
4.3	Heat measurement results	111
4.3.1	Experimental results	111
4.3.2	FEM results	114
4.4	Discussion of the preliminary work	118
4.5	Summary	124
4.6	Recommendation for the welding of Al-to-Al and Al-to-steel platform	1255
5	RESULTS AND DISCUSSION	126
5.1	Preface	126
5.2	Pilot test	127
5.2.1	Identifying the initial level of welding parameters	127
5.2.2	Investigation on the retreating and advancing sides	130
5.2.3	Identifying the best Al-to-steel joining technique	130
5.2.3.1	Annealing technique limitations	130
5.2.3.2	Plunging technique limitations	131

5.2.3.3	Diffusion technique	134
5.2.4	Summary on pilot test results	137
5.3	Data collection and implementation of ANOVA	138
5.3.1	First investigation stage	138
5.3.1.1	Instability in the results	145
5.3.2	Second investigation stage	149
5.3.3	Third investigation stage	152
5.3.3.1	Analysis of the third investigation stage	155
4.5	Fracture surface of Al-to-Al joint	165
5.5	Microhardness test	171
5.6	Microstructure morphology	174
5.7	The X-Ray diffraction results	189
5.8	Heat cycle	192
5.9	Summary	197
6	CONCLUSIONS AND RECOMMENDATIONS	199
6.1	Conclusions	199
6.2	Recommendations for the future work	201
	REFERENCES	204
	APPENDIX A	228
	APPENDIX B	229

LIST OF TABLES

TABLE	TITLE	PAGE
1.1	Applications of FSW	7
1.2	Research questions of this study	13
2.1	The Main Advantages of FSW/FSP.	20
2.2	Some development in tool design of FSW.	31
2.3	Convenient tool material (Fuller, 2007)	32
2.4	Survey on the resulted joint efficiencies and used welding parameters for similar metallic alloys.	51
2.5	Survey on the resulted joint strengths and the used welding parameters of dissimilar welding of AA5xxx-to-AA6xxx.	60
2.6	Survey on the resulted shear strength of Al-to-steel lap configuration and the used welding parameters.	65
2.7	Atomic percent's of the main IMCs forms (Taban et al., 2010; Potesser et al., 2006; Bozzi et al., 2010).	69
2.8	Crystal structure and hardness of the phased formed in the Al-Fe binary phase diagram.	70
3.1	Chemical composition and mechanical properties of 6.4 mm AA6061 used in the preliminary investigation.	77
3.2	The used tools for the preliminary investigation.	79
3.3	The used parameters in the preliminary investigation.	85
3.4	Chemical and mechanical properties of the materials used	87
3.5	Parameters used in XRD test	100
4.1	Error between experimental and numerical results for $N= 1000$ rpm.	116
5.1	Tool PLD distance effect on the shear strength.	136
5.2	Explanation of the collected data (historical data spots).	138
5.3	Process parameters, ranges, and values.	139
5.4	Multilevel factorial design of first investigation stage	139
5.5	DOE matrix of the first investigation.	140
5.6	Two-Way ANOVA results for the UTS of the first investigation stage.	141
5.7	Two-Way ANOVA results for the F/w of first investigation stage.	141
5.8	Effect of rotational and welding speeds on the fracture mode.	148
5.9	Second investigation results (the welding speed constant at 60 mm/min).	150
5.10	Process parameters of third investigation stage, ranges, UTS values, and brief description on the results.	153
5.11	Process parameters of third investigation stage, and used ranges, the results shown in F/w (N/mm) and in shear strength values (MPa).	154
5.12	Multilevel factorial design of third investigation stage	155

5.13	General full factorial matrix of the third investigation stage.	156
5.14	Two-Way ANOVA results for the UTS of the third investigation stage.	156
5.15	Two-Way ANOVA results for the F/w of the third investigation stage.	157

LIST OF FIGURES

FIGURE	TITLE	PAGE
1.1	Highly interdisciplinary adaptive structure (morphing wing), (ETH, 2009).	2
1.2	Fuselage integrity, suggested by Airbus, (a) differential structures, (b) integral structure (Tempus, 2001).	2
1.3	Honda newly developed joining method (3D Lock Seam) of Al-to-steel (Honda, 2013).	3
1.4	Main joint design, (a) square butt, (b) lap joint, (c) multiple lap joint, (d) fillet joint, (e) T butt joint, (f) edge butt, (g) T lap joint.	4
1.5	Airframe structure courtesy of Eclipse Aviation Corporation (I-STIR technology, 2012).	5
1.6	FSW in different configurations and applications, friction stir joining of (a) Al-extrusion panels used in high speed cruises, (b) Al-panels in manufacturing of high speed trains in Japan, and (c) manufacturing of honeycomb structures, (Cam and Mistikoglu, 2014).	6
1.7	Boat application (a) steel frame, (b) aluminum outer skin, (Alumar Yachts, 2010).	8
2.1	General methodology of the peer-review process.	17
2.2	Schematic of friction stir welding requirements.	18
2.3	Robotic FSW machine used the FSP to improve the mechanical properties of a component (Williams, 2004).	19
2.4	Input and output parameters in FSW for specific materials to be weld.	21
2.5	Spindle speed effect on the nugget zone shape of welded AA2524-T351. The figure shows the reduction of nugget zone with decreasing rotation rate (for constant welding speed), (Yan et al., 2005).	23
2.6	Rotational speed effect on the resulted tensile strength, different pin profiles were used (Palanivel et al., 2012).	23
2.7	Welding speed effect on the resulted tensile strength, different pin profiles were used (Elangovana and Balasubramanian, 2008).	24
2.8	Welding speed effect on the resulted tensile strength, different pin profiles were used (Palanivel et al., 2014).	25
2.9	FSW tools used in Palanivel et al. (2012) study.	28
2.10	Estimated pulses explanation for square pin profile (Elangovan et al., 2008a).	29

2.11	Typical friction stir weld tool, scrolled shoulder configuration with/without the scrolls extending out to the edge of the shoulder face (Burford et al., 2006).	30
2.12	The effect of shoulder diameter size on the generated heat, represented by measured peak temperature (Mehta et al., 2011)	30
2.13	Effect of tool tilt angle on FS-welds of pure titanium, (a) tool tilt angle 3°, (b) tool tilt angle 1° (Seighalani et al., 2010).	33
2.14	Schematic drawing of FSW stages.	34
2.15	Plunge force and torque, heat generation, plunge time period (-13.7 to 5 sec), dwell time period (-5 to 0 sec), and weld time period 0 to 52.5 sec) (Schmidt et al., 2004).	35
2.16	Effect of different welding parameters on the lateral forces of Al-to-steel joint (Liu et al., 2014).	36
2.17	Suggested configuration range for appropriate FSW parameters by Podrżaj et al. (2015).	37
2.18	Some of defects form in FSW, (a) wormhole (Arbegast, 2008), (b) surface groove (Liu and Zhang, 2009), (c) and (d) kissing bond (Oosterkamp et al., 2004).	39
2.19	The main microstructural zones associated the heat distribution in FSW (Grujicic et al., 2010).	43
2.20	The common boundary between SZ and TMAZ (Haghshenas et al., 2014)	44
2.21	Effect of rotation speed on steel and aluminum material flow (Morisada et al., 2014).	47
2.22	Streamline of metal flow, at depths, (a) 5.72 mm, (b) 4.02 mm, and (c) 0.64 mm (Nandan et al., 2007).	48
2.23	True stress distribution along the welding cross section line (Woo et al., 2008). Note: (<i>DXZ refer to the SZ in some references</i>).	50
2.24	Macrostructure of dissimilar Al Alloys, AA5083-to-AA6061, (Shigematsu et al., 2003).	55
2.25	Microhardness test of, (a) AA5083-to-AA5083 joint, (b) AA6061-to-AA6061 joint, (c) AA5083-to-AA6061 joint (Shigematsu et al., 2003).	55
2.26	TWB made from AA5182-H111 and AA6016-T4 material (Leitão et al., 2009).	56
2.27	Tensile strength distribution, (a) the strain maps, and (b) the local tensile strength of different weld zones for the sample welded with 900 rpm and 100 mm/min as rotational and welding speeds respectively (Aval et al., 2012).	58
2.28	Grain sizes distribution of AA5086-O-to-AA6061-T6 weld made by Aval et al. (2012), the used parameters 900 rpm and 150 mm/min, (a) AA5086, (b) AA6061-T6, (c) HAZ of AA5086, (d) HAZ of AA6061, (e) TMAZ of AA5086, (f) TMAZ of AA6061, (g) ZS of AA5086, (h) SZ of AA6061.	59
2.29	Corrosion surface morphologies of FS-weld of AA5083-to-AA6082 (Shen et al., 2011).	61
2.30	Trends in auto light weight product by Honda, continuous FSW instead of bolt joints in new sub-frame Al-to-steel of Honda Accord 2013 (Kusuda, 2013).	62

2.31	Schematic of FSW joint in (a) Butt and (b) Lap configurations.	63
2.32	Cause and effect diagram of the main affected parameters on the IMC formation.	68
2.33	Stress-strain curves, compressive test of Al-Fe IMC's (Ozaki and Kutsuna, 2012).	70
3.1	Main methodology diagram.	74
3.2	Flowchart of the preliminary investigation.	76
3.3	CNC vertical milling machine used for welding and processing in this study.	77
3.4	Threaded pin (a) fabrication threaded pin profile and (b) the wear incident after weld.	78
3.5	Schematic diagram of the experimental setup.	80
3.6	Thermocouple ports locations to evaluate the temperature distribution.	81
3.7	Description on thermal properties relation with temperature change of AA6061-T6 (Nandan et al., 2006)	83
3.8	Finite element model, (a) fine mesh at the plunge zone, (b) the topology of the used elements.	83
3.9	Flowchart of the experimental phase.	86
3.10	The used tool in the experimental work of Al-Al and Al-to-steel welding.	88
3.11	The backup plate, (a) schematic of the design, and (b) after fabrication.	89
3.12	Explanation of the tensile and shear samples, (a) parent materials samples, (b) Al-to-Al sample, and (c) Al-to-steel sample.	94
3.13	Dimensions of the tensile and shear samples (ASTM E8, 2009).	94
3.14	Instron universal testing machine for tensile and shear strength validation.	95
3.15	Gripping setup of shear strength test.	95
3.16	Unusual sample shape caused by the specimen moving during the cutting process.	96
3.17	Water-jet machine and the required fixture.	96
3.18	Prepared tests samples by water-jet cutting process.	97
3.19	Flash removal process.	97
3.20	Samples positions that used for the mechanical and metallurgical tests.	98
3.21	Scanning electron microscopy attached by energy dispersive X-ray.	99
3.22	XRD equipment used to analyze the IMC formed phases.	101
3.23	Shear fracture surface for XRD test.	101
3.24	Microhardness device used for Vickers hardness test.	102
3.25	Dino-lite tool used for macrograph inspections.	103
3.26	Heat cycle measurement setup, (a) schematic diagram of the thermocouple ports positions, (b) groove incident on the aluminum backup plate, and (c) experimental setup.	104
4.1	Generated forces in the plunging direction of the CNC machine caused by some process parameters, (a) $N = 500$ rpm, $f = 5$ mm/s, and tool-T1, (b) $N = 500$ rpm, $f = 30$ mm/s, and tool-T1, (c) $N = 1000$ rpm, $f = 5$ mm/s, and tool-T2, (d) $N = 1000$ rpm, $f = 30$ mm/s, and tool-T2, (e) $N = 1000$ rpm, $f = 30$ mm/s, and tool-T1.	108

4.2	Effect of rotational speed on the generated forces, $DT = 40s$, $f = 5$ mm/min. Tool used: T2; (a) $N = 1000$ rpm, (b) $N = 1500$ rpm, the translational distance was 10 mm, and the welding speed was 10 mm/min.	110
4.3	Groove defect caused by unstable temperature along the welding line.	111
4.4	The resulted temperature during the plunging for two tools using different rotational speeds.	112
4.5	Temperature values and distribution, $N = 1000$ rpm, $DT = 40$ sec using tool T2, Ports 7 and 8 showed unnoticeable change.	113
4.6	The effect of dwell time on the resulted peak temperature during the FSP for different tools and rotational speeds.	114
4.7	Heat generated by the pin, (a) temperature contour gradient of the pin penetration stage (in Kelvin), and, and (b) experimental and numerical resulted temperatures.	115
4.8	Experimental and FEM results for DT periods (5, 10, 20, and 40 sec), $N = 1000$ rpm, the tool used: T2.	116
4.9	Temperature contours for $N = 1000$ rpm (a) $DT = 5$ sec, (b) $DT = 40$ sec, the tool used: T2. (Temperature values are in Kelvin).	117
4.10	Forces and temperature behaviour, $DT = 40$ sec for both, tool used: T2, (a) $N = 1000$ rpm, (b) $N = 1500$ rpm.	120
4.11	Forces values in the three dimensions for $N = 1000$ rpm, $DT = 5 - 40$ sec. Tool used: T2	122
4.12	The heat generation process in FSW during plunge and dwell time stages, the heat generation process inside the dotted box may be stopped before the $dQ/dt = 0$ depending on the used dwell time.	123
5.1	Weld quality of the primary investigation, the welds made by (a) 400 rpm – 10 mm/min, (b) 400 rpm – 60 mm/min, (c) 500 rpm – 10 mm/min, (d) 500 rpm – 60 mm/min, (e) bottom side of Al Alloys weld 400 rpm – 10 mm/min.	128
5.2	Promotion of good weld quality with an increase of the rotational speed, the photographs are the welds made by (a) 600 rpm – 60 mm/min, (b) 900 rpm – 60 mm/min, (c) 1200 rpm – 60 mm/min	129
5.3	Weld produce by using of $N = 1200$ rpm with welding speed of (a) 60 mm/min which shows separation of steel from the bottom surface of the Al-to-Al joint, (b) 10 mm/min which shows poor weld quality due to the overheating at the Al-to-Al surface.	129
5.4	Large defect presence due to the placing of the AA6061 plate on the retreating side.	130
5.5	Microstructure results of plunge technique, $N = 1200$ rpm, $v = 60$ mm/min, $PLD = 0.1$ mm.	132
5.6	The used tools and tungsten carbide pin; (a) the used tool, (b) the tungsten carbide pin, (c) broken tool caused by the using plunging technique, (d) broken pin caused by the high rotational speed 2200 rpm.	133
5.7	Intermetallic formation at the Al-to-steel interface outside the pin plunge zone ($N = 1200$ rpm, $v = 60$ mm/min, $PLD = 0.1$ mm).	134

5.8	The tensile results analysis of the first trial, (a) surface plot of UTS vs N and v , (b) contour plot of UTS vs N and v , (c) main effects plot of UTS, (d) interaction plot of UTS.	142
5.9	Analysis of the shear strength results of the first trial, (a) Surface plot of F/w vs N and v , (b) Contour plot of F/w vs N and v , (c) Main effects plot for F/w , (d) Interaction plot for F/w .	145
5.10	The effect of rotational and welding speed on the fracture location during the tensile test, (a) $N = 600$ rpm, (b) $N = 900$ rpm, (c) $N = 1200$ rpm.	146
5.11	Macro-structural photographs of the fracture surface for rotational speed 600 rpm with different welding speed, (a) 20 mm/min, (b) 40 mm/min, and (c) 60 mm/min.	147
5.12	Changing of the fracture location to the weld end of the advancing side with the increase in the rotational speed, for a constant welding speed of 60 mm/min.	149
5.13	Fracture position occurrences far from the formed defect (if formed) when high rotational speeds was used.	151
5.14	Some of the second investigation results, (a) poor weld for 2200 rpm with 20 mm/min, (b) pin fracture incident and poor weld quality of 2200 rpm with 60 mm/min, and (c) poor weld quality of 2500 rpm with 60 mm/min.	152
5.15	Good quality welds made by using N of 1800 rpm and 2000 rpm for different welding speeds.	154
5.16	Surface groove defect caused by excessive welding speed for different rotational speeds. (a) $N = 1800$, $v = 400$ mm/min, and (b) $N = 2000$ rpm, $v = 400$ mm/min.	155
5.17	Results of the third trial for UTS analysis, (a) surface plot of UTS vs N and v , (b) contour plot of UTS vs N and v , (c) main effects plot of UTS, (d) interaction plot of UTS.	158
5.18	Shear strength results of the third trial, (a) surface plot of F/w vs N and v , (b) contour plot of F/w vs N and v , (c) main effects plot for F/w , (d) interaction plot for F/w .	160
5.19	Fracture mode of Al-to-steel joint.	162
5.20	Stress-strain graphs of; (a) steel base material, (b) AA5083 base material, (c) AA6061 base material, and (d) Al-to-steel joint made by 2000 rpm and 20 mm/min as rotation and welding speeds respectively	162
5.21	Ultimate tensile strength results (average for three replicates) for different welding parameters, (a) UTS in MPa, and (b) tensile efficiency in (%) as compared to the AA6061 base material	164
5.22	Shear strength results (average for three replicates) for different welding parameters, (a) shear strength in MPa, and (b) shear efficiency in (%) as compared to the steel base material.	164
5.23	Fracture surface for the weld made by 1800 rpm with (a) 20 mm/min, (b) 20 mm/min enlarged image, (c) 300 mm/min, (d) 300 mm/min enlarged image, and (e) AA6061 base material.	166
5.24	Fracture characteristic of the weld made 900 rpm with 20 mm/min, (a) the uneven fracture mode, (b) fracture interface with tunnel	

	defects observation, (c) and (d) are enlarged images to show the brittle and ductile fracture zones.	167
5.25	Fracture interface of weld made by using 900 rpm, (a) the welding speed 20 mm/min the selected zone to be investigated is shown in “Figure 5.24-(a)”, and (b) the used welding speed is 60 mm/min.	168
5.26	Al-to-Al weld interface, the used rotational speed was 900 rpm, (a) at the middle of the weld line $v = 20$ mm/min, (b) at the plunging zone, and (c) crack existence at the AA6061 side for the weld made by $v = 60$ mm/min.	170
5.27	The difference between the fracture surfaces for weld made by 300 mm/min as welding speed while the rotational speed were; (a) 1800 rpm, and (b) 2000 rpm.	171
5.28	Microhardness results of welds made by different welding parameters.	173
5.29	The microstructure image of the weld made by using 900 rpm and 20 mm/min as welding parameters, (a) the AA5083 side, and (b) the AA6061 side.	174
5.30	The EDX results at the AA5083 side of the weld made by using 900 rpm and 20 mm/min as welding parameters.	175
5.31	The EDX results at the AA6061 side of the weld made by using 900 rpm and 20 mm/min.	176
5.32	The EDX results at the AA5083 side of the weld made by using 900 rpm and 20 mm/min, different phase’s formations along the IMC thickness.	177
5.33	The EDX results at the AA6061 side of the weld made by using 900 rpm and 20 mm/min, different phase’s formations along the IMC thickness.	178
5.34	Large defect formations and small amount of the IMC at the, (a) AA5083 and (b) AA6061 sides	179
5.35	Very small amount of the IMC for rotational speed 1800 rpm with 300 mm/min as welding speed	180
5.36	Continuous IMC layer at the interface for rotational speed 1800 rpm with 20 mm/min as welding speed, (a) AA5083-to-steel, and (b) AA6061-to-steel.	181
5.37	Mapping contours for the weld produced by using 1800 rpm with 20 mm/min at AA5083-to-steel, (a) the mix contour map, (b) contour map of steel, (c) contour map of AA5083, and (d) contour map of zinc.	182
5.38	Mapping contours for the weld produced by using 1800 rpm with 20 mm/min at AA6061-to-steel, (a) the mix contours map, (b) contour map of steel, (c) contour map of AA6061, and (d) contour map of zinc.	183
5.39	Line scan for the weld produced by using 1800 rpm with 20 mm/min at AA5083-to-steel.	184
5.40	Line scan for the weld produced by using 1800 rpm with 20 mm/min at AA6061-to-steel.	185
5.41	Crack formation at the thick IMC of the Al-to-steel weld made by 2000 rpm with 20 mm/min as rotational and welding speeds respectively.	186

5.42	The IMC thicknesses of the weld made by 2000 rpm with 40 mm/min as rotational and welding speeds respectively, (a) AA5083 side, and (b) AA6061 side.	187
5.43	Amorphous phase formation and its transformation process.	188
5.44	The XRD spectra at the interface of Al-to-steel for the weld made by 900 rpm with (a) 20 mm/min, and (b) 60 mm/min.	189
5.45	The XRD spectra at the interface of Al-to-steel for the weld made by 1800 rpm with (a) 20 mm/min, and (b) 300 mm/min.	190
5.46	The XRD spectra of all tested samples.	191
5.47	Heat cycle of weld made by 900 rpm with (a) 20 mm/min, and (b) 60 mm/min.	193
5.48	Heat cycle of weld made by 600 rpm with (a) 20 mm/min, and (b) 60 mm/min.	193
5.49	Heat cycle of weld made by 1800 rpm with (a) 20 mm/min, (b) 60 mm/min, and (c) 300 mm/min.	194
5.50	Heat cycle of weld made by 2000 rpm with (a) 20 mm/min, (b) 60 mm/min, and (c) 300 mm/min.	194
5.51	The peak temperature resulted for different parameters.	195
5.52	Heat cycle of weld made by 2000 rpm with 40 mm/min	197
6.1	Schematic diagram of a suggested method to improve both tensile and shear strengths.	202
6.2	Schematic drawing of another suggested method to minimize the force and eliminated the keyhole defect.	202

LIST OF APPENDICES

APPENDIX	TITLE	PAGE
A	CNC Program	228
B	Suggested FSW Tool for Future Works	229

LIST OF ABBREVIATIONS

Abbreviation	Specification
3D	Three dimensional
Al-to-Al	Aluminum to Aluminum
Al-to-steel	Aluminum to steel
ANOVA	Analysis of variance
AS	Advancing side
BC	Boundary condition
BM	Base material
DOE	Design of experiments
DRX	Dynamic recrystallization
DT	Dwell time (s)
EDX	Energy dispersive spectroscopy
FEM	Finite element method
FSBW	Friction stir butt welding
FSLW	Friction stir lap welding
FSP	Friction stir processing
FS weld	Friction stir weld
FSW	Friction stir welding
HAZ	heat affected zone
HV	Hardness (Vickers)
IMC	Intermetallic compound
PLD	Pin plunge depth in the steel plate (mm)
RS	Retreating side

SC	Smoothly cylindrical profile
SD	Shoulder dipping (mm)
SEM	Scanning electron microscopy
SZ or DXZ	Stir zone
TMAZ	Thermomechanical affected zone
TWB	Tailor welded blank
UTS	Ultimate tensile strength (MPa)
WZ	Weld zone
XRD	X-ray diffraction